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Wednesday, December 19, 1951.

Seaway Bill Now Needs Only Royal Assent: Ottawa, December 19 (CP) -- The legislative way was cleared yesterday for Canadian construction of a St. Lawrence seaway power and navigation development which will open great lakes ports to ocean shipping. The Senate received a report from the House of Commons that it had concurred in a single amendment made by the Upper Chamber to the navigation measure. This placed more control on the powers of the President of the three-man seaway authority to be set up to construct and administer the seaway.

Already endorsed by both Houses is a companion measure ratifying an agreement with Ontario by which the Province will undertake, presumably with New York State, power development on the International Rapids section of the St. Lawrence River.

Both measures leave the door open for United States participation should the U.S. Congress reverse its long failure to act. Both the power and navigation measures now need only Royal assent to become law. This will be given before Parliament adjourns. Both will come into force by proclamation of the Government.

Debate Anti-Price-Fixing Legislation: Ottawa, December 18 (CP) -- An angry debate swirled today around the Government's anti-price fixing legislation. It threatened to carry this lingering session of Parliament into Christmas week-end and perhaps beyond. As party lines were drawn around the controversial bill, Mr. Drew warned, with a possible hint of a filibuster, that his Progressive Conservative forces are prepared to carry on their campaign against it "for a long time."

Sharp words were traded across the floor of the Chamber as debate continued on second reading of the bill, which would prohibit manufacturers from setting the prices at which retailers must sell their merchandise.

James Sinclair (L--Coast-Capilano), Chairman of a parliamentary committee which studied the legislation, charged that the Progressive Conservatives were indulging in "obstruction" and were the "historic friends of privilege, monopoly and reaction."

Transport Board Reserves Judgment On Rates: Ottawa, December 18 (CP) -- The \$44,-500,000-a-year application of the Canadian railways for a new freight-rate increase was taken under consideration today by the Board of Transport Commissioners. The Board reserved decision on the 10-per-cent rate-boost request after more than three weeks of battling between the railways and eight Provinces -- all except Ontario and Quebec -- who fought the proposed increase.

The railways closed out their case for the higher rates late today, urging on the five-man board that they had made out a case for a temporary five-per-cent increase immediately and for another five per cent later in more permanent fashion. The provincial governments argued that the railways had not proved any need for higher rates at this time. The new rates were asked by the railways on the grounds of higher expenses for wages -- resulting from the 1951 general strike settlement -- increased costs of materials and the impact of the "defence surcharge" of 20 per cent on corporation taxes included in the last federal budget.