

of thinking the transport controller is a public servant charged with the responsibility of carrying out policies which the government through parliament lays down. I am not prepared to attack a public servant who as far as I am concerned is carrying out policy laid down by this government to the best of his ability.

I went on further to point out that to my mind confusion has existed—here is where I must differ with the hon. member for Assiniboia—throughout the years as far as the movement of grain from the west is concerned. I said at that time that there should be closer liaison among the Minister of Transport and his department, the Minister of Trade and Commerce and the Canadian wheat board to see if something could not be done to straighten out the box car mess. Those of us who come from the west are aware that this mess has existed for the past number of years.

I am not apologizing now nor will I ever apologize for paying a tribute to public servants who in my opinion are doing a good job.

Mr. Argue: I rise to correct only one thing. The statement has been made that the matter of box car allocation is the prerogative of the Canadian wheat board. I want to say that the Canadian wheat board, to the best of my information, does not in any way allocate box cars among the elevator companies themselves, and that the allocation of box cars has been, and is today, a matter of the railway companies' own actions. Even though we have a transport controller who has a great deal of authority, and even though the Canadian wheat board, as it does, allocates shipping orders among various companies, the decision as to what box cars will be spotted at various elevator companies is the prerogative of the railway companies themselves. So there is no blame and there cannot be any blame on the Canadian wheat board itself for this very bad mess as far as box car distribution is concerned.

The wheat board did not ask for any responsibility whatsoever in this field. As far as I have been able to find out, it has not been given any responsibility in the way I have mentioned or, as far as I have been able to study the Canadian Wheat Board Act, the power under that act to allocate individual box cars to individual elevator companies at a given marketing point. To substantiate my statement that it is the railway companies that spot the box cars, I read from the

Northwest Territories Power Commission

evidence of Mr. Milner before the Saskatchewan select committee the following:

Q. Then the railways, under a general order or arrangements, which you have given to them, or arranged with them, they, in effect then, allocate the cars?

A. That's right.

Resolution reported and concurred in.

Mr. Marler thereupon moved for leave to introduce Bill No. 249, to amend the Department of Transport Act.

Motion agreed to and bill read the first time.

NORTHWEST TERRITORIES POWER COMMISSION ACT

AMENDMENTS CHANGING NAME, AUTHORIZING SUPPLYING OF OTHER UTILITIES, ETC.

The house resumed, from Monday, February 27, consideration in committee of the following resolution—Mr. Lesage—Mr. Robinson (Simcoe East) in the chair:

That it is expedient to introduce a measure to amend the Northwest Territories Power Commission Act to change the name of the commission to "Northern Canada Power Commission"; to authorize the commission to supply public utilities other than electrical power and to operate outside the territories; also to provide a fund to enable the commission to carry on investigations; and to provide further for certain changes in connection with the administration of the act.

Mr. Lesage: The purpose of the resolution is to permit the introduction of a bill to amend the Northwest Territories Power Commission Act. The first of the proposed amendments would have to do with a change in the name of the commission. It seems that the present name is not appropriate, since the commission has some activities in the Yukon Territory, and it is proposed to change the name to Northern Canada Power Commission. There has been a company in Ontario by the name of Northern Canada Power Company, but it wound up its activities in 1928 and the letters patent have been cancelled since January 1 of this year.

The second amendment will have to do with the provision of authority to supply public utilities other than power. Of course power would remain the main activity of the commission. However, in the north there are certain circumstances, which are known to hon. members in this house, that are such that there is an economic advantage in combining power, heating and water pumping plants. In the new Aklavik it is intended that the power will be generated through steam, which will be produced either by diesel engines or with coal. This steam will then be used for a central heating plant, and from the central heating plant there will be large insulated pipes which will go to the various