

this was considered carefully and specifically and that the decision was as I have given it to the committee.

Mr. KIDD: Under this item I should like to draw to the attention of the minister the matter of the Canadian National station at Kingston; and this is not the first time I have done so. Some twelve or thirteen years ago the Canadian National Railways definitely promised the city of Kingston a new station, but up to the present they have not fulfilled that promise.

Mr. CHEVRIER: Is the hon. gentleman correct in saying there was a promise to build a new station?

Mr. KIDD: Yes. It was made some twelve or thirteen years ago when they took off the early morning train to Toronto, and a sleeper that ran from Kingston to Toronto. However I believe something could be done to improve the service at that station. Just a week ago Sunday evening I happened to see an incident there which should not have occurred at all. A lady who had been in Kingston visiting her son in the hospital was returning to Toronto. The trains pull in there about six-thirty in the evening. Usually the fast trains are in two sections, and often there are three sections. This lady, not knowing what section her car was in was hurrying, with many others, across the tracks, which are not in very good condition. In doing so, she knocked the heel off her shoe and was thrown full length across those tracks; and she was not very young, either. The facilities at that point are not good. Those trains pull in perhaps with a couple of diners, two or three chair cars, with the first-class coaches at the rear. It is not unusual to find forty or fifty people hurrying to the rear or the front of the train in order to get seats. If it is raining these people have to stand in the rain and wait while forty or fifty other people get off the train. When they get on the train they are directed to the right; when they get there they find all the seats occupied. Then they have to pick up their luggage and walk through two or three or four cars looking for seats. I believe the company can improve present conditions, even if they cannot proceed immediately to build a new station. I believe they could help matters by opening more doors. It is not right to ask a lady carrying a suitcase to walk through four or five coaches in order to find a seat. I am not finding fault with the personnel of the trains. I believe they are the finest in Canada, and I pay tribute to them. But they are probably the oldest employees of the company, and I believe the Canadian

[Mr. Chevrier.]

National should give them some extra help. Plenty of boys who have come back from overseas are looking for positions today, and some of them would be glad to work on the trains.

I now want to bring to the attention of the minister a matter in reference to the upper St. Lawrence. Only a few days ago it was brought to my notice that out of the goodness of his heart one American who had a good dock had permitted some 130 boats to tie up at it. He did not have to do that, but because of the scarcity of good docks on the St. Lawrence he gave these people permission to do so. I have in mind particularly Cedar island, which is the first island out of Kingston. There used to be two docks there but during the war, perhaps on account of shortage of labour and material, they were allowed to fall into a state of disrepair. What applies to Cedar island applies to many other islands as well, and I should think something could be done about it. It would not be a costly matter to build a few docks in that area; I believe there are several carpenters or contractors who would welcome the job. We have many Americans coming to that district in boats, and there is no suitable place for them to tie up.

Then, I want to bring to the attention of the minister a matter having to do with the pilots who sail the upper St. Lawrence, down to Montreal. I brought one or two incidents to the attention of the department, and they were kind enough to rectify the mistakes that had been made. One of these pilots will board a boat in Kingston or Belleville and go to Montreal. He will arrive there late in the evening and take the midnight train back. These men are not employed during the winter months. Navigation opens on May 1, and they will take a boat down the river. They have not received any pay during the winter time. They will sign their card, leave it in the office, board the train and go back. Two or three months will go by before these men will get their pay cheques. I saw one of those cards. It goes through the office in Montreal, and I tried to rectify this.

But this should not occur. I believe there are forty of these men, and cases are piling up. I think those men should file their claims in duplicate. They are given only single cards. When one asks a man what claim he wishes to make, he has no card on his person. So I bring this matter to the minister's attention to be checked up. I have brought it to his attention personally, but it has been neglected.

Mr. CHEVRIER: I should like to say a word or two concerning the points raised by