

the St. Antoine-Westmount and the St. James lines, and three on the south side. These lines would convey passengers from Verdun and Ville-Emard.

In St. Henri, there is a most appropriate place for the construction of a station. The old structure could be moved to this new location where it would adequately serve the people of the district. Next to St. Zotique church, there is a former freight yard, owned by the Canadian National, adjoining Notre-Dame street. This location is most appropriate for the erection of a station that would be handy for the people from Verdun and St. Henri.

The Canadian National, ever anxious to serve the population of my constituency and increase their revenue, would derive real benefits by having their trains stop there to take on passengers, instead of keeping right on, like excursion trains.

(Text):

Mr. CASTLEDEN: I should like to ask the minister one or two questions.

Mr. LANGLOIS: Mr. Chairman, I rise to a question of privilege. I have been trying to get your attention for an hour and a half, but without success. However I do not wish to take the turn of the hon. member who is about to speak, but I hope that the next turn shall be mine. I thank you.

Mr. CASTLEDEN: I believe there is a list of speakers for this evening.

Mr. MacNICOL: No, not on estimates.

Mr. CASTLEDEN: The matter I wish to discuss this evening has to do with spur lines in the west. I know this is a headache to the minister and the railway companies. I believe the condition was caused by the competition which existed when the railways were being built—the Canadian Northern, the Grand Trunk and the Canadian Pacific. As one railway built its way through it ran a spur out to head off the other railway. Then the other company cut in north of that, with the result that very often these spur lines were left.

In my own constituency there is a case of that kind which I should like to draw to the attention of the minister. I am going to offer, for what it is worth, a plan which, I think, might be used to remedy the situation, for the benefit of all.

Mr. CHEVRIER: What is the name of the line?

Mr. CASTLEDEN: The first is a spur line that the Canadian National Railways ran from Melville. They ran the line up as far as Yorkton, and then ran a spur line from York-

ton, through Willowbrook to Beaver Dale to Parkerview, and it ended there, at a dead end. The Canadian Pacific railway came through Yorkton from Winnipeg to Saskatoon. They ran through from Yorkton to the northwest from Foam Lake. They ran a spur down to head off the Canadian National Railways. The spur line ran from Foam Lake to West End and Back End, ending at Wishart. The result is that these people living on these two spur lines find themselves with a most inefficient service. The spur line from Foam Lake gives them a passenger service once a week, running out from Foam Lake to Wishart, and then running back picking up freight. This is a congested and unsatisfactory situation, both for the people and the railway company.

I know petitions are being sent by these people. In fact I have helped to present them to the board of transport commissioners. I know what the problem is, and I believe the minister might help to prevent the stalemate which exists if he were to act as arbitrator. He could call the two railways together and suggest that either one or the other withdraw from the field. Have someone arbitrate and find the value of the spur line; then let the other one buy out the other's spur. These two could then be joined together. It is a distance of fourteen or fifteen miles. If it is the Canadian National that buys out the Canadian Pacific's spur, then let the Canadian National run from Yorkton through Parkerview on to the Canadian Pacific spur and come back to their own line perhaps at Touchwood or Raymore.

If the Canadian Pacific buy out the Canadian National to Parkerview, then let the Canadian Pacific complete their line and run from Wishart back to the Canadian Pacific line at about Wynyard. In that way they could operate an efficient service for the whole of the area and give these people a better passenger and freight service, while at the same time they would make it more profitable for themselves. At the present time the condition is not economical, and there is not a good service.

I should like to have the minister's reaction to my suggestion. I understand that there was a shortage of materials and labour. I know the board of transport commissioners are working with these problems, and it seems to me that some solution such as I have offered would be of great assistance.

The other matter to which I would draw the minister's attention is the Trans-Canada Air Lines service to Yorkton. Would this come under his department, or that of the Minister of Reconstruction and Supply?