

*Supply—Transport*

But from the information engineers and contractors give us we are hopeful that it will be possible to have the whole ferry service with necessary facilities in operation at that time.

**Mr. Drew:** I recognize that, under conditions which now exist, many things could interfere with the completion of a contract. But do I understand that, subject to the pressure of events related to the emergency through which we are passing, it is anticipated that the ship and the completion of the facilities would make it possible to open this service at the beginning of the ordinary transport season in 1953?

**Mr. Chevrier:** I would not like to say that it would be at the beginning of the navigation season, because that means early in the year. But the information we have is that it will be some time in 1953.

**Mr. Kirk (Digby-Yarmouth):** I should like to ask about the \$50,000 in vote 499 for the proposed ferry between Yarmouth and a port in the New England states.

**Mr. Black (Cumberland):** We have not passed the previous estimate yet.

**Mr. Kirk (Digby-Yarmouth):** The minister will recall that in the estimates last year a million dollars was voted, following an announcement by the Minister of Transport in December of 1949 to the effect that such a ferry would be operated between Yarmouth and the New England states. Two governments were concerned, as well as the two countries. Several boards of trade were interested and there were of course the usual tourist committees, and a multiplicity of other committees concerned.

The people in western Nova Scotia, who had looked forward to a service between Yarmouth and a port in Maine, and were making their plans to establish new businesses and to carry their products of the farm and the sea to the United States by a short and direct route, and who planned to make use of autobus and refrigerator truck services, and who were interested in establishing a new tourist business in western Nova Scotia, were of course greatly disappointed when the announcement was made last fall in the month of November that because of the steel shortage the project would have to be shelved temporarily.

Because of present international conditions, the people of western Nova Scotia have accepted that. They regret it and they also realize that in this coming summer all they can look forward to is three months' service with the present Eastern Steamship Lines. In the winter they have a subsidized service running between Yarmouth and Boston.

Can the minister enlarge upon the statement he made some months ago, when he said that the project was temporarily shelved, owing to the steel shortage?

**Mr. Chevrier:** I am afraid I cannot add much to what I said at that time, other than to say that we hope to provide in these estimates the sum of \$50,000 for the preparation of plans and specifications. I am pleased however to be able to say that from the information the maritime commission have given me it is my understanding that the Eastern Steamships will continue to operate the service between Yarmouth and Boston. Beyond that I am afraid I cannot go. I would not like to elaborate upon what was said in the statement to which my hon. friend refers. I, too, regret that it has not been found possible to make provision for this. However, a lack of steel, and some other reasons, made it imperative on the part of the government to suspend for the time being the construction of this ferry.

**Mr. Kirk (Digby-Yarmouth):** When the minister states the maritime commission had informed him that Eastern Steamships will continue the service, he is referring to the coming summer?

**Mr. Chevrier:** Yes.

**Mr. Kirk (Digby-Yarmouth):** Nothing more definite than that?

**Mr. Chevrier:** No.

**Mr. Black (Cumberland):** I agree with the hon. member for Digby-Yarmouth. The people of Nova Scotia have been greatly disappointed with the delay, after their hopes were raised to such a high point. This steamer was to be provided to serve the tourist trade of Nova Scotia, and the New England states, more particularly the southern part of Nova Scotia. However the people of Nova Scotia are getting accustomed to these disappointments—I am thinking of the Canso bridge and the trans-Canada highway in addition to this steamer.

I understood the minister to say that designs had been completed and a contract let for a steamer for the North Sydney-Newfoundland service. What is to be the motive power in that new steamer? I take it for granted that it will be operated by coal.

**Mr. Chevrier:** No, it is a diesel-operated ship.

**Mr. Black (Cumberland):** Does the minister tell this committee that he is going to use oil in a ship which operates out of the very heart of the coal-producing centre of eastern Canada, in fact of all Canada? I would say