

*Canadian National Railways*

for Trinity and by the replies to the hon. member for Ottawa West has acknowledged that it did ship goods that are strategic within the meaning of section 3(a) of the Export and Import Permits Act. The government, rather than acknowledging this situation, seeks to give the impression that it has not authorized the export to Cuba of anything that is strategic. That is not borne out by the facts; that is not borne out by the replies of the parliamentary secretary.

If the government now takes the position that perhaps that should not have been done, that would be an understandable position to take; but for the minister to persist in trying to convey the impression that when we use the word "strategic" we are thinking of it in terms of the meaning within the NATO strategic list, I say that is not addressing oneself to the real argument.

If we have bored the minister; if we have persisted in this line of reasoning today, it is because it is our duty as an opposition to see that this government does not unwittingly—we know it does not want to do it wittingly—give assistance to a country with which we are not in concert in so far as foreign policy is concerned, having in mind our relations with countries on this continent and in the free world.

We do not accept dictation from any country, but we do recognize that we have an obligation to countries with whom we have so much in common, and while we do not pursue the same course in every particular, we are bound, surely, in the common interest to pursue a policy in regard to this matter that is not going to be detrimental to the integrity of our friends and is not going to be contrary to the very law which we ourselves have passed in this house.

That is the situation, and no abuse from the minister up to now or abuse which he may heap on me from now until five o'clock—

**Some hon. Members:** Oh, oh.

**Mr. Martin (Essex East):** —is going to alter the position that he has not satisfied us by the replies he has given here this afternoon.

**The Deputy Chairman:** Shall clause 1 carry?

**Mr. Benidickson:** Mr. Chairman, I see that the minister is not going to answer that particular point, which I thought was a very good one. Without wanting to delay the passage of this legislation, I wish to ask the minister to tell us very briefly, inasmuch as he has said that seemingly authority for financing the sales of grain to China have come under the operation of the wheat

board act—and I know he is the minister in charge—under what section of the wheat board act he finds the authority for that action?

**Mr. Hees:** Mr. Chairman, I should like to correct the hon. member. I am not the minister in charge of the wheat board act.

**Mr. Benidickson:** Your predecessors used to be, but it is now transferred to the Minister of Agriculture; you are quite right.

Clauses 1 and 2 agreed to.

Preamble agreed to.

Title agreed to.

Bill reported, read the third time and passed.

**CANADIAN NATIONAL RAILWAYS****MANITOBA—PROVISION FOR CONSTRUCTION AND PURCHASE OF BRANCH LINES**

The house resumed consideration in committee of Bill No. C-48, to amend an act respecting the construction of a line of railway by Canadian National Railway Company from Optic lake to Chisel lake, and the purchase by Canadian National Railway Company from the International Nickel Company of Canada Limited, of a line of railway from Sipiwesk to a point on Burntwood river near Mystery lake, all in the province of Manitoba—Mr. Balcer—Mr. Chown in the chair.

On clause 1.

**Mr. Balcer:** Mr. Chairman, this morning the hon. member for Laurier asked me whether I could give the freight rate on this new branch line. I now have the information. The freight rate is \$2 per ton from Flin Flon to Chisel lake. This is a scale rate and it is made up in mileage blocks. When the new eight miles of branch line are opened a new mileage block will come into effect and the rate will move into the next mileage block. Therefore the published scale rate filed with the board of transport commissioners will be \$2.25 per ton. Then there will be an additional surcharge by reason of negotiation with the company. This additional surcharge will be added to the \$2.25 per ton, but the surcharge is part of the agreement; it was not filed with the board. As it is part of the agreement I am not in a position to give any more information on this agreed surcharge.

Clause 1 agreed to.

Schedule agreed to.

Title agreed to.

**The Deputy Chairman:** Shall I report the bill?