

Private Bills

state of Michigan. This is bound to result in further increasing traffic to the north.

The government of the province of Ontario has indicated that the trans-Canada highway around the north shore of lake Superior will be completed within the next five years. This will give a tremendous impetus to tourist traffic and will add substantially to the inflow at this point of vehicles from the United States.

The Sault area is recognized as vital in international defence matters because of the importance of the locks located there, so much so that important measures have been taken and installations erected to provide adequate protection. This involves prompt movement of defence forces and heavy equipment between the two countries. Therefore you will see that the ever-increasing need of adequate facilities for crossing the river at the Sault by traffic of all kinds presents an urgent problem for solution and, in keeping with many other international boundary points, a bridge or tunnel seems the best and most natural solution.

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, I should like to say a few words regarding this bill. The project envisioned by the bill, either a bridge or a tunnel at the Sault, is one that is indeed welcome. We feel it is the type of project which might well be undertaken by a public authority, but since that does not seem to be in prospect we are glad to see the proposed bridge or tunnel being undertaken by the company referred to in the bill.

I presume that according to the usual practice the bill will go to a committee of the house. There are two matters which I hope the committee will study closely. As the sponsor of the bill knows, Their Honours in the other place made a change in the terms of the bill from those in which it was originally introduced concerning the maximum interest rate to be allowed on the bonds or debentures of the company. The original suggestion was a ceiling of 7 per cent. Their Honours reduced that to 6 per cent. Bearing in mind that interest on the securities of the government of Canada runs at figures of 3 and a fraction per cent, or in some cases even less, it seems to me this figure is still too high. I also have in my hand an advertisement showing that the Household Finance Corporation, an institution which makes money out of money, has recently put out 4½ per cent sinking fund debentures due in 1975. I do not intend to pursue the argument at this juncture. I rise merely to make the point that I think this is something into which the committee should go when it is dealing with the bill.

[Mr. Nixon.]

There is one other point I think the committee should investigate, and that is the provision in the bill concerning tolls. As I understand it, the bill proposes that the company be permitted to fix the tolls, subject only to the provisions of the Railway Act. If a line of railway were included on the proposed bridge or in the proposed tunnel that would seem to bring it under the provisions of the Railway Act and perhaps bring the tolls under the supervision of the board of transport commissioners. However, if there is no line of railway on the proposed bridge or through the proposed tunnel, the question arises in my mind as to whether or not the board of transport commissioners would have any authority over the tolls to be charged.

I think my hon. friends would agree with me, not only the hon. member for Algoma West (Mr. Nixon) but also the hon. member for Algoma East (Mr. Pearson), if on this occasion I may refer to him by that designation, that there should be some body definitely having authority over the tolls to be charged on the proposed bridge or through the proposed tunnel. As a matter of fact, my interest in the question of the rate of interest bears on the question of tolls, because the tolls to be charged will be affected by the rate of interest that is paid on the bonds or debentures.

With the request that these two points be looked at in the committee, we are glad to let the bill have second reading.

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

WESTSPUR PIPE LINE COMPANY

Mr. G. J. McIlraith (Ottawa West) moved the second reading of Bill No. 283, to incorporate Westspur Pipe Line Company.

He said: By reason of the amendments to the Pipe Lines Act passed at the last session of parliament, it is now necessary for any person constructing or operating a pipe line extending beyond the boundaries of a province to be incorporated by special act of parliament. Recent discoveries in the oil areas of the four western provinces have been very close to the provincial boundaries, and the problem has now arisen of providing a gathering system to collect the crude oil from the wells and carry it to the main pipe line that is available serving the industry either to the east or the west.

An example of the problem is to be found in southeastern Saskatchewan, where to get from some of the recently discovered wells to the main pipe line it is necessary to cross the