

St. Lawrence Seaway

power which we are now conferring on the authority, parliament would require to be consulted.

Now, Mr. Chairman, we all know that when lawyers come to draft bills and resolutions they draft them in legal language; and having dealt with lay people and clients all my life I have become quite accustomed to having clients say to me, "Why can you not put that in simple language that we all can understand?" When lawyers do that we will all know that the millennium has been reached; and that when the client understands the lawyer there will be no further need for him.

Mr. Nesbitt: To comment on the last remark of the minister, may I say that in the law school I and I guess a great many other hon. members attended we were always told to put things in as simple language as possible.

An hon. Member: Why don't you do it?

Mr. Lavigne: I want to say a word on the resolution. The St. Lawrence seaway authority has the responsibility of replacing existing structures whether it is a house, place of business or a bridge. I believe the reason for the introduction of the resolution is to give the authority certain powers under which they will be able to build the bridge without becoming involved in too many details with a company that has a Canadian and an American aspect. I believe the authority is the only body that can handle the situation in the proper manner, because it will involve quite a lot of added expenses that the bridge company may not be willing to incur but which the authority can take care of by charging certain tolls.

At the present time the toll on the international bridge at Cornwall is \$1 one way or \$1.25 for a return trip. The port of entry at Cornwall has become quite important from the point of view of customs revenue, and I want to recommend to the minister that the bridge be replaced with a modern structure, if possible, and also with the least inconvenience to the people who have to cross back and forth. I agree with the remarks of the hon. member for Notre Dame de Grace that the present bridge is not very beautiful or attractive, but I want to tell him that it has been useful and appreciated by the people of my county.

Resolution reported and concurred in.

Mr. Marler thereupon moved for leave to introduce Bill No. 216 to amend the St. Lawrence Seaway Authority Act.

Motion agreed to and bill read the first time.

[Mr. Marler.]

CANADIAN NATIONAL RAILWAYS**CONSTRUCTION OF BRANCH LINE FROM BARTIBOG TO TOMOGONOPS RIVER, NEW BRUNSWICK**

Hon. George C. Marler (Minister of Transport) moved that the house go into committee to consider the following resolution:

That it is expedient to introduce a measure to authorize and to provide for the construction by the Canadian National Railway Company of a line of railway from Bartibog to the Tomogonops river, in the province of New Brunswick, being approximately 22 miles, at a total estimated expenditure of \$2,800,000. The measure will include authority for the issue by the company of securities, which may be guaranteed by the government, to finance the construction. To enable the company to proceed with construction forthwith, temporary loans may be made to the company out of the consolidated revenue fund upon terms and conditions prescribed by the governor in council, and may be secured by company securities.

Motion agreed to and the house went into committee, Mr. Applewhaite in the chair.

Mr. Brooks: Is the minister going to enlarge on what is contained in the resolution?

Mr. Marler: Yes, I have a very brief statement I should like to make in connection with this resolution. I was able to announce in the house on March 26 that it was the intention of the government at the first convenient opportunity to recommend legislation to parliament that would authorize the Canadian National Railway Company to construct a line of railway from Bartibog to the Tomogonops river in the province of New Brunswick, a distance of approximately 22 miles. This resolution seeks that authority.

The proposed branch line would commence at a point at or near Bartibog, on the main line of the Canadian National Railways between Newcastle and Bathurst in the province of New Brunswick, and run in a westerly direction to the Tomogonops river in the vicinity of Little River lake, a distance of approximately 22 miles. The estimated cost for the construction of the proposed line is \$127,270 per mile or a total of \$2,800,000.

Heath Steele Mines Limited, a subsidiary of American Metals Company, has expended large sums in proving up a substantial body of lead, zinc and copper ore and is at present actively engaged in readying the mine for production, including the installation of a concentrate mill having a capacity of 1,500 tons of ore daily. The company has requested the railway to construct the said branch line to its mine.

The prospective traffic on the proposed line would consist of mining concentrates estimated to amount to 120,000 tons per year moving by rail to Newcastle, Halifax or Saint John or other points for export. It is estimated that there would also be 12,000