

Transportation

extent by this bill, can be solved during this session or during the next session which one hopes will commence in a month or so.

Perhaps during the dinner recess the minister and his officials can come up with a more effective plan to assist the Atlantic seaports. We are not satisfied with Bill C-231. The seaports of Halifax and Saint John have suffered grievously. The minister has uttered warm words in this regard but warm words cannot provide work for the longshoremen of those cities.

When the government is considering the report on the special maritime transportation study I hope it will remember what has been said here in the last couple of days, and I hope it will not be satisfied that Bill C-231 will provide the assistance the Atlantic area needs to solve its transportation problems.

Finally I should like to make a prediction. A great deal has been said about compensatory rates. Let me suggest in the most Cassandra-like way possible that a transportation policy cannot be based on compensatory rates. If we are to expect development in western Canada and in Atlantic Canada some other method must be devised.

[Translation]

The Deputy Chairman: It is my duty, pursuant to provisional standing order 39A, to inform the house that the questions to be raised on the adjournment motion tonight are as follows: the hon. member for Portneuf (Mr. Godin), Trade—repercussions of the importation of shoes on the Canadian industry; the hon. member for Queens (Mr. Macquarrie), House of Commons—inquiry as to use of electronic voting machine; the hon. member for Bow River (Mr. Woolliams), National Parks—use of expropriation to halt court cases.

[English]

Mr. Bell (Saint John-Albert): The hon. member for Halifax now has me worried, particularly because of his reference to the minister's answer. The minister stated by amendment in 1955 the Canadian National Railways Act now protects what formerly was in the Canadian National-Canadian Pacific Act in this regard. My obvious question is, what will happen in the case of the Canadian Pacific Railway in those areas in the maritimes serviced by the Canadian Pacific? I am particularly anxious to hear the minister's reply.

[Mr. McCleave.]

Mr. Pickersgill: I intend to reply to that question but I will not do so until I have received a little more advice than I have received up to this time.

Mr. Bell (Saint John-Albert): I hope careful consideration will be given to this matter.

Mr. Pickersgill: I do not want to argue about it but I do want to have the facts.

Mr. Bell (Saint John-Albert): While we are dealing with clause 16 I should like to intervene for the last time. At the insistence of members on this side there has been an addition to clause 16 in respect of matters that shall be considered by the commission. We appreciate the co-operation which has been shown although we feel it falls short of what we had desired.

I should like to make a few remarks in respect of this clause. Perhaps I will not do any harm by repeating my objections and thoughts. Someone will have to interpret the new phrases and words which appear in this clause in respect of the actions of the commission. We now have a lot of interpretations established over the years and certain words and phrases have taken on certain connotations. Let me point out that the phrase "undue obstacle" represents only a hope, because it will not solve the problem which exists as a result of the geographical location of the eastern provinces. I hope that the commission will give a generous interpretation to the words "undue obstacle", and that it will include our geographic disabilities. If this is done, we will have something more than we had when this provision was first drafted.

● (6:20 p.m.)

In so far as the last part of the amendment which the minister made last night is concerned, I have looked at it three or four times and I think it is good. It adds something more. I refer to the phrase, "to the movement of commodities through Canadian ports". If this phrase is generously interpreted by the commission, then we will have something which, while not as much as we wanted, will at least give us some hope. This concludes my remarks on clause 16, provided the minister's advice is good.

Mr. Kindt: I should like to make some remarks in the spirit of trying to be helpful to the minister. In so far as this special appeal and investigation is concerned, the minister and anyone who has had experience with commissions knows that it is far easier for