

*Supply—Transport*

for it instead of "deficit", as it has always appeared from time to time heretofore. I notice that the amount payable for this service is \$1,280,000 or an increase over last year of \$121,000. With all due respect to the auditors in connection with the auditing of the accounts, I think that the committee are entitled to something more than just the bare, bald figures. When you come to the detail, they forget themselves again and they call it a deficit once more. But we will let that matter pass. There is never given to the committee any indication of how this deficit, as they term it, or this service is costing so much. I think this committee should be entitled to get the following information. I think they should be told the gross amount of expenditure for the operation of the ferry. Another thing that we should know is how much was spent on the construction of the terminals or the repairs.

**Mr. Chevrier:** That is on the next item.

**Mr. McLure:** Furthermore, I should like to know how much was spent on repairs to the two steamers, the *Prince Edward* and the *Abegweit*, during the year in question. What about the revenue? I do not wish to ask for all the details of it, but I think it would be worth while to know what revenue comes in. For instance, there must be considerable earning power there as well as spending power. If you look at page 171 of the commission's report, you will find there the information that some 52,000 carloads of freight were moved over there, and most of that would be long haul freight. The ferry should be entitled to a fairly good earning power from those 52,000 carloads of freight. Furthermore, some 200,000 passengers crossed over on the ferry, and that would be another earning power. Then again, 50,000 automobiles and trucks have gone over there in the year. That is another earning power of the railway. All these added up should make a fairly good revenue. That is what I should like to get at. I want to know the amount of revenue it has actually produced.

I would hope to see included in that amount the credit that the Borden ferry gets on the long haul cars that are beneficial to the Canadian National Railways. I understand that the divisional point at which the long-haul cars of freight originate get an extra amount of the freight rather than a straight haul of their own. As I said, I am not asking for a detailed statement of what any part of the ship or anything else costs or what the restaurant earns and all that; but I should like to have a gross figure, in order to see where this deficit, as it is termed in the detail, or this service has to be provided for.

[Mr. McLure.]

**Mr. Chevrier:** I should be glad to give the hon. gentleman all the information I have. The total operating expenses for the year 1950 were \$1,611,004. The total revenues for the same year were \$361,341. The net operating loss for the year was \$1,249,663. The total amount of money spent on the terminal facilities at Borden and Tormentine was in the neighbourhood of \$7 million. This amount was spent over a period of three years in about the proportion of half on Tormentine and half on Borden.

**Mr. McLure:** None of that amount is included in this \$1,280,000, is it?

**Mr. Chevrier:** Oh, no.

**Mr. McLure:** And no repairs to the boat?

**Mr. Chevrier:** Yes. Repairs to the boat are in this, but unfortunately there is no separate amount for them and I am not able to give them from the information I have. I think the hon. gentleman should have that information if he wants it, and I will be glad to give it to him. Perhaps we could get it in the committee when it sits next week.

**Mr. McLure:** The reason I asked that question was that there were reports that there were repairs to our new boat amounting to over half a million dollars. Having regard to the source from which I gathered that information, I could not really believe it. I should like to find out.

**Mr. Chevrier:** I am sure there is nothing of that nature at all. I have some recollection that last year the repairs to the *Abegweit* were in the neighbourhood of \$60,000 and I presume that this year they would be in much the same amount.

Item stands.

Railway and steamship services—

Canadian National (West Indies) Steamships, Limited—

495. To provide for the payment from time to time to the Canadian National (West Indies) Steamships Limited (hereinafter called "the company") of the amount of the deficit occurring during the year ending December 31, 1951, in the operations of the company and the vessels under the control of the company, as certified by the auditors of the company, and upon applications made by the company to the Minister of Finance and approved by the Minister of Transport, not exceeding \$845,000.

**Mr. Black (Cumberland):** I would ask the minister what provision is to be made for new steamers to replace the ones that have been lost in recent years on the service to the West Indies. Some of these steamers were lost during the war. I refer to the Lady boats. There are only one or two of these boats in existence now. Will the minister make a statement?

**Mr. Chevrier:** Because of the lack of traffic, no provision is being made to replace