

Message from the Senate

would pay interest at 15 per cent. Mr. Chairman, what could be more ridiculous? The 27,000 companies owing us \$223 million are charged interest at an annual rate of 6 per cent. We are telling the people: Pay, give your lenders an opportunity to charge you 15 per cent interest, and we will allow millionaire multinational corporations to keep the public's money at 6 per cent interest. If that is not ridiculous, Mr. Chairman, what is it? Scheming, maybe? Mr. Chairman, what is urgently needed today is trying to give Canadians an opportunity to live decently. Concerning taxes and those companies I was referring to, since I have come to age, since age 17 when I started working, never did the government allow me, nor will it ever allow a Canadian citizen to tell Revenue Canada: I will keep your money and give me 6 per cent of what you owe me. No, we are charged 15 per cent.

● (1652)

[English]

The Deputy Chairman: Order. I regret to inform the hon. member that his allotted time has expired.

[Translation]

Mr. Martin: Mr. Chairman, I would simply like to answer a few points raised by the hon. member for Villeneuve in his speech.

[English]

Mr. McGrath: Mr. Speaker, I rise on a point of order. There are just a few minutes left before we begin private members' hour. Perhaps the parliamentary secretary could wait until we reassemble at eight o'clock. I just wanted to make the point that the official opposition has not surrendered its traditional right to lead off on clause 1 of the debate. I trust that Mr. Chairman will keep that in mind as we reassemble at eight o'clock.

Mr. Martin: I am quite prepared to close off now until eight o'clock, Mr. Chairman. I would like to respond to some of the points raised by the hon. member for Villeneuve, at that time.

The Deputy Chairman: Is it agreed that we call it five o'clock?

Some hon. Members: Agreed.
Progress reported.

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MESSAGE FROM THE SENATE

The Acting Speaker (Mr. Turner): I have the honour to inform hon. members that a message has been received from the Senate informing this House that the Senate have passed Bill S-3, an act to implement the international convention for safe containers, to which the concurrence of this House is desired.

[Mr. Caouette (Villeneuve).]

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

The Acting Speaker (Mr. Turner): Order. It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Ottawa West (Mr. Francis)—Public Service—Relocation and retraining of employees whose jobs are declared redundant; the hon. member for St. John's West (Mr. Crosbie)—Transport—Rail service in Newfoundland; the hon. member for Esquimalt-Saanich (Mr. Munro)—Fisheries—Rights of Indian bands.

It being five o'clock the House will now proceed to the consideration of private members' business as listed on today's order paper, namely, notices of motions, public bills, private bills. There being no items under the headings notices of motions and private bills on the order paper, the House will proceed to public bills.

PRIVATE MEMBERS' PUBLIC BILLS

[English]

NATIONAL TRANSPORTATION ACT

AMENDMENT RESPECTING HEARINGS OF CANADIAN TRANSPORT COMMISSION

Mr. Mark MacGuigan (Windsor-Walkerville) moved that Bill C-201, to amend the National Transportation Act (review and re-hearing), be read the second time and referred to the Standing Committee on Transport and Communications.

He said: Mr. Speaker, Bill C-201 arises out of problems caused by the construction of the Powell sidings by the Canadian Pacific Railway in Windsor, but is not limited in its effect to that case.

Since the Powell sidings issue is still before the Canadian Transport Commission for decision, I have to be somewhat restrained in my references to it, though I must develop enough of the facts in relation to it to explain the problem. The Powell sidings were built in the summer of 1974 to facilitate a new co-operative rail-freight service between the Canadian Pacific Railway in Canada and the Chessie system in the United States. To quote from an article in the *Detroit Sunday News* on November 3, 1974, at page 10-G:

A new siding in Windsor was built to provide a landing stage for the exchange of Chessie and CP equipment . . . An eastbound train, manned by a U.S. crew, is turned over to a Canadian crew. Simultaneously, a westbound train manned by the Canadians, is turned over to the Americans . . . Prior to this arrangement Canadian trains halted in Windsor and cars were transferred to various U.S. carriers in the Detroit area.

The problem is not with the co-operative arrangement between the railways—which is an admirable effort at rationali-