

Small Loans Act

in molten form and must be transported in special tank cars. Furthermore, owing to the severe winter season in Alberta, highway service would be erratic because roads are frequently impassable because of heavy snow storms. Transportation otherwise than by rail would require multiple handling of the product and would be quite expensive. It would appear that transportation by rail is imperative in these circumstances.

If this bill is now given second reading, Mr. Speaker, I propose that it be referred to the standing committee on railways, canals and telegraph lines. Representatives of the Canadian Pacific Company and the Canadian Gulf Oil Company will appear as witnesses before that committee and will explain in further detail the various aspects of this proposed project.

Mr. D. S. Harkness (Calgary North): Mr. Speaker, I am very glad that this short branch line from the Canadian Pacific Railway's Crowsnest pass line, extending from 20 miles south to the area of the Pincher Creek gas field, is going to be built. As indicated by the sponsor, primarily it will make possible and assist in the development there of the sulphur and petro-chemical industry which will be of considerable value and importance in southern Alberta and, as a matter of fact, as far as Canadian industry generally is concerned.

Whilst that is the primary reason for its construction it will also provide certain services as far as the agricultural economy of that section of the country is concerned and as far as grain and cattle producers are concerned.

As the bill is going to the committee where we will get the details concerning exactly where it will run and what stations or trackage will be provided, and information concerning the purposes it is expected to serve, I think there is no need of my saying anything further about it at the moment.

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, when the hon. member for Vegreville (Mr. Decore) closes the debate on second reading I wonder if he could give the house the positive assurance that this 20-mile line of railway will be built wholly within Canada and that the company will not come back five years from now seeking a 90 per cent loan of a large sum of money?

Mr. McCann: That is too smart.

Mr. Ray Thomas (Wetaskiwin): Mr. Speaker, I do not intend to say very much concerning this project at the present time. Undoubtedly hon. members will have more to say in the committee. I do, however, welcome

this proposed extension of the Canadian Pacific Railway into the southern part of Alberta because there is an area there which needs the outlet now and will particularly need it after the chemical industries which will come about as the result of the exportation of gas are located there. This bill will certainly do a great deal to improve the financial status of that part of southern Alberta, and we certainly welcome it.

Mr. R. F. L. Hanna (Edmonton-Strathcona): Mr. Speaker, when the hon. member for Vegreville (Mr. Decore) speaks, would he tell the house whether any consideration has been given to building this branch line out of the town of Pincher Creek? I understand that the town of Pincher Creek has made some representations asking that the line be connected to that town.

Mr. John Decore (Vegreville): Mr. Speaker, answering the question asked by the hon. member for Edmonton-Strathcona, may I say that representations have been made by the chamber of commerce of the town of Pincher Creek as to whether or not it would be possible to have this line run from Pincher Creek rather than from Bocket. As a result of those representations the chief engineer of the Canadian Pacific Railway Company investigated the matter and made certain findings.

He came to the conclusion that owing to the heavy grading that would be required by this other route and the necessity of crossing highway No. 8 an additional expenditure of \$170,000 would be required, and in addition there would be an extra maintenance cost per year of \$20,000. Taking all things into consideration, it would appear that the best route to be followed would be the one proposed.

In reply to the hon. member for Winnipeg North Centre (Mr. Knowles), may I assure him that if he looks at the map of the province he will find Bocket and will note that a point 20 miles south is still within Canada.

Mr. Knowles: But we remember the assurance you gave five years ago.

Motion agreed to, bill read the second time and referred to the standing committee on railways, canals and telegraph lines.

SMALL LOANS ACT**AMENDMENT PROVIDING THAT ADVERTISING SHALL STATE COST OF LOANS**

Mr. R. R. Knight (Saskatoon) moved the second reading of Bill No. 213, to amend the Small Loans Act (advertising).