

Sir HENRY DRAYTON: That is the regular rule, and I understand it is followed in each case.

Mr. LOW: Approximately.

Item agreed to.

St. John and Digby, steam service between, \$15,000.

Sir HENRY DRAYTON: Who are the contractors?

Mr. LOW: The Dominion Atlantic Railway Company a subsidiary of the Canadian Pacific.

Sir HENRY DRAYTON: What boats have we there, and what is their tonnage?

Mr. LOW: The Empress of 1,300 gross tons.

Item agreed to.

St. John, Digby, Annapolis and Granville, along the west coast of Annapolis basin, steam service between, \$2,000.

Mr. CALDWELL: Is that the second line of boats running between St. John and Digby?

Mr. LOW: This is only a weekly freight boat; the other gives a daily service.

Mr. CALDWELL: The one getting the \$15,000 is simply a passenger boat?

Mr. LOW: It carries freight as well.

Item agreed to.

St. John and Minas basin ports, steam service between, \$5,000.

Mr. SPENCER: Why is this item bracketed with the preceding one?

Mr. LOW: The contractors are the St. John Steamship Company. It is a yearly contract.

Mr. SPENCER: How long has the subsidy been given?

Mr. LOW: The boat was built for the service in 1919.

Sir HENRY DRAYTON: The minister has not answered the question of the hon. member for Battle River (Mr. Spencer). We formerly had a vote of \$8,500; we now have it subdivided. Is there to be an increase next year?

Mr. LOW: It is subdivided purely for convenience. The service is covered by two boats.

Sir HENRY DRAYTON: And was before.

Mr. LOW: Yes.

Sir HENRY DRAYTON: I notice that the vote for 1921-22 was \$5,000. Why this very considerable increase?

Mr. LOW: The amount was exactly the same in 1921, \$8,500.

Sir HENRY DRAYTON: My Hansard shows that in 1921-22 the vote was \$5,000.

Mr. LOVETT: I think I can explain the apparent difference. There was one boat in 1921-22, and afterwards another boat was put on and \$8,500 was the subsidy given both boats.

Sir HENRY DRAYTON: Is there any difference at all?

Mr. LOW: Some years ago the service was performed by one company with two boats; now two companies have separate contracts, one for \$3,500 and the other for \$5,000.

Sir HENRY DRAYTON: Mr. Chairman, the hon. member for Digby and Annapolis (Mr. Lovett) thinks I am wrong. The vote for 1920-21 was No. 192, "St. John, New Brunswick, and ports on the bay of Fundy and Minas basin and Margareville, N.S., steam service between." As I read it, that combination service was \$5,000. What is the reason for the increase?

Mr. LOVETT: The vote for \$3,500 is in my constituency; the vote for \$5,000 is in the constituency of the member for Kings, N.S. (Mr. Robinson). I know that \$3,500 is the subsidy for the service in my constituency, and it has been the same for a long time.

Sir HENRY DRAYTON: If the minister does not know, I suppose it is no use holding up the vote. This is simply another unexplained increase.

Item agreed to.

St. John, Westport and Yarmouth and other way ports, steam service between, \$10,000.

Sir HENRY DRAYTON: What is the service at this point?

Mr. LOW: The service is for seventy round trips. Seventy-three and a half trips were made last year. There were 1,611 passengers and 6,985 tons of freight carried. The subsidy has been the same for the last six years.

Item agreed to.

St. John and Weymouth, steam service between, \$1,500.

Sir HENRY DRAYTON: When was that put in?