

Supply—Transport

Therefore, Mr. Chairman, I would ask the Minister of Transport to inquire into this question to see if it is a constitutional act on the part of the provincial government, and to see if some arrangement cannot be made for this and other vessels that are required for excursions and emergency trips to operate on navigable waters which we understand come distinctly under the jurisdiction of the federal government. I have the correspondence and other documents on my desk, and I should be only too pleased to hand them to the minister if he should require them.

Mr. Henderson: Mr. Chairman, I should like to say a few words on this item, and I shall direct my remarks particularly to the Minister of Transport. It is my feeling that the minister is performing his duties with the same degree of efficiency and vision as his predecessor. The problems he must face are unique and involved, and are created largely by the upsurge in the nation's business caused by our natural growth and the atmosphere which has been created for this gigantic expansion. The minister has demonstrated day by day both inside and outside the house his ability to handle the affairs of this department which are so extensive.

This afternoon I should like to deal with one particular phase of transportation, and in doing so I refer particularly to the railway line between the two great cities of Toronto and Montreal, which line passes through Kingston, which I consider to be one of the greatest cities in Canada. This line is most important for more reasons than one, and I predict that in the future it will increase in importance as the traffic between these two large cities of Toronto and Montreal increases. This line running along the north shore of the St. Lawrence river services a great number of small cities, towns and villages, containing a large number of residents and the many large and small industries for which the area is so well known. This particular line will become more important with the completion of the St. Lawrence seaway.

This part of eastern Ontario covering the north shore of the St. Lawrence river, up to Ottawa and down to Kingston, has been described as the golden triangle. Therefore, I submit, more attention should be paid to the transportation services being provided in this area than has been the case heretofore, and more particularly the railway services, because these services can be the backbone of the development of industry along the north shore of the St. Lawrence.

[Mr. Herridge.]

One result of the construction of the St. Lawrence seaway has caused a great deal of concern to railway engineers and administrative officials. Towns, villages and industries have had to be moved and provision has had to be made for their re-establishment in new locations. The engineers and members of the administrative staffs of the C.N.R. are to be congratulated upon the lead they have given by their knowledge, know-how and vision which enables them to cope with this situation. This problem has been more extensive because other arteries of traffic have had to be diverted, which creates problems for the C.N.R.

Living as I do in this area I can say that there have been very few complaints from residents with respect to the activities of Canadian National railway officials. However, something has come up within the last couple of days. The Post Office Department has called for tenders for the transportation of mail by vehicular means from Belleville to Kingston and from Kingston to Brockville. Undoubtedly this will provide better service for the Post Office Department or these tenders would not be called for. At the same time it will improve the mail service for the areas between Toronto and Montreal, particularly between Ottawa and Kingston.

But this indicates to me that there may not be another train service provided between Montreal and Toronto and Toronto and Montreal to take care of intercity traffic, more particularly businessmen from Trenton, Belleville, Napanee, Kingston, Brockville, Prescott and Cornwall who might be desirous of going either to Toronto or to Montreal in the morning and returning home the same day. I am trying to point out that if there was a train leaving Montreal in the morning at a reasonable hour, and also one leaving Toronto at about the same time, such a service would be complementary to the one now provided whereby a train leaves Toronto and Montreal around 4 or 4.30 in the afternoon and reaches the central region around 6.30 and 8 p.m.

We now have the evening service, but it might be more to the advantage of the railways and satisfy their need for extra traffic, as well as the persons who live in the region who might like to make daily trips, if this additional service were provided. I am directing my attention more particularly to the possibility of a better morning service which now reaches the halfway mark at around 2 o'clock going both ways and another between 3 and 4 o'clock going both ways. The benefits to be derived from such a service have been brought to my attention by the 1955