

dian Northern lines is diverted and sometimes back-hauled to Saskatoon in order to send it over the Grand Trunk line. The men who work on the Canadian Northern line and the people who are depending on that service feel that they have a grievance. If it were not for the lateness of the hour and the fact that these estimates have been brought down so late in the session I would be prepared to give the minister facts and figures on the freight that originates on these lines of the old Canadian Northern. We contend that we should at least have sufficient trains and train crews to handle the freight which originates there, instead of its being back-tracked in some cases over the line originally known as the Grand Trunk.

As I said, it is not my intention to delay the work of the committee and I will keep my word. But I urge the minister and the department to give this situation considerable consideration throughout the year. If he wishes to have further information I am sure that the boards of trade and other interested parties in the different places between Dauphin and Saskatoon will be ready to cooperate with me in supplying him with what information he may require as to both the desirability of Sunday passenger service and correcting the other matter to which I have referred.

Mr. McLURE: I have always spoken on this item, but I do not intend to say much this evening. For many sessions I have agitated in connection with a ferry system, a ferry boat and freight rates. On Saturday last I was invited, along with many others, to witness the christening of the wonderful boat at Sorel, the S.S. *Abegweit*. I want to say to the minister that I hope he will have an opportunity to repeat some of the speech he made at that christening, in order that hon. members may know what a wonderful boat has been built in Canada. We are grateful to the department and the minister for having had this boat completed. I am sure that I annoyed the minister a great many times by nagging at him to have this boat built. We now have for our ferry system the largest boat of its type in the world, a boat built in Canada by the government, by Canadian workmen.

Mr. GRAYDON: A great boat for a great island.

Mr. McLURE: Correct. I speak on behalf of the people of my province when I say that we bring to him 88,000 thanks for this boat. As I say, I hope that a little later on the minister will be able to say something about this boat.

Mr. CAMPBELL: I have two questions I should like to ask the minister although, in view of the statement he made, it is not necessary for me to say very much. He did not say what would be done in connection with the branch line from St. Walburg to Bonnyville. Will that be in the same category as the line from Heinsburg to Frenchman Butte?

Mr. CHEVRIER: There is a difference between the two.

Mr. CAMPBELL: Will the St. Walburg-Bonnyville line have the same priority as the Heinsburg-Frenchman Butte line?

Mr. CHEVRIER: It will be given consideration when the Canadian National railway decide to set up a branch line programme. But there are conditions in the Heinsburg-Frenchman Butte area which are more favourable than those in the other area. This does not mean that the other area will be forgotten. It will be considered along with the others.

Mr. CAMPBELL: Last year the minister told us that the report of the Canadian National Railways was more favourable to the other.

Mr. CHEVRIER: No, I do not think I said that. I certainly did not have that in mind. The development of a salt mine in the former area gives it a more profitable aspect at this time. I do not want to rule out the other. It will be considered along with the others.

Mr. CAMPBELL: Is there any prospect of a new station in the city of North Battleford?

Mr. CHEVRIER: No provision is made for it in the 1947 estimates.

Item agreed to.

Administration of the Transport Act—

403. Board of Transport Commissioners for Canada—administration, maintenance and operation, \$430,464.

Mr. HERRIDGE: Would the minister consider bringing in an amendment to the act to bring the C.P.R. steamers on the Kootenay-Arrow lakes under the jurisdiction of the board of transport commissioners? If not why not?

Mr. CHEVRIER: I shall be glad to give consideration to amending it. That is as far as I can go.

Mr. FRASER: On page 235 of the details the position is mentioned of official car porter and court crier. What does he do?