

Mr. HOWE: Yes.

Mr. COLDWELL: The care of merchant seamen comes under another appropriation?

Mr. HOWE: We put through the ordinary vote here, and we have amplified it by war votes.

Mr. COLDWELL: Has the minister the total of the amounts voted for that purpose?

Mr. MACKENZIE (Vancouver Centre): There is a special vote in my department in regard to merchant seamen, for hospital and other care. That is looked after by Pensions and National Health.

Mr. COLDWELL: Perhaps the minister will say something about it when we reach his department.

Mr. HOWE: The amount is \$712,000 all told.

Item agreed to.

Railway service.

398. Hudson Bay railway—construction and improvements—capital, \$11,000.

Mr. MacNICOL: If the minister thinks the question I am going to ask should not be answered I do not want an answer. I am informed that sidings are now being constructed on the Hudson Bay railway between the Pas and Wabowden. The Minister is no doubt very familiar with the works that are being constructed on the way to Churchill and at Churchill, for use, I believe, in connection with United States affairs. I do not want an answer if the question should not be answered, and if it should not have been asked I would like it expunged from the record. Is the dominion government paying for the laying of sidings in the yards of the Pas and elsewhere along the Hudson Bay railway, and if so, why?

Mr. HOWE: There is some little activity on the Hudson Bay railway, as my hon. friend suggests, but I know of no extension of sidings except at Churchill itself. The Canadian government is not being put to any expense in that regard.

Railway service.

400. Maritime Freight Rates Act—To hereby authorize and provide for the payment from time to time during the fiscal year 1942-43 to the Canadian National Railway Company of the difference (estimated by the Canadian National Railway Company and certified by the auditors of the said company 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 (upon the same basis as set out in section 9 of the said act with respect to companies therein referred to) on all traffic moved during the calendar year

1942 under the tariffs approved on the eastern lines (as referred to in section 2 of the said act) of the Canadian National Railways, \$3,350,000.

Mr. CASTLEDEN: Do not subventions take care of any part of this?

Mr. HOWE: Under the Maritime Freight Rates Act, as a result of the Duncan commission, certain subventions were ordered amounting to 20 per cent of the freight rates in certain cases. This amount is statutory, in consequence of legislation based on the findings of that commission. The amount of \$3,350,000 is the estimate to take care of payment to the Canadian National Railways for the next year. If the amount is actually greater, as it may be, the money must be paid in any event. This is really an estimate of what will be required.

Mr. CASTLEDEN: It is not marked statutory in the estimates. How much was spent last year?

Mr. HOWE: The amount spent was \$3,072,978.27.

Mr. GILLIS: In order that railway companies operating in conjunction with coal companies may qualify under the Maritime Freight Rates Act, is it not a stipulation that they should maintain a first-class carrier service on the roads? They must provide passenger service in addition to transportation of coal and so on.

Mr. HOWE: I regret I am not familiar with the situation. I do not know whether that is so or not.

Mr. GILLIS: I understood it was, and I know it is not being done.

Item agreed to.

GOVERNMENT OWNED ENTERPRISES

Special—Deficits.

Prince Edward Island car ferry and terminals.
411. Amount required to provide for the payment during the fiscal year 1942-43 to the Canadian National Railway Company (hereinafter called the National Company) upon applications approved by the Minister of Transport, made from time to time by the National Company, to the Minister of Finance and to be applied by the National Company in payment of the deficit (certified by the auditors of the National Company) in the operation of the Prince Edward Island car ferry and terminals arising in the calendar year 1942, \$400,000.

Mr. MacNICOL: This has to do with transportation to and from Prince Edward Island. The loss of the steamer *Charlottetown* has caused a great deal of inconvenience to the island. The council of Charlottetown, the board of trade and the maritime board of