

Columbia; Bay View, Nova Scotia; Little Wood island, New Brunswick; Cheticamp, Nova Scotia; Point Pelee, Ontario.

Mr. HAZEN: What is the nature of the service provided in the other places mentioned?

Mr. CARDIN: I am informed that the only boats that have been used at the other stations are rowboats and they have been laid up this season.

Item agreed to.

Railway service.

441. Repairs and expenses in connection with the operation and maintenance of official railway cars under the jurisdiction of the department, \$39,414.69.

Mr. MacINNIS: Does this item relate to the maintenance and operation of ministers' private cars?

Mr. CARDIN: Yes, and the governor-general's also.

Mr. MacINNIS: At this time when there is so much urge for economy, do the committee not think that this would be a good place to begin to economize? Ministers could very well ride in the ordinary compartments and berths in the standard railway cars.

Mr. CARDIN: I am inclined to agree in a general way with the observation made by my hon. friend, but in certain instances I think it is useful and advantageous to the public service that the minister be given the benefit of a private car, because on a private car he can take members of his staff and carry on his work. I think there is no abuse in the use of private cars by the ministers. They are not used for pleasure purposes; I need not say that, it must be obvious; they are used when ministers are travelling in the public interest.

Item agreed to.

Railway service.

442. Hudson Bay railway—construction and improvements—capital, \$15,000.

Mr. JOHNSTON (Bow River): Is any new construction taking place on the Hudson Bay railway at the present time?

Mr. CARDIN: This vote is for a few small capital expenditures. For example, there is ditching, \$10,000; bridges and culverts, \$2,300, and engineering and supervision, \$600.

Item agreed to.

Railway service.

446. Amount required to provide for payment from time to time during the fiscal year 1940-41 of the difference (estimated by the Board of [Mr. Cardin.]

Transport Commissioners for Canada and certified by the said board to the Minister of Transport, as and when required by the said minister) occurring on account of the application of the Maritime Freight Rates Act, between the tariff tolls and the normal tolls (referred to in section 9 of the said act) on all traffic moved during the calendar year 1940, under the tariffs approved by the following companies: Canada & Gulf Terminal railway, Canadian Pacific railway, including: Fredericton & Grand Lake Coal & Railway Company, New Brunswick Coal and Railway Company, Cumberland Railway & Coal Company, Dominion Atlantic railway, Maritime Coal, Railway & Power Company, Sydney and Louisburg railway, Temiscouata Railway Company, \$800,000.

Mr. GILLIS: What is required of railways other than the national system to qualify for grants under the Maritime Freight Rates Act? What services must be maintained? I am interested in the Sydney and Louisburg railway.

Mr. CARDIN: This item is to make up the difference between the ordinary freight rates and the special rates provided by the statute, which are 20 per cent lower.

Mr. GILLIS: But they must maintain certain services in order to qualify?

Mr. CARDIN: No; it is on the ordinary traffic that moves. No obligation is imposed on the railways as to the service to be given.

Item agreed to.

Marine service.

455. River St. Lawrence ship channel—to provide for extension and improvement of control weirs—capital (revote), \$61,500.

Mr. HAZEN: What are these control weirs, and where are they situated on the river?

Mr. CARDIN: The construction of these weirs was considered a long time ago by a commission appointed by the government to consider the advisability of creating certain obstacles in the flow of the St. Lawrence river with a view to raising the level of the river between lake St. Peter and Montreal. These weirs have been constructed between islands at the head of lake St. Peter. Several channels between these islands have been blocked by these weirs with a view to retarding the flow of the St. Lawrence, in order to raise the level of the river. It has been established that the results are beneficial; the water level has been raised a few inches between lake St. Peter and Montreal harbour.

The project considered several years ago contemplated also the building of smaller weirs in the vicinity of Montreal, blocking the channels existing between certain islands in the vicinity of Boucherville, below Montreal, and the north shore of the St. Lawrence,