

We are doing great work in the field of education. As you know, our secondary schools are open to men and women from the Commonwealth countries, and as well from some countries which are not members of the Commonwealth. We teach Chinese and Japanese boys and girls. Quite a number are coming up from Jamaica. In our schools they learn our know-how and are exposed to our culture. They carry our learning back to their homelands where they will put it to good use. That is wonderful work, and work that we should continue, though my friend Senator Pouliot says that education comes under provincial rather than dominion jurisdiction.

Lastly, although many other subjects will no doubt suggest themselves to the committee, there is immigration. How many come to Canada from the Commonwealth countries, which countries, and why? What impediments are there, if any, to immigrants from the other Commonwealth countries, and what assistance do we give to those who come to this country? Australia pays the expenses of transportation of emigrants coming to Australia from the United Kingdom. We have done very little in that regard.

Honourable senators, I know of no agency for the promotion of goodwill more effective than the satisfied immigrant who writes home to his parents, his brothers and sisters, his relatives and friends, and tells them of the freedom to be enjoyed in Canada, the comfort and civilization of this nation and our cultures, and advises them to come too. There is nothing that equals the letters which our satisfied immigrants write home to their relatives in the old land.

These are just some of the specific subjects that occur to me which this committee should thoroughly investigate. I think the committee should call before it those who actually know something about the matters in question. The committee should discover the facts and lay them before us, and make valuable suggestions to be transmitted to other agencies, including our own Government.

Of course, I wish the Commonwealth well. My connection with the Commonwealth Parliamentary Association for many years is proof of my interest. I hope that the bonds which bind the Commonwealth will tighten as the years go by, that its possibilities will develop, and that it will continue increasingly its influence for good throughout the world.

I compliment again the chairman of this committee for the initiative and boldness of his address, and I look forward to a contribution by the committee and a number of reports by the chairman which will be interesting and informative.

On motion of Hon. Mr. O'Leary (Carleton), debate adjourned.

PRIVATE BILL

INTERPROVINCIAL PIPE LINE COMPANY— SECOND READING

Hon. Hartland de M. Molson moved the second reading of Bill S-7, respecting Interprovincial Pipe Line Company.

He said: Honourable senators, I rise to explain this bill almost with some embarrassment because I do not think it is complimentary to this house, or my colleagues present, to suggest it is necessary to repeat a story that has been told, considered and acted upon. Bill S-7 is, in fact, the same as Bill S-42 of the last session, which was introduced and explained on second reading by myself, was considered by the Standing Committee on Transport and Communications, and passed by the Senate. When it reached the other place, however, it was not acted upon. It was talked out and, therefore, it died. In consequence, I am forced to beg your indulgence while I reintroduce it as Bill S-7.

I do not intend to repeat all that I said on the last occasion. I would instead refer you to the *Debates of the Senate* of November 25, 1964, page 1121, where you will find my explanation. However, if you will bear with me I should like to add a few salient points to the general explanation I gave at that time.

The purpose of this bill is to permit the Interprovincial Pipe Line Company to split its shares five for one, from 40 million shares to 200 million shares, from \$5 par value to \$1 par value.

On the last occasion I made a considerable number of comments about the company, and I should like now to remind honourable senators of only a few important features. This is a great Canadian company. It is a transportation company, transporting crude oil from the oil wells of western Canada to refineries in eastern Canada, and on the way providing about 25 per cent of its throughput for export to the United States. It is a company that is owned 88 per cent by Canadians. It has 14,000 shareholders. It has invested in its facilities—plant, equipment and pipe lines—\$320 million since its inception. It has over