

the hon. member. With reference to Kingston station, the hon. member will understand that in 1947 the Canadian National Railways are not building many new stations. They are building some, such as the one at Edmonton, and one or two other points where conditions are such that they feel stations should be built. However, they do not propose to do any building in the Kingston area this year.

They have plans and specifications for a new station at Kingston. Just when or how soon it can be built, I do not know. That will depend upon materials, and matters of that kind. There are a number of things it is difficult to get. The position in my own constituency is very bad; almost as bad as, indeed if not worse than that in the constituency of the hon. member. But I can assure him that the situation is not being forgotten.

The other rather serious matter he brought up was with reference to pilots who complain they have to go quite some time before receiving their cheques. The hon. member knows, of course, that those cheques are not paid by the Department of Transport. Ship owners employ and pay the pilots. But the pilotage authority, who happens to be the minister, will certainly see that delay such as that does not occur. My officers who are here and who are familiar with the situation tell me this does not happen often, but only in a very rare case. I know the hon. member has brought the matter to my attention at least once before, I can assure him I shall have my officers communicate with the ship owners to make sure that it does not happen again.

Mr. POULIOT: I have just a word to say about the imposing delegation which called upon the minister to speak about the Temiscouata railway, which is in very bad condition. I have heard something said about the condition of different railways in Canada, but the Temiscouata railway is in the worst condition. All the facts have been laid before the minister. I shall not take any more of the time of the committee; the minister knows his business and I hope he will not forget the representations which were made to him some two months ago by the delegation which called upon him.

Mr. CHEVRIER: I can assure the hon. member I shall not forget the representations made by that imposing delegation.

Mr. POULIOT: Thank you.

Mr. HERRIDGE: Mr. Chairman, I should like to refer to a matter which has been of

interest to members in my constituency for over forty years. I have spoken briefly about this matter, but I feel I must refer to it again this evening. I refer to the matter of bringing the Canadian Pacific railway steamers which operate on the Kootenay, Arrow and Slokan lakes under the act and thus under the jurisdiction of the board of transport commissioners. I mentioned this matter last session and I believe the minister replied that he would make inquiries.

I notice that in the 1946 report of the Board of Transport Commissioners for Canada these words are found at page 20:

By amendments to the Transport Act in the year 1945, the board's jurisdiction was extended to all ships of over ten gross tons operating for hire and reward in the Mackenzie river watershed. The said amendments became effective on February 9, 1946, by proclamation.

I believe, from my knowledge of the subject, that the application to have these steamers brought under the board of transport commissioners is of much more recent date than the various applications made by numbers of organizations and representative bodies consisting of farmers, and those connected with industry and commerce in my constituency throughout the years.

Years ago, up to the time of the building of the Kettle Valley railroad we had a satisfactory steamer service. A passenger steamer went south every day and another passenger steamer came north. A third boat operated during the summer months to handle fresh fruits which went on to the Calgary and Edmonton markets.

Since the building of the Kettle Valley railroad, the service has gradually grown worse and worse. I believe I know the reason why. We are more or less of an orphan in transportation, so far as the Canadian Pacific Railway Company is concerned. Of course the Kettle Valley railroad wishes to divert as much traffic as possible for itself. Some years ago during the depression, an official of the Canadian Pacific Railway Company when asked the reason for our poor service said, "Well we do not want to split our tourist traffic that is going to lake Louise or to our coast hotels. If we advertise the Arrow lakes or improve the service the country is so beautiful that many people will not go on to the coast hotels and possibly would not stop as long at lake Louise."

We have no redress in the matter, nor have we any board to which we can appeal. I do not think it is right that these people should be asked to spend their lives and to invest their money over long periods of years in the