

ing an agent here naturally tends to lessen the business that is done here at Ferland. Fifty per cent of the farmers who ship eggs and cream go to the neighbouring towns where they have an agent to take their produce. They necessarily deal at those other towns to the detriment of the business men in Ferland. There are a large number of carloads of cattle that are shipped from this district every year. They too have to herd their cattle to Mankota or McCord because they have better stockyard facilities and they have an agent who can do their billing at once.

I trust that some additional consideration can be given to this request to the end of providing a station agent at that point.

One reason I have taken this opportunity to speak is that I have received a petition from a number of people along the Radville, Bengough, Willow Bunch line. I received a petition from four points along that line, containing 364 signatures asking that the diesel train running from Regina to Radville daily be extended to run through to Willow Bunch daily. The people on that line now have a mixed train service twice a week. A mixed train is, of course, very slow, and with only two trains a week it is certainly not satisfactory for passenger service. Two of the larger points on that line obtain mail from the Weyburn, Assiniboia line, but of course that has to be brought in by automobile or truck and often the roads are bad and that mail service is not satisfactory. A letter attached to the petition from the person who circulated it in the town of Willow Bunch states that the businessmen of Willow Bunch are willing to patronize the railway if a better service can be provided.

A few days ago I talked with about three people from Bengough, which is a thriving little town, and they stated that they had solicited the businessmen there and that they too were willing to give much more patronage to the railway if additional service could be provided. I would ask that further consideration be given to extending the diesel train through to Willow Bunch and providing, if at all possible, a daily train service.

The last thing I wish to mention tonight—and it is not often that I speak of my own home town of Kayville, but since they have a just cause I shall do so now—is a railway station. I would ask that a decent railway station be provided in that town. There is an agent there and the station is just about the size of two railway boxcars dragged together and set down. The railway agent and his family live in one boxcar—if I may call it that, it is not any better than that—and the station is in the other boxcar. The dimensions of the living quarters are about ten feet by thirty feet. A home of that size for a man,

[Mr. Argue.]

his wife and four children, as one agent had, is not good enough. It amounts to a slum condition in the town for the railway agent. Needless to say, a railway agent with a family does not want to stay long in a place like that.

The waiting room is about big enough for four people to stand in if there is no express in the room, which seldom happens, since there is not a good express shed. The express shed is just a shack. The rain comes through, and in the winter the snow comes in and any perishable goods have to be put in the little waiting room.

Mr. GAUTHIER (Portneuf): Is that the Canadian National railway?

Mr. ARGUE: The Canadian Pacific.

Mr. GAUTHIER (Portneuf): The Canadian National have some like that in my district.

Mr. ARGUE: There are 156 householders, five grocery stores, three garages, a blacksmith shop, a tow drayman, two hotels, two cafes, along with a three-story cooperative store. The school is attended by some ninety children. The town is growing. The business places are all attractive, all except the C.P.R. station. The people there have waited for a long time for a station and expected that something would be done on it last year, but to date nothing has been done. May I ask the minister to see that something be done to speed up the building of the station?

Before I take my seat, may I give an additional reason—if I may revert to the service along the Willow Bunch line—since there has been a promise all the time for many years to extend that line to hook up with the branch line coming out from Swift Current. After Willow Bunch, which is the end of steel, there is a little town called St. Victor that has not a railroad in it at all. I think that place should be provided with railroad facilities.

Mr. CHEVRIER: One word in reply to my hon. friend. I am sure he realizes that the Department of Transport has no jurisdiction over the Canadian Pacific Railway Company. All the matters that he has directed attention to this evening are matters affecting the Canadian Pacific. He did ask about the Mankota-Val Marie line. That is a Canadian Pacific railway line. I know the Minister of Agriculture has interested himself in that line particularly and has made representations to the Canadian Pacific Railway Company.

The hon. member was not here when I replied to the hon. member for Lake Centre a moment ago and outlined the position with reference to branch lines and filling of gaps. It is, I believe, the same in the Canadian