

Chicoutimi harbour improvements—improvement of roadways, \$17,000.

Mr. BENNETT: Without wanting to trespass upon the time of the committee, it must be apparent that the expenditures in connection with some of these harbours are not justified or warranted. I am hopeful that the minister is exercising the power which is now vested in him to see that notwithstanding the tremendous pressure that may be brought to bear, these expenditures are within reason.

Mr. HOWE. The expenditure in connection with the Saint John harbour is a continuation of a contract. As a matter of fact, all the items down to 328 cover the completion of contracts initiated under the public works construction acts. No new project will be started unless we are assured that it is justified.

Item agreed to.

#### Canadian National Railway Company—

Amount not exceeding \$35,000,000 to be paid from time to time, under such conditions as the Minister of Finance may prescribe, to the Canadian National Railway Company (hereinafter called "the National Company") and to be applied by the National Company in payment of the net income deficits arising in the calendar year 1937, including such supplementary contribution to the Intercolonial and Prince Edward Island Railways Employees' Provident Fund as may be necessary to provide for payment in full of monthly allowances under the provisions of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, notwithstanding the limitation contained in section four of the said act, and including such supplementary contribution to the Grand Trunk Railway of Canada Superannuation and Provident Fund as may be necessary to enable payment to be made of monthly allowances under the rules and regulations of the fund, notwithstanding the limitation contained in section thirteen of chapter sixty-five of the Statutes of Canada, 1874, and including profit and loss but not including non-cash items and interest on dominion government advances, of the National Company or of any other or others of the companies comprised in the Canadian National Railways (as defined in chapter 10 of the Statutes of Canada, 1929) or any company controlled by stock ownership or otherwise by any company comprised in the Canadian National Railways or by the National Company in respect of any of the Canadian government railways entrusted to the National Company, \$35,000,000.

Mr. BENNETT: This item has been before the committee and reported upon?

Mr. DUNNING: Yes, and the same applies to the following item.

Item agreed to.

#### National Harbours Board—

To provide for payment, to national harbours board, of the amounts hereinafter set forth, to be applied in payment of the deficits (after payment of interest due the public but exclusive

of interest on dominion government advances and depreciation) arising in the calendar year 1937, in the operations of the following harbours—

Halifax, \$24,042.

Saint John, \$17,964.

Quebec, \$174,610.

Churchill, \$242,000.

Mr. PERLEY (Qu'Appelle): The minister promised the other day that he would give the committee some information with respect to temporary and seasonal employment at Churchill. I asked for a return giving the number of men employed during the season of 1936, which I have in my hand. In reviewing this I notice that some 250 men were employed during 1936, 120 of whom came from Le Pas and Swan River, and some 30 odd from Port Arthur. This is a considerable number to come from two constituencies. In previous years certain western members were allotted positions for 10 or 15 men. Representations were made to me last spring by a number of men who wanted to get into Churchill, but any representations I made did not get very far. Possibly I did not expect that they would. I think some explanation should be given with respect to this matter. I suggest that the minister should give consideration to constituencies in the province of Saskatchewan as Churchill is more or less a western project. I would be more than pleased if he would take 10 to 15 men from my constituency, and I know other western members who feel the same way. In this return one page is taken up listing the men from Port Arthur, and another page listing those from Le Pas.

Mr. HOWE: This project has been in the process of changing from a construction project to a purely operating project and each year the staff is getting fewer. For the current year the total operating staff will be about 105 men, or about half the number employed last year. During the short time I have been the head of this department my experience has been fairly wide, and I find that it is very seldom hon. members will permit operating men to come in from another constituency. Perhaps the hon. member for Churchill (Mr. Crerar) will take a different view of it. The hon. member refers to the large number of men brought in from Port Arthur. Any elevator project usually requires to call on the head of the lakes for skilled operators, that being the largest elevator centre in Canada. I think if the hon. member looks back over a number of years he will find that each year about the same number of skilled operators have been drawn from the head of the lakes.