

Supply—Transport

comfortable. The office space in that station, as it appears to a layman—I do not know how it appears to a specialist—seems to be too small. There is no restaurant; and this is very important in this area because the location of the station in the city of Kingston is unique. Formerly it was a long way out of town. The city industrially has passed it by now. There is no restaurant service, and there could not be any very close because the railway property extends for approximately one and a half blocks from the station area. The washrooms—and I hate to say it—are of a type that would be considered as standard only in a country with very low living standards.

I therefore make this request and this suggestion in accordance with what has been noted under "Property and Service Improvements" in the report of the Canadian National Railways; that the minister, through his liaison with the Canadian National Railways, again bring to their attention that the stations generally should be improved, but particularly in the city of Kingston. This city is enjoying one of its greatest rates of growth, both in population and the extension of military services in that district, as well as in industry, that it has ever enjoyed. I felt that the discussion of this item today might be as good a time as any to bring the matter to the attention of the minister, the officials of his department and other people who may be interested in it.

Mr. Nowlan: Mr. Chairman, there are various matters which one might discuss under item 1 of the minister's estimates, which concern one of the most important departments with which this committee has to deal. For instance, there is the matter of freight rates that is of particular interest to us in the maritimes and on which one could use the whole 30 minutes for that purpose alone. I do not propose to deal with that today because there will be other items later on, particularly under the Maritime Freight Rates Act, when we can deal with that matter more extensively.

There are one or two matters related to water transportation to which I wish to make reference, and in case the minister may feel that I am somewhat unkind or harsh in some of the statements I may make later, perhaps I should start out by being at least complimentary, and while not indulging in fulsome praise I am sure the minister would welcome any kind words whatsoever from me on an occasion such as this. I do think it is fair to say, as one coming from the maritimes, that we appreciate the improved service being given by the Canadian National Railways, particularly in the inauguration of what one

might almost call that new train, the Ocean Limited. We have heard a great deal about the Super Continental travelling across Canada, and we have also heard a great deal about the Canadian, almost the Royal Canadian, of the C.P.R., but I want to say that I think one of the crack trains in Canada today is the Ocean Limited. With its improved service, its modern accommodation, it is something of which we in the maritimes are all proud and for which we want to give full credit to the minister and the department.

The hon. member for Kingston has just been lamenting the fact that people do not travel as much by train as they did at one time. I think that is rather regrettable; and since the hon. member for Vancouver-Quadra pointed out this morning that the Minister of Transport has no responsibility for T.C.A. I am sure he would not mind someone attempting to sell railway transportation, because it does not compete with any other conflicting service of his own.

There was a time, I think, when people thought it was smart to travel by air. Today I think it is smart to travel by train, and the only people who should fly are people who have to. There is nothing more comfortable or better than the train service which we get in this country supplied by both the Canadian National and the Canadian Pacific. The hon. member for Winnipeg South Centre says "in some parts of Canada". Perhaps we are more blest, but in any event I do commend the minister for this particular service. When I refer to the Ocean Limited I also include the other trains operating on the run from Montreal to Halifax, and I commend not only the physical equipment but the dining car and operating crews of whom the minister may well be proud.

I could perhaps make some rather adverse comments on the menus which are supplied in the dining car service. When I do that I am not being critical of the crews themselves. I think it is rather unfortunate that the menus are supplied from the head office in Montreal, because when you go on board the train on the 1st day of the month and see chicken pie on the menu, you know you are going to see it on the menu on the 31st day of the month. A little change in that regard would be helpful, and is certainly one which would also be appreciated by the stewards and all those operating on the dining cars. Many of them have said to me, "If you ever get a chance, tell the minister how terrible this thing is; tell him that we should be given a little latitude and the opportunity to display a little imagination."

Having dealt with land transport, perhaps we might turn our attention to the gr

[Mr. Henderson.]