

Supply—Transport

DEPARTMENT OF TRANSPORT

615. Departmental administration, further amount required, \$16,700.

was established last year, and I believe it did excellent work. Naturally, a corollary to the work of the atomic energy committee would be a committee to examine into the national research council. I appreciate very much the minister's willingness to make that recommendation.

Item agreed to.

The Chairman: Item 615.

Mr. Green: Before we go on to item 615, I wonder if I might ask a question in connection with item 609. The minister was not in the chamber when the item was before the committee last night. I understand this is the final vote for the Fraser valley diking board. It will not appear in the estimates again.

Mr. Howe: That is right.

Mr. Green: My information is that the board have done fine work. I believe they have completed it at less than the estimated cost, and in a shorter time than expected.

I would ask the minister, however, what has happened to the dominion-provincial Fraser river basin board. That is a board which was set up to investigate the whole question of flood control in the Fraser river basin, and also the matter of power development. Can the minister tell us what progress has been made with the work of that particular board?

Mr. Howe: The Fraser river diking board reports to the Minister of Trade and Commerce, but the board mentioned by the hon. member reports to the Minister of Public Works. I am afraid I cannot give any information on the work of that board.

Mr. Fournier (Hull): I recall having received a preliminary report from this board, but I did not expect to be questioned with respect to it. However, if the hon. member wishes, I shall try to have a copy of the report sent to him as soon as possible.

Mr. Green: Would there be any objection to tabling it?

Mr. Fournier (Hull): I would like to study the report myself before I can give that assurance.

Mr. Fulton: I think the minister tabled the first report at my request.

Mr. Fournier (Hull): I believe last year a report was tabled, yes. I shall consult my colleagues, and if there is no objection I can have it tabled, or have a copy sent to the hon. member.

Mr. Higgins: There are one or two matters I should like to bring to the attention of the Minister of Transport, who has been most co-operative on all occasions I have discussed matters with him. I am sure there will be no difficulty in the present instance.

Again I make reference to the newest province, and refer particularly to conditions at the port of Louisburg. That is the winter port of the Newfoundland railway, when ice conditions at North Sydney force the ferry to go to Louisburg. The Minister of Trade and Commerce will recall what was agreed at the time the terms of union were drafted. His words are quoted in the *Daily News* of September 29, 1949. The article reads as follows:

Premier Smallwood stated that he remembered clearly when this matter had been brought up during the drafting of the terms of union that Mr. Howe had stated that adequate facilities for the handling of traffic at these alternate ports would definitely be made available if they were not there already.

The reference to alternate ports is a reference to Sydney and Louisburg. Perhaps the Minister of Trade and Commerce will remember that statement. I was not present with the last delegation, but it was understood that in the event of ice conditions at North Sydney which would prevent the use of that port proper facilities would be provided at the port of Louisburg. The hon. member for Grand Falls-White Bay and, I believe, all other members from Newfoundland, with the exception of the hon. member for St. John's West, came through Louisburg on their way to Ottawa to attend this session. From the port one has to use a railway which is not part of the Canadian National Railways. I believe it is known as the Sydney-Louisburg Railway.

The Sydney-Louisburg Railway is very fine for people who have money and who do not have to travel over it. The hon. member and I, who were in a hurry, could hire a taxi. But the people who do have to use the railway have some very trying conditions with which to contend.

Since arriving in Ottawa I have received communications from a number of people who have had to use the railway at night, and I am told that travelling conditions are not very pleasant. My information is that the train is not heated, except by a stove in the middle of the coach. There is no lighting except for an oil lamp. No provision is made for passengers coming off the boat, except a narrow gangplank. People have arrived at