

*Inquiries of the Ministry*

interest among farmers who wish to deliver their grain to the elevator of their choice. I have studied letters and documents with regard to the problem. It is under consideration, and I hope some solution that will be satisfactory to all concerned will be arrived at before too long.

**TRANSPORT**

**NEWFOUNDLAND—STATEMENT AS TO GROUNDING OF COASTAL BOATS AND TRAIN DERAILMENT**

On the orders of the day:

**Hon. George H. Hees (Minister of Transport):** Mr. Speaker, on Tuesday last the hon. member for Trinity-Conception asked this question:

Will the minister inquire into the grounding of two C.N.R. coastal boats lately, namely the *Burin* and the *Henry W. Stone*, also the derailment of a freight train near Stephenville, and report to the house?

The management of the Canadian National Railways advise that as operators of the Newfoundland coastal service they will, as a normal administrative course, conduct an investigation to determine if there was any negligence in connection with the grounding of these two vessels. As the hon. member already knows, there was no loss of life, and I am advised that the *Henry W. Stone* is back in service and that the *Burin* will be dry-docked for examination and repairs if necessary.

With regard to the freight train derailment near Stephenville, here again the management will carry out any necessary investigation and make whatever report is necessary in the circumstances to the board of transport commissioners.

**ST. LAWRENCE SEAWAY**

**STATEMENT ON IMPOSITION OF TOLLS—  
COST PER BUSHEL OF WHEAT**

On the orders of the day:

**Hon. George H. Hees (Minister of Transport):** Mr. Speaker, on Tuesday last the hon. member for Meadow Lake asked the following question:

What will the government's decision to impose tolls on the St. Lawrence seaway cost the western farmer in cents per bushel on wheat?

The decision to impose tolls on the St. Lawrence seaway, Mr. Speaker, was made by parliament by legislation passed in 1951. The amount of the tolls is still under study, and we anticipate that tolls will be low enough to allow a net saving in the transportation costs of a bushel of wheat from the head of the lakes to Montreal. Precisely what the net saving on a bushel of wheat

might be is not determinable at this time because the seaway is still under construction and the costs cannot be finalized.

With respect to the hon. member's reference to a decision to impose tolls, I should perhaps remind the house how this matter came about. It is well known that for many years the executive branch of the United States government was unsuccessful in obtaining approval from congress for an agreement with Canada for the construction of navigation works in the international rapids section of the St. Lawrence river.

In October, 1945, joint resolution 104 covering construction of the seaway was introduced in the United States Senate. This resolution contained a requirement that tolls would be imposed to make the seaway project self-liquidating. On April 24, 1947, the then secretary of state for external affairs, the present Leader of the Opposition (Mr. St. Laurent), announced in the House of Commons Canadian concurrence in principle to the seaway being made self-liquidating through the charging of tolls.

In July of the same year joint resolution 192 was introduced into the United States House of Representatives providing for approval of the executive agreement of 1941, but requiring the President to obtain satisfactory assurance of Canadian agreement to the self-liquidating principle by charging tolls.

The St. Lawrence Seaway Authority Act was passed by parliament, and received royal assent on December 21, 1951. On May 13, 1954, the President of the United States signed the Wiley-Dondero Act which established the St. Lawrence seaway development corporation as the agency to construct the United States portion of the seaway. Both of these acts provide for the establishment of tolls to make the project self-liquidating.

**SHIPPING**

**ST. LAWRENCE RIVER—STATEMENT ON REPORTED DECISION TO KEEP SHIPPING LANES OPEN IN WINTER**

On the orders of the day:

**Hon. Jean Lesage (Montmagny-L'Islet):** May I draw the attention of the Minister of Transport to a question which was asked yesterday, when the minister was busy at other functions, by the hon. member for Saguenay about winter navigation in the lower St. Lawrence.

**Hon. George H. Hees (Minister of Transport):** Yes, Mr. Speaker, I have an answer to that question and a similar question from the hon. member for Laurier, notice of which