

*Supply—Transport*

Benches could be placed there for the use of strollers who wish to rest and watch the coming and going of the ships.

A bit of greensward would fit in nicely too.

I think that if the minister referred this suggestion to a landscape engineer, Montreal harbour could be made more colourful and would add to the enjoyment of all who would go there to spend a quiet hour or two. In addition, as I said, it would be a first rate tourist attraction.

Thus, everybody, especially on week ends, could go there for a bit of fresh air and relaxation in restful surroundings.

(Text):

**Mr. Small:** Mr. Chairman, usually on this subject I cover what is a favourite topic of mine, the matter of railway maintenance and the standard of service provided, particularly at the Ottawa union station. I have been dissatisfied with the service at the station for a good many years, but I do not intend to regale hon. members for too long today. In all fairness I must say that there has been some improvement during the last year at the Ottawa union station. Whether that was brought about by the criticism that was made I do not know, but when you arrive at the station by train now the train is broken up so that you do not have to walk quite so far.

That is a decided improvement, but there is room for a lot more improvement. There is the matter of unloading freight from baggage cars when a train arrives in the station. No doubt passengers getting off cars are kept in good shape through having to duck the motorized lorries that travel up and down the platforms. I suppose that the expediting of the movement of freight is involved, but passengers do get mixed up with the odd refrigerator or radio or box of fruit when it is in season. They become alert in ducking these lorries, and they have to; because the operators do not have any consideration for the passengers who have to get out of the road.

Sometimes I wonder whether all this rush to expedite the movement of freight is necessary. I took the trouble to find out why they had to unload the freight in such a hurry and dispose of it. I followed one of these lorries to find out where it went, and all it did was go from track 2 to track 6 and put the freight on another baggage car for shipment. I though an improvement could have been made by putting the second baggage car alongside the first one, because then they could make a really good job of transferring the freight. I still cannot fathom why they do this. I suppose they consider it is their

own business, but after a while maybe they will get around to making some improvement.

The other thing I should like to talk about is what has been referred to as punitive deferral of maintenance. Maintenance is deferred with the result that a certain amount of punishment is probably suffered later. I should like to know how far that practice has gone. I wish to know because last fall and winter a series of very serious accidents occurred, and that is where the question of punitive deferral comes into the picture. Maintenance staffs have been reduced and proper inspection is not being made of rails. Washouts have taken place resulting in a number of appalling accidents.

Have the reduction in staff and punitive deferral had anything to do with this situation? A good many employees of the railway, some now retired but some still connected with it, suggest this is one of the reasons the railway is not operating to the best of its ability, and the reason these accidents take place. A lot of people may say there is no relationship whatever, but the very fact that there have been washouts indicates that there has not been proper inspection. Therefore I suggest that the railways should give a satisfactory explanation of the reason these washouts occurred last year resulting in so many appalling accidents.

**Mr. Herridge:** Mr. Chairman, I have been very restrained this morning and have contented myself so far with listening with interest to the remarks of other hon. members. But seeing that the gates to the avenue of general debate have now been opened by the introduction of an administration item under the supplementary estimates I am going to take this opportunity to bring to the attention of the house a matter that is of serious concern to my constituents. I do so because on the main administration item I discussed the matter briefly but failed to evoke any response from the minister. I bring the matter to his attention again.

I refer to passenger service on the Kettle valley railway. I simply want to read a very brief editorial and then ask the minister a question. Everyone in the house knows that I never get up and waste time but always deal with something that is of importance with relation to policy or that affects my constituents. The editorial is from the *Nelson Daily News* of Saturday, March 12, 1960. It is entitled "Hammer at Rail Problem"—I have been trying to do that for some years—and reads as follows:

One outcome of the creation of boards seems to be that the government can use them to evade responsibility. In a reply to Mr. H. W. Herridge, member for Kootenay West, Mr. Hees, the Minister of Transport, said that neither he nor the