

Supply—Transport

member for Queens and myself are hopeful that recommendations will be made by the maritime commission to the Department of Transport and to the government generally so that a new ferry may be built for this route.

I think perhaps I should place on record a few statistics which I have here showing the notable increase in the number of vehicles and passengers carried on this route. I have here the figures for the years 1959 and 1960. In 1959 the number of automobiles ferried from May to August was 32,296. During the same period in 1960 the number was 41,314, an increase of 19,018 during that one year period. I know, speaking of Cariboo in my own constituency, that during July and August there is heavy tourist traffic. I have seen vehicles lined up for many car lengths from the ferry wharf, showing that a sister ship for the *Lord Selkirk* is needed for this route. As I have indicated, the *Charles A. Dunning* is now very old. It will take at least a year and perhaps two years to build a new ship, but I believe that consequent on the increase in traffic a new ship is certainly warranted. Incidentally, a fine job could be done at Ferguson Industries. Returning to the figures, I would add that in connection with passenger traffic for 1959 and 1960 there was an estimated increase of between 6,000 and 7,000 in the number of persons carried.

That is one matter of great importance. In connection with another subject, I should like to commend the minister for reviving the route from Pictou to Prince Edward Island to the Magdalen islands. The terminal is in Pictou. The office staff live in Pictou and some of the crew of the new ship also live there, I believe. I am very happy that this service has been continued although the new ship, I understand, is stuck off the coast in the ice now and is being assisted by one of the icebreakers belonging to the department. This service is most important to the port of Pictou. It helps the area and gives work to men there.

In July of 1959 the port of Pictou, on the north shore of Nova Scotia, suffered a disastrous fire which almost completely destroyed the waterfront. However, through the efforts of the Department of Public Works, facilities are now being built there. A new quay wall has been built, and I expect an announcement will soon be made regarding the construction of a new pier C costing in the vicinity of \$540,000, which will certainly be of great assistance to this fire-ravaged port.

The matter of railway services and facilities is of great importance to my constituency, not only having regard to the employment associated with the provision of those services but also because of the fact that the

largest employer in my constituency is the Eastern Car Company, the Dosco plant, which manufactures freight cars. During the past year the employment situation at that plant has not been good. As has been pointed out by the president of the Canadian National Railways, the need for new railway cars is not as great now as it has been, because much of the rolling stock of that railway has been modernized during the last ten years. This same situation is probably equally applicable to the Canadian Pacific Railway.

I am sure the minister is well aware of the representations I have made in reference to railway car orders. This plant has received orders this year for approximately 300 insulated heavy type railway cars from the Canadian Pacific Railway, and I hope that, in view of tenders which have been called by the Canadian National Railways, this plant will receive at least a portion of that contract. The other two main plants supplying railway cars in Canada are the National Steel Car Company of Canada, at Hamilton, and Canada Car, Montreal.

The employment situation in my constituency is perhaps different from the situation in the areas where those two companies are located, in that the largest employer in my area is the supplier of those railway cars, and when there is a lack of employment there the men are not able to find work in other plants, as are individuals working for companies in the larger centres.

It has been pointed out and recommended by others, as well as by myself, that there is a need for this plant to go into different lines of production. In this regard, I am aware that the company has recently appointed a manager of product development, in an attempt to develop the manufacture of other types of products and to diversify the activities of that company. I hope their attempt in this regard will meet with success so the company can provide continuous employment.

Perhaps I should also refer to volume 1 of the MacPherson royal commission report while I am speaking about railways. I would like to quote one statement from that report at pages 67 and 68, as follows:

We are also convinced that these remedies will help to ensure that the railways will take their proper place in a Canadian transportation system designed to encourage and facilitate national unity and national development to the greatest degree.

I feel that many of the recommendations contained in this volume of the MacPherson report are good recommendations. Undoubtedly the government will take them into