

Private Bills

there is the restriction that is written into this bill which says that within two years you must start construction, and the line must be constructed within five years, or you must reapply for a charter to build a line of over 20 miles.

This is not a small company coming to us because they made a mistake or did not know. I am sure this railway has top advisers who can advise them of the potential of this project. I am sure they would agree, because of the fight during the election, that in the foreseeable future it is not likely there will be a pulp mill in that area. I am saying that from a political point of view. There are two sides to the question, but it seems that the problem is settled at least for the time being.

No financial institution in Canada today will allow money to be spent for a pulp mill, unless it is out of its cotton-picking mind. Probably the only people I can put into that category are those in the Department of Regional Economic Expansion who are still supporting the extension of some areas when other areas of the country are facing massive lay-offs in the pulp and paper industry. There is no market today for our pulp and paper and it is not likely that anybody except the Department of Regional Economic Expansion would even consider such a project.

I am sure Canadian Pacific Railway is aware of these facts. To be fair to the mover of this motion, Mr. Speaker, I would have thought he would have been informed that they wish to withdraw the bill and, if necessary, re-submit it. The need for this bill does not now exist.

Mr. Cadieu: How do you know?

Mr. Peters: The hon. member for Meadow Lake (Mr. Cadieu) asks me how I know. When this bill was asked for, a full-scale operation was going on for the establishment of a pulp and paper mill in that area by Athabasca Forest Industries Ltd. The hon. member knows, and I know, that as long as that project was progressing with reasonable alacrity there had to be a parallel project by the railway company to raise the financing and meet the legal requirements for the building of a spur line.

I am not suggesting that we will not have a shortage of pulp within two years or that we will not need more paper in the international field. All I am suggesting is that the development of the pulp and paper mill has to be paralleled with the spur line. If no development takes place in the industry, then there is no need for the development of a spur line. I am sure the hon. member for Meadow Lake would not disagree that if we pass this bill, within two years the line must start and at the end of five years it must be completed. If there is no reason other than the pulp mill to put that spur line in, obviously he will not get any benefit because no trains will be running over it. I am sure that in the interests of economy and common sense he would agree with that.

If this railway is not proceeded with—and my information is that there is no intention to proceed with it—I would strongly urge that the hon. member for Meadow Lake inform this House whether there are other developments that the spur line would handle. In the explanatory note of this bill it is specifically mentioned that the purpose of establishing these 62 miles of line is to serve a pulp and paper plant to be constructed by Athabasca Forest

[Mr. Peters.]

Industries Ltd. Nothing is said about servicing the elevator in that area, and I am not familiar with its location. I must take the information that is available to me.

• (5:20 p.m.)

A number of statements concerning this matter have been made by the government of Saskatchewan. It has said that it will review the matter of supplies and whether there is any possibility of success with regard to what is proposed here. Feasibility studies will be undertaken and until those feasibility studies have been completed this project will not be considered.

I am suggesting that the House should not consider this bill in a vacuum. We do not know whether this line is a feasible proposition. That being so, we should consider other pieces of legislation that are obviously more current and much more to the point.

PROCEEDINGS ON ADJOURNMENT MOTION

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

The Acting Speaker (Mr. Laniel): Order, please. Before recognizing the hon. member for Meadow Lake (Mr. Cadieu) 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 Halifax-East Hants (Mr. McCleave)—National Security—Authority for payment of special force; the hon. member for Broadview (Mr. Gilbert)—Canadian National Railways—Metro Development Centre, Toronto—Alleged agreement to demolish Union Station; the hon. member for St. John's East (Mr. McGrath)—Regional Economic Expansion—Atlantic Development Council report—Inquiry as to decision on recommendations.

PRIVATE BILLS

CANADIAN PACIFIC RAILWAY COMPANY

The House resumed consideration of the motion of Mr. Jerome (for Mr. Sulatycky) that Bill S-21, respecting Canadian Pacific Railway Company, be read the second time and referred to the Standing Committee on Transport and Communications.

Mr. A. C. Cadieu (Meadow Lake): Mr. Speaker, I did not plan to speak on this bill. I thought that possibly the bill would be withdrawn. I understand that the deal for the pulp mill in question as between the Saskatchewan government and Parsons and Whitmore had not been completed when the provincial government was defeated. The present government of Saskatchewan, and Parsons and Whitmore, are still negotiating and if the line is not built within the next two years the proposition will not be considered. I do not think we should waste the time of the House discussing this matter. We do not know whether the people concerned will get together and if this line will be