

Canadian National Railways

have suffered under them because we have on many occasions forfeited our own immediate selfish desires for the good of the nation as a whole. Many of the economic difficulties of the maritime provinces compared with the rest of Canada are similar to the economic problems we have as a small nation next to a giant ten times as big as we are. The bigger the economic unit the greater is its attraction for investment capital and for everything else.

Every year great quantities of money are drawn off from the Atlantic provinces by quite legitimate means by large insurance companies, for example, which have their headquarters in another part of Canada. When it comes to the reinvestment of this money the larger unit in some other part of Canada, which perhaps has even greater natural resources or greater markets, quite often attracts this money.

This is the type of difficulty against which we are struggling. We are on the periphery of the geographically huge nation of which we are proud to be a part. We have continued to be loyal to the concept of a nation from sea to sea because we believe that in the long run it will be of the greatest benefit to all Canadians. However, we would like to share in it as nearly equally as possible. This is a worthy method of bringing about something approaching equality and I support it wholeheartedly. Like my colleague, the hon. member for Queens who has just spoken, I should like to see the ceiling raised another \$50 million—a rolling ceiling if that is what you want to call it—so that the fund will not be depressed and so that not only the cumulative total will grow but that the ceiling under which the board will operate will remain at at least \$100 million.

Resolution reported and concurred in.

Mr. Pickersgill thereupon moved for leave to introduce Bill No. C-213, to amend the Atlantic Development Board Act.

Motion agreed to and bill read the first time.

The Acting Speaker (Mr. Rinfret): When shall the said bill be read the second time?

Mr. Pickersgill: Mr. Speaker, I wonder if there might be agreement, if it were convenient and after members have had an opportunity of looking at the bill, to consider second reading later this day or at the next sitting?

Mr. Starr: Provided the bill is distributed some time before that.

Mr. Pickersgill: If there was any objection we would not proceed but we would be in a position to do so if there were agreement.

Some hon. Members: Agreed.

Mr. Pickersgill: The Minister of Finance was asked to leave for a few minutes to meet the parliamentary delegation from the Soviet Union. I have the Canadian National Railway bill relating to two branch lines and if it is agreeable to the house I could proceed with it while we are waiting for the Minister of Finance to return.

Mr. Starr: Agreed.

CANADIAN NATIONAL RAILWAYS**PROVISION FOR CONSTRUCTION OF BRANCH LINES IN WEST**

Hon. J. W. Pickersgill (Minister of Transport) moved the second reading of Bill No. C-210, respecting the construction by Canadian National Railway Company of a line of railway in the province of Manitoba from the vicinity of Stall Lake on the Chisel Lake subdivision of Canadian National Railways in a north-easterly direction for a distance of approximately 12 miles to a point in the vicinity of Osborne Lake in the The Pas mining district of that province, and of a line of railway in the province of Saskatchewan from the vicinity of Watrous on the Watrous subdivision of the said railways in a northeasterly direction for a distance of approximately 18 miles to a point in the vicinity of Guernsey in the Regina mining district of that province.

He said: Do hon. members want any explanation? I would be happy to give it.

Mr. Knowles: You can give the explanation in committee.

Motion agreed to, bill read the second time and the house went into committee thereon, Mr. Rinfret in the chair.

Mr. Knowles: Perhaps the minister would now give us the explanation about these two branch lines.

• (4:50 p.m.)

Mr. Pickersgill: Are you calling clause 2, Mr. Chairman?

The Deputy Chairman: Shall clause 2 carry?

Mr. Knowles: Why not call clause 1? It is not the short title.