

Saint John and St. Andrews, calling at way ports, service between, \$3,000.

Saint John, Westport and Yarmouth, and other way ports, service between, \$13,000.

Saint John and Weymouth, service between, \$500.

Summerville, Burlington and Windsor, N.S., service between, \$750.

Sydney and bay St. Lawrence, calling at way ports, service between, \$18,000.

Sydney and Bras d'Or lake ports, and west coast of Cape Breton, and Prince Edward island, service between, \$20,000.

Sydney and Whycomagh, service between, \$10,000.

Inspection of subsidized steamship services, \$4,700.

Mr. VENIOT: Under this item I should like to call the attention of the minister to the fact that in the estimates for the year 1934, \$1,000 was voted for the service between the islands in the gulf of St. Lawrence and the baie des Chaleurs, and the mainland. I refer to the service between Miscou and Shippigan and the mainland. I notice that in the estimates for this year the vote is dropped. May we have the reason?

Mr. STEVENS: Frankly, we found that the service had dropped down to a point where in the last year it carried only 166 passengers. I was impressed with the fact that it was a service which, not being used to any extent, did not warrant a subsidy.

Mr. VENIOT: Will the minister permit me to call attention to the use to which this service is put? It was established some years ago to enable the people on the two islands of Shippigan and Miscou to have connection with the mainland. When it was first established the boat ran from Miscou harbour to Lameque, on the island of Shippigan, and from there to Shippigan and Caraquet. At that time they were receiving a subsidy of \$2,000. Later on the boat they were using, on account of old age and some damage which she suffered, was put out of commission. The company operating the service was a private company of fishermen and farmers of the two islands I have mentioned. About eight or nine years ago they had to build a new boat to carry on the service. I suggest that the utility of the service should not be judged by the number of passengers carried. It is used generally for the transfer of freight and fishermen's supplies, especially in the fall of the year before the winter season sets in. If this boat is not subsidized, as she was in the past, she will likely have to be put out of commission. I know there is not enough traffic to pay for the service, hence the application for a subsidy. Some 3,000 people are being deprived of a service which for the last fifteen

[Mr. Stevens.]

years, and perhaps longer, they have enjoyed, and the result is a great hardship to them. It is about the only service of the kind in the maritime provinces which is not being taken care of this year. I appeal to the minister to consider repeating the vote given last year in the supplementary estimates so that the service hitherto given may be continued. The Minister of Marine (Mr. Duranleau), who was down through this country last summer, must have passed Miscou and Shippigan islands on his way to visit the different ports and must have noted the isolation of these people; I hope he will join with me in appealing to the government to renew this subsidy of 1,000. I know that if it is not granted the boat will have to be taken out of service and great hardship will result to the 3,000 people living on these islands.

Mr. STEVENS: I shall take the suggestion of my hon. friend into consideration, but I should like to make one observation; last year 162 trips were made and the average freight carried each trip was only one and three-quarter tons.

Mr. VENIOT: All the more reason why a subsidy should be granted.

Mr. STEVENS: A consideration which must be borne in mind is the extent to which a service is used. However, there are sometimes extenuating circumstances and I shall give the matter careful consideration.

Mr. DUFF: Mr. Chairman, I notice in this long list of mail subsidies and steamship subventions that in nearly every case there has been a reduction except in one instance in the minister's own province. Under the heading, "British Columbia and Australia and/or China, service between" the vote has been increased from \$96,000 to \$118,800. I do not object very strenuously to a minister looking after the interests of his own province, but a minister representing a great department should not be so parochial, especially in view of the fact that this service does not concern his own constituency. I cannot understand why one service in perhaps forty or fifty should be picked out to be increased by \$22,800. The government say that although they have turned the corner, these are still times of stress and strain. They have reduced every other item in these mail subsidies and steamship subventions, yet the minister, deliberately or otherwise, increases a subsidy in his own province by \$22,800.

I should like to direct the attention of the committee to some other items. My under-