

tween Guysborough and Mulgrave. They have no railway communication, notwithstanding that the people of Guysborough pay their share of interest on railway indebtedness, and paid their share of rights of way in Nova Scotia and other parts of the dominion. The Minister of Trade and Commerce, in the face of that, reduces the subsidy this year, and he cannot say that there is no contract in this instance.

Mr. STEVENS: The present one will be completed out of the vote of this year and no new contract will be entered into after the end of the fiscal year.

Mr. DUFF: In other words, he is paying \$10,500 up to the end of this month and, without consulting the owners of the steamer or the Guysborough board of trade, without consulting the people of Mulgrave or the town council or anyone else, he arbitrarily decides that all that this government will pay for the service is \$9,500.

Mr. ERNST: Does the hon. member know what happened—whether that service was making a profit or otherwise? I am anxious to know whether it has operated at a profit or a loss. Will it have to go into debt to be able to continue?

Mr. DUFF: I am delighted that my hon. friend has interjected that question, and for two reasons. First, I notice in these estimates for subsidies and even in last year's estimates for subsidies—

Mr. ERNST: There is none for Lunenburg.

Mr. DUFF: There is no subsidy for a service between Halifax and La Have. When I was member for the constituency of Lunenburg, the federal government paid \$6,000 for a service between Halifax and La Have. Ever since the present government has been in power, with the hon. member opposite representing that constituency supporting the administration, the subsidy has been cut out. Did the hon. member ask that the subsidy be cut off because the service did not pay?

Mr. ERNST: It did not pay; it has been taken off and I have ever since been asking the minister to restore the subsidy.

Mr. DUFF: The hon. member may have been urging the minister, but his urging does not amount to very much. He deliberately got himself into this argument and I am delighted to join him in advocating this particular subsidy. He asked me if this Guysborough service is paying. Of course I have not the books of the company and I do not

know, but the owners of the steamship company have told me that, in view of the fact that the government reduced the subsidy last year, they were compelled to take the cook off the boat, so that if, for instance, the boat got stuck in the ice as it is at present in the strait of Canso, and was held up over night in the lee of Bear island or Sand point, there is no food on board and no cook to boil the kettle. I thank the hon. member for Queens-Lunenburg for asking whether the steamer was paying. Hon. members know the saying about somebody stepping in where angels fear to tread. But because the government reduced the subsidy from \$10,500 to \$9,500, the steamship company was compelled to take off the cook and the stewardess so that the passengers aboard cannot get a meal and the crew have to wait until they reach Mulgrave or Guysborough to get something to eat. Surely the hon. member will realize that when a steamer cannot have a cook or a stewardess or food aboard, the company is not making very much money. I say to the Minister of Trade and Commerce it is not right or fair that the people who put boats on those services and in some cases purchased ships for the special purpose of carrying on a service, should, without being consulted, find, as I said before, that the government in order to make a good showing has reduced the subsidy. This is especially true in the case of my good friend the member for Queens-Lunenburg. I am just as much interested as he is in that service between Halifax and La Have which has been cut out with the result that the people of that important district have now to haul their freight twelve, fourteen or sixteen miles from the town of Bridgewater to La Have or to the town of Riverport. Just because this government are penurious or because they cannot govern properly and collect sufficient revenues, they have to cut out the steamship service between La Have and Halifax.

Mr. VENIOT: Can the minister inform me as to the number of passengers and the quantity of freight carried on the service between Charlottetown, Victoria and Halliday's wharf.

Mr. STEVENS: The vessel made 211 trips and carried 3,580 passengers, 10,000 barrels of freight and 184 head of live stock.

Mr. VENIOT: What is the distance?

Mr. STEVENS: The service is rather irregular, but the longest distance is twenty-six miles.