

Transportation

have no choice but to regard that as meaning "contrary to the public interest". I think this is one of the clauses that, defines interest. But if we have it, as defined in clause 1, we are nailing it down, it seems to me, beyond peradventure.

Mr. Bell (Saint John-Albert): Mr. Chairman, my fear is somewhat different. I will only take a minute. So far as the definition of "public interest" is concerned I agree that there should be as much qualification as possible. Surely there is considerable definition and interpretation of "public interest" already in the decisions of the transport boards and in the common law relating to railway matters and the like. What bothers me are words in the new subclause 2 that the minister proposes such as "unreasonable". This is an honest effort to deal with some of the regional geographic problems about which we talked on clause 1. While this does not go as far as bringing in a real equalization formula, this part does have a regional aspect. I worry about words such as I have mentioned, which have been untested. What do the words "unreasonable discouragement of the development of primary or secondary industries" mean? I mention to the minister that my fears extend also to the new part. I know that the minister will come in with a revised amendment at eight o'clock. It might be better if we accepted this amendment and then stood the clause as we have stood clause 1, because of the full implication of what I have said. In fact, the minister has stated that this is the heart of the bill. I have certain reservations. I think it might be better not to pass clause 16 tonight.

Mr. Pickersgill: We should perhaps wait until eight o'clock to decide whether to accept the hon. gentleman's suggestion, which has a certain amount of appeal for me. I should like to see the amendment carried. This amendment is in exactly the same wording that satisfied the committee last night on clause 1.

• (7:00 p.m.)

I hope we shall not have to open the language of the amendment again. I would like to see whether this other suggestion of mine is acceptable—I can put it forward formally at eight o'clock. I would also like to have a chance at eight o'clock to say a word or two about the proposal made by the hon. member for Springfield. After that is done, if hon. members think greater progress might be made by standing clause 16 as amended, I should like to move on to some of the less contentious clauses of the bill.

[Mr. Pickersgill.]

Mr. Knowles: Seven o'clock.

The Chairman: I understand there was some agreement that the sitting should be suspended between the hours of seven and eight. Shall I rise and report progress?

Mr. Pickersgill: Would it not be possible to abbreviate matters by simply suspending the sitting of the committee?

The Chairman: The time saved would probably be not more than half a minute and it is the opinion of the Chair that to do as the hon. gentleman suggests would be highly irregular.

Progress reported.

PROCEEDINGS ON ADJOURNMENT MOTION

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

Mr. Deputy Speaker: It is my duty, pursuant to provisional standing order 39(A) to inform the house that the questions to be raised at the time of adjournment tonight are as follows: the hon. member for Lotbinière (Mr. Choquette), historic monuments—restoration of the manor of Sir Etienne Pascal Taché in Montmagny, Quebec; the hon. member for Queens (Mr. Macquarrie), Sir John A. Macdonald—inquiry as to plans for honouring birthday; the hon. member for York-Humber (Mr. Cowan), Royal Canadian Mounted Police—Edmonton, Alberta—compassionate payment to widow on death of constable.

Does the house agree to suspend the sitting until eight o'clock?

Some hon. Members: Agreed.

Mr. Deputy Speaker: And to resume the work of the committee?

Some hon. Members: Agreed.

TRANSPORTATION

PROVISION FOR DEFINITION AND IMPLEMENTATION OF NATIONAL POLICY

The house resumed consideration in committee of Bill No. C-231 to define and implement a national transportation policy for Canada, to amend the Railway Act and other acts in consequence thereof and to enact other consequential provisions—Mr. Pickersgill—Mr. Batten in the chair.

The Chairman: I do now leave the chair.

SITTING SUSPENDED