

Mr. Lewis: I will not argue with the minister. His advisers do better than I can, perhaps, in knowing what is meant. When you have language saying "based on the position of such transportation company in relation to railway companies," that might be based on its financial position, on the amount of cargo it carries or on a dozen different kinds of positions. Would not the minister and his advisers be wiser to say exactly what it is they want to have relativity about?

Mr. Pickersgill: The hon. gentleman must realize that that was precisely why I took the cowardly course of saying that we should make provision for that later in the supplementary estimates. The hon. member for Acadia seemed to think it would be unfair and prejudicial to the company, which has always been treated in respect of certain of these things in the same way the railway companies are treated, to leave them in doubt about this matter. A certain mathematical determination is required to be made in another clause by the Minister of Finance. The word "position" is not perfect, perhaps. Perhaps if we could find a better word it might be suggested to hon. gentlemen in another place, and they might make a substantial amendment that we might be able to concur in later.

Mr. Lewis: I am not in a concocting mood. I thought I would bring this to the minister's attention.

Mr. Pickersgill: I thank the hon. gentleman. It is not the first time he has been of help in this debate.

An hon. Member: Watch out.

Amendment (Mr. Gordon) agreed to.

Mr. Pickersgill: Mr. Chairman, I think the hon. member for Medicine Hat has an amendment, which I should be quite happy to have him move and which is quite satisfactory to me.

Mr. Olson: The amendment is as follows. Clause 471 is to be amended by adding the following section immediately after it. The amendment would then be section 472, and it reads:

Crown Representa- tive.	Where in any proceedings before the Commission under this Act the matter of the revenues or costs of a railway company under the jurisdiction of Parliament is under investigation, any Minister of the Crown in right of Canada may cause representations to
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Transportation

be made thereon to the Commission by persons having knowledge of costing principles or matters that appear to such Minister to be relevant to the determination of railway revenues and costs.

Mr. Chairman, I sent you a copy of this, but there are technical changes in the numbering. May I therefore send you another copy. I have copies also with the French translation included under the English wording. I shall have something to say after you read the amendment.

I move therefore:

That Clause 74 be amended by adding the following thereto as Clause 472:

Crown Representa- tive.	Where in any proceedings before the Commission under this Act the matter of the revenues or costs of a railway company under the jurisdiction of Parliament is under investigation, any Minister of the Crown in right of Canada may cause representations to be made thereon to the Commission by persons having knowledge of costing principles or matters that appear to such Minister to be relevant to the determination of railway revenues and costs."
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Mr. Chairman, the numbers may have to be changed. That can be done on another copy I shall send you.

● (8:50 p.m.)

I do not wish to say much more about this amendment now that the minister has accepted it. But I believe it to be an important inclusion in the bill, inasmuch as the public interest will now be looked after by the federal government when matters of this kind are under investigation, particularly in hearings before the Transport Commission. I would therefore commend it to all members of the committee.

Amendment (Mr. Olson) agreed to.

Mr. Pascoe: I have not been present during the whole of the discussion, so this subject may already have been dealt with. But clause 74 refers to the cessation of the bridge subsidy. Has this been dealt with, or is it in order to speak on it for a while?

Mr. Pickersgill: I do not think it is fair to say it has been dealt with. The committee did accept an amendment of a purely technical nature, but that does not preclude the hon. member from speaking on the matter.

Mr. Pascoe: I thank the minister. I believe the bridge subsidy at present amounts to about \$7 millions a year to offset the cost of the long haul across northern Ontario around the lakes. This \$7 millions a year—and I wish to take two or three minutes to put this on