

Supply—Transport

these eighteen or twenty amendments would have on the rest of the sections. That in itself is a difficult task. How soon a draft will be prepared for submission by myself to the government, I am unable to say. All I can say is that, when the draft is prepared, I will submit it to my colleagues to ascertain whether or not it will be possible to present at this session legislation implementing the first part of this report.

The second part of the report deals with the financial structure of the Canadian National Railways, and I do not want to spend too much time on that aspect. The committee is familiar with the presentation made to the royal commission on transportation by the president of the Canadian National Railways and with the plan which he submitted to the commission. The commission decided not to adopt his plan. They had a plan of their own which I think accepts to a large extent, although not entirely, the representations of the Canadian National Railways. That plan can be found in the second part of the report. As to that plan, I can tell the committee that the government has not yet had time to give consideration to it.

The third part of the report, that having to do with the co-ordination of transportation facilities by the establishment of a board or commission or body or central authority which would co-ordinate the activities of the Canadian maritime commission, of the board of transport commissioners and of the air transport board, is one which I think should be of interest to the house.

The chapter dealing with the national transportation policy is I think one of the most interesting to read. In the first part of the chapter will be found in condensed form what has been the transportation policy up to date. It was prepared after a great deal of study, and should commend itself to all hon. members. I need hardly add that, so far as that part of the report is concerned, the government has been unable to give it any study whatsoever.

The other parts of the report that are of interest deal with the Crowsnest pass rates, where there is no change in the present position. The commission reports that these rates were partly established by the board of transport commissioners, partly by the railways and partly by act of parliament. In the case of statutory rates it would be for the government to present legislation amending the rates if that should be the feeling. So far as I know there is no such intention.

With regard to the Maritime Freight Rates Act, slight amendments are recommended. Then there are a number of amendments having to do with accounting and statistics.

Others deal with the Canadian National-Canadian Pacific Act, which will give the Canadian National Railways and the house an opportunity of seeing what remedies and what economies the railways are able to put into effect, by having the Canadian National Railways include a reference to this subject in their annual report, which can be studied by the railways and shipping committee.

The accounting and statistics chapter has to do with uniform accounting and I think that should commend itself to hon. members. On the whole the report is an excellent one, and should be of great help to the government and to parliament in the years to come.

The hon. member for Vancouver-Quadra asked a number of specific questions, which I do not think I need answer in view of the general picture in so far as the first part of the report is concerned.

My hon. friend has suggested that we be given an opportunity to discuss this report. Well, I think that is one of the reasons why the estimates of the Department of Transport were called. They were called so that the house could be given an opportunity of discussing the report. My hon. friend has suggested that the report be submitted to a committee. I hardly think that he really wanted that because if the legislation, which I referred to a moment ago, is brought down, it might be referred to a committee. I think it would be duplication to refer the report to a committee, because we have referred the question to a commission and they have made those recommendations, and the government has now to decide whether it will adopt them in whole or in part.

Mr. Green: The minister means that any legislation brought in will be referred to the committee on railways, canals and telegraph lines.

Mr. Chevrier: What I mean is that legislation having to do with equalization, if it is approved of by the government, could, I think, be referred to the committee on railways, canals and telegraph lines, if it was the wish of the house.

The hon. member for Cape Breton South dealt with an important subject in so far as he is concerned, and in so far as several members on this side of the house are concerned, namely, the bridging of the strait of Canso. He said that was a matter which had been discussed for many many years. I was interested in the remarks which he had to make; in fact I was quite pleased with the attitude he adopted. I thought it was a fair attitude in so far as the Department of Transport is concerned. But I think he is mistaken honestly if he thinks that there