

the railway station with the principal town in that section. It is important and must not be regarded as a short ferry at all. It is an important commercial artery which is absolutely necessary for the maintenance of communication between a large town and the railway station, and if my hon. friend says that everything of this sort is to be called a short ferry he will have to revise his whole list, because he will find a number of such cases. He is evidently under the impression that this is a ferry of three-quarters of a mile, but he is entirely mistaken; it is three or four miles. This is a matter concerning which I recently called the attention of the Minister of Railways to the desirability of having a branch line built, and when I tell my hon. friend that it is the only channel of communication between the railway and one of the most important towns on the south shore of Nova Scotia I think he will realize that the impression which he has formed is altogether wrong. I should be glad if he would give the matter further consideration because he cannot justify his present stand. No doubt the modesty of the items has secured its present fate. If it were \$10,000 it would be renewed.

Sir GEORGE FOSTER: If it had been \$10,000 it would be an ordinary service.

Mr. FIELDING: I must tell the minister that this is a matter that should not be treated lightly. It will be regarded as one of a very serious nature by those who are affected.

Mr. McKENZIE: It does not seem very clear what are the stopping places in the round trip provided for in item 187. It seems that a boat goes from the Magdalens to Newfoundland, calling at Prince Edward Island. If a steamer goes from the Magdalen Islands to Newfoundland she passes right by the island of Cape Breton and should certainly call there. She would stop there for coal anyhow. It is a place from which a lot of traffic could be carried to the Magdalen Islands and produce from that place and the other stopping points could be brought back. I think it would be a grave mistake not to provide that the steamer should call at Cape Breton, because in any event she goes right by the Island. The steamer passes within a few miles of the mouth of Sydney harbour, in crossing to Newfoundland, and it would be an unfortunate mistake not to have Cape Breton included as a port of call. It would be an advantage to the people of Newfoundland who might want to take that steamer on the

way to North Sydney, and the people of Prince Edward Island might also want to go there. It would divert the steamer from its regular course to a very slight extent, and I would suggest to the minister that he consider this matter.

Sir GEORGE FOSTER: I cannot find that she calls at any Cape Breton port.

Mr. McKENZIE: Then the minister ought to see that she does. Possibly the contract has not yet been made, and—

Sir GEORGE FOSTER: Yes, the contract is made. The contract is one that was made for a series of years and it does not fall in until 1923.

Mr. POWER: Can the minister give me some information with reference to the contract between the Gulf of St. Lawrence Trading Company—I think that is the name—and the Government? Was there not some reference in the contract to certain obligations with regard to bringing cheaper fish to the city of Quebec and to Montreal?

Sir GEORGE FOSTER: I think there was.

Mr. POWER: Has the minister any information as to what were the terms of the contract and whether its conditions were fulfilled?

Sir GEORGE FOSTER: I have not the information here, but I have a distinct recollection that in making arrangements for the contract one of the considerations was that it would help facilities for the carrying of fish in a state of preservation to Quebec and possibly Montreal, but particularly up to Quebec. It was for the purpose of furnishing such facilities and equipment as would make that possible. I am quite sure that was part of the contract, but I have no further information here.

Mr. POWER: Does the minister know whether or not in past years this contract has been carried out?

Sir GEORGE FOSTER: I shall make inquiry and inform my hon. friend.

St. John and Digby steam service between, \$20,000.

Mr. WIGMORE: I had this matter before the department and the minister will observe that there is a decrease of \$10,000. Now, this company have enjoyed a subsidy of \$20,000 for a number of years. The service has been very much improved and I believe that even during a number of years when they were only making four trips a week they still enjoyed that subsidy. Today, with a cost of maintenance at least