

company located in my riding has asserted that the figure given in the report in connection with the lumbering industry was ridiculous. He told me that in only two villages in that part of the country there was a production this year of fifty-eight million feet of lumber, while the report mentioned only a few million feet.

If my memory serves me correctly, the report stated that fishing was the main industry in the region concerned. To my knowledge, there is not a single full-time fisherman in the whole region through which it is proposed that this railroad should go. In the report no mention was made of recent mining developments in that area. Candego Mines Limited is actually building at Ste. Anne des Monts a mill which will be ready by the end of the summer. It will have a daily capacity of fifty tons. The building of this mill together with the construction of the road leading to it was in the course of being realized when this report was made, but still the report made no mention of it. I do not want to lay any blame on anybody. I know the minister was courteous to me and willing to help me in this connection. That is why I hope he will ask the officials of his department to visit that part of the country and really investigate the possibilities of development, and then make a complete report on what is going on there. For myself I want to assure the minister that I shall always be at the disposal of any official of his department to introduce him to our public bodies like the chamber of commerce and our businessmen, and I shall be more than ready to go with him and show him just what is happening and help him in any other way, so that he can make a full and complete report.

Mr. ARGUE: I wish to bring to the attention of the minister a few gaps in the railway line that exist in my constituency. Last year I brought to his attention a problem concerning the fences being down on the Canadian Pacific line south of Assiniboia, and I am glad to report that within a couple of months afterwards I received a letter from an official of the railways stating that the fences had been repaired.

There is a gap between Mankota and Val Marie of approximately forty miles; another between Big Beaver and Minton of approximately thirty-two miles, and another one between Cardross and Dunkirk of approximately nineteen miles. These railway lines in each case are owned by the Canadian Pacific. The lines existing as they do at present mean that anyone going to the city from points along these lines must go either

a long way out of the way east and back again, or else a long way out of the way west and back again. Leaving Val Marie to go to Regina one has to stop a night at Noteku and another one at Assiniboia and take another day to get to Regina. If these gaps were filled the railway service could be improved so that people would be able and willing to use the lines more for passenger service and express than they do at the present time.

The rural municipality of Happy Valley has sent me a resolution asking that the gap be filled between Big Beaver and Minton. I can best illustrate what happens when gaps have not been filled by citing the branch line on which I happen to live. For example, this winter I got on a train at home at 9.30 in the morning to go to Regina, a distance of seventy-five miles. At 6.30 that evening I was passing through the little village of Corinne, and I had made about forty miles on the way to Regina. Then I had to go to Moose Jaw and back again to Regina.

There is only a 19-mile gap between Cardross and Dunkirk. If that gap were bridged, the service could be made reasonably good to the city of Moose Jaw.

I have had representations made to me from the town of Ferland for a railway station agent being placed there. I took the matter up with the board of transport commissioners and they sent me a return of the C.P.R. earnings at Ferland for the past three years, as follows: 1944, \$83,100; 1945, \$24,200; 1946, \$13,500. I realize that the earnings in the last two years are definitely down, but in view of the serious crop failures which they have had at that point in those two years those earnings cannot be taken as representing the average returns. I received a number of letters from the secretary of the board of trade of Ferland, Mr. J. A. Fournier, and I think the case for a railway agent at that point can best be stated by my quoting a couple of paragraphs from those letters. He says:

The town of Ferland has three general stores, one garage, one blacksmith shop, one butcher shop, two implement dealers, three oil agencies,

And so on. He goes on:

There are some twenty thousand acres seeded to wheat every year that are tributary to this station, which should in normal times grow 400,000 bushels of wheat for shipment.

There are three big ranchers directly south of here who have to take their cattle and horses to the neighbouring towns when they ship.

We have tried begging the C.P.R. for an agent for the last couple of years, but they always put it off. They claim that the revenue of our town is not sufficient to warrant an agent here. The facts are as follows: Not hav-