

## HOUSE OF COMMONS

**Thursday, May 17, 1956**

The house met at 2.30 p.m.

### PRIVATE BILLS

#### REFERENCE OF PETITION TO COMMITTEE ON STANDING ORDERS

**Mr. W. J. Henderson (Kingston):** Mr. Speaker, I should like to move, seconded by the hon. member for Niagara Falls (Mr. Houck):

That the petition of Niagara Lower Arch Bridge Company Limited for a private bill, presented on May 14, 1956, together with the clerk of petitions' report thereon of May 15, 1956, be referred to the standing committee on standing orders for such recommendations as may be deemed advisable.

Motion agreed to.

### NATIONAL DEFENCE

#### SASKATOON—REQUEST FOR CONTRIBUTION TO COST OF DRAINING SLOUGH

On the orders of the day:

**Mr. R. R. Knight (Saskatoon):** I should like to direct a question to the Minister of National Defence. In view of the recent consideration which he has given to the matter, is the minister now prepared to state if the Department of National Defence is prepared to share part of the responsibility with respect to drainage of the slough known as Hudson Bay slough which borders on national defence property at the airport north of Saskatoon?

**Hon. R. O. Campney (Minister of National Defence):** Mr. Speaker, I thank the hon. member for giving me notice of his intention to ask this question. I visited Saskatoon recently and this matter was brought to my attention. Since my return to Ottawa I have been looking into the background of the situation. As a result I am satisfied—and this was the point at issue—that the presence of our airport at Saskatoon has added somewhat to the drainage problem that existed there, and I am making certain suggestions to the mayor of Saskatoon with a view to meeting the situation.

### GRAIN

#### GREAT LAKES SEAMEN'S STRIKE—TRANSPORTA- TION OF WESTERN FEED GRAIN

On the orders of the day:

**Mr. H. R. Argue (Assiniboia):** I should like to direct a question to the Minister of Trade

and Commerce arising out of the great lakes shipping strike. Can the minister say generally what quantities of feed grains are now available in eastern Canada and whether adequate rail shipments can be secured in order that eastern farmers may be assured continuing supplies of western feed grains?

**Right Hon. C. D. Howe (Minister of Trade and Commerce):** Of course I have not the quantities at hand, but to the best of my knowledge there is no shortage of feed grains at the moment. Movement from Fort William and Port Arthur is continuing. A certain amount of grain is shipped down the lakes each day and I think that will continue to be the case. As far as rail movement east from the lakehead is concerned, small quantities of grain are being shipped every day and the quantities could be stepped up very readily. Movement east of Port Arthur is not being taxed to capacity, and I see no reason at all to suppose that there will be any difficulty about either domestic supplies or supplies for export during the next two or three weeks.

### BRIDGES

#### BURLINGTON, ONT.—INQUIRY AS TO MAINTENANCE

On the orders of the day:

**Mr. F. E. Lennard (Wentworth):** I should like to direct a question to the Minister of Public Works. What arrangements have been made to maintain the immediate highway approaches to the federal vehicle bridge, and the bridge itself, over the Burlington channel to help maintain this secondary highway after the completion of the new Burlington channel bridge by the provincial government of Ontario?

**Hon. Robert H. Winters (Minister of Public Works):** I think the hon. member is aware that the government has been maintaining the bridge. One side of the bascule bridge was destroyed some time ago and was replaced by a permanent structure which has been maintained by the federal government. Regarding the federal government's present attitude with respect to the permanent nature of the structure, I think a reference to the correspondence tabled in the house exchanged between the Ontario government and ourselves will indicate our views on that point.