

covered by the Act that may be entrusted to the Authority by the Governor in Council.

The Authority is also given power to expropriate land, and the provisions of the Expropriation Act are made applicable to the exercise of this power by the Authority.

Hon. Mr. Roebuck: Do I understand the honourable senator to say that the Authority can borrow \$300 million without specific instructions from or supervision by the executive? Is an order in council required?

Hon. Mr. Robertson: The notes compiled for me are a condensation of a lengthy report prepared by the minister. I would refer the honourable senator to section 13 of the bill, which reads:

The Authority, with the approval of the Governor in Council, may, from time to time, borrow money from His Majesty or otherwise for the purposes for which it is incorporated, but the aggregate of the amounts borrowed under this Act and outstanding shall not at any time exceed three hundred million dollars.

Hon. Mr. Roebuck: That is fine.

Hon. Mr. Robertson: Perhaps my notes have been unduly condensed, but that was done to save time. My honourable friend from Toronto-Trinity has asked a pertinent question, and I thank him for raising it.

Section 15 gives the Authority power to charge tolls on vessels navigating the canals, and on their cargoes. In the first instance, the Authority establishes the tolls to be charged. The tariffs are filed with the Board of Transport Commissioners, and any interested person may file a complaint with the Board as to unjust discrimination.

Hon. Mr. Roebuck: May I interrupt the honourable leader? I do not want to embarrass him.

Hon. Mr. Robertson: If I cannot answer your question I shall soon say so.

Hon. Mr. Roebuck: Is any power given to the Authority to discriminate as between Canadian vessels and those of other nations?

Hon. Mr. Robertson: No, I think it is expressly set forth that there will be no discrimination.

Hon. Mr. Kinley: I think that is unfortunate.

Hon. Mr. Robertson: The Board will then make a finding on the complaint and report this finding to the Authority. There is provision for appeal, and section 52 of the Railway Act relating to appeals is made applicable to the findings of the Board.

The bill provides that the tolls charged by the Authority shall be fair and reasonable, and shall provide a revenue sufficient to defray the cost to the Authority of its operations in carrying out its purposes, which

cost shall include: (a) payments in respect of the interest on amounts borrowed by the Authority; (b) amounts sufficient to amortize the principal of the amounts borrowed over a period not exceeding fifty years, and (c) the cost of operating and maintaining the canals and works under the administration of the Authority, including all operating costs of the Authority and such reserves as may be approved by the minister.

Provision is made in clause 17 to cover the establishment of tolls in case of works constructed by the Authority in conjunction with works undertaken by an appropriate Authority of the United States.

The bill makes provision for financing the costs of the Authority by loans and guarantees. The Minister of Finance, with the approval of the Governor in Council, is empowered to make loans to the Authority out of the Consolidated Revenue Fund or guarantee payment of principal and interest on money borrowed by the Authority. It should be noted that no such loans and guarantees shall be made or given in any fiscal year except to the extent that parliament authorized such loans and guarantees in that year. Parliamentary control over the financing of the Authority is thus ensured.

There is also provision for temporary loans to be made by the Minister of Finance to the Authority, not exceeding an aggregate amount of \$10 million. The power given to the Authority to borrow is limited to an aggregate of \$300 million, so the amount of the loans or indebtedness shall not at any time exceed this maximum. The accounts and financial transactions of the Authority are to be audited by the Auditor General.

In my humble opinion, honourable senators, the enactment of this bill and of its companion bill, No. 34, entitled an Act respecting construction of works for the generation of electrical power in the International Rapids section of the St. Lawrence river, will mark a major step towards the accomplishment of this long discussed sea-way project.

Hon. Mr. Roebuck: May I ask the leader a question? Canada now owns certain properties in connection with canals and so forth on the St. Lawrence. Does this bill transfer ownership in those properties to the Authority?

Hon. Mr. Robertson: I think provision is made for that in the bill that will come before us next, which has to do with the agreement between Canada and Ontario with respect to the development of power.

Hon. Mr. Reid: May I ask the leader if it is intended to send this bill to a committee?