

*Supply—Transport*

surrounded the loss of the *Hilunga* which apparently set forth from Bull harbour on the north end of Vancouver island across that sound. Certainly I cannot imagine the captain and the crew of that vessel doing so if they had adequate warning of the expected onslaught of that particular storm. I would hope that the minister might dwell on this question of the inadequacies or otherwise of our weather forecasting system on the western coast.

I think I have about used up my time, Mr. Chairman. I know that there will be certain matters that I shall wish to bring to the minister's attention on some of the items. But if he would take particular note of the two or three larger questions that I have raised and reply either during the discussion of this first item or at the appropriate place in the estimates, I should be glad to have him do that.

**Mr. Hahn:** Mr. Chairman, the Minister of Transport, in concluding his remarks, said he hoped that we did not find them too tedious. He apologized for making reference to many figures. He also hoped that the estimates would pass rapidly. I should like to assure him that my observation would be that I took the opposite view on each one of those particular statements. I did not find his reading tedious at all. I found it most informative; so much so, in fact, that I was wondering whether a suggestion at this time would not be amiss that possibly in future when he has copious notes, as he had in this instance, maybe at least one member of each group on this side of the house would be privileged to have a copy so that we could speak more intelligently along the lines that he pursued.

Frankly, Mr. Chairman, I am not too happy about the way in which the estimates are brought into the house. I am not referring to these estimates in particular. What I say applies equally to most of them. We find ourselves from time to time listening to an excellent discourse on the operations of a particular department. At its conclusion each one of us tries in his best way to bring things into focus in so far as they affect the particular riding which he represents or the dominion as a whole or even the province from which he comes, as the case may be. I would be much happier if, at the conclusion of the minister's address, he were to make a motion to adjourn and report progress so that we would have a chance of understanding more thoroughly what has been said. By the adoption of such a procedure I am satisfied that many of us would have some of our questions answered and would not be obliged to raise them again. The present procedure makes things rather awkward. I am satisfied,

in my own mind at least, that the procedure I have suggested would be the better way of doing things.

The hon. member for Vancouver-Quadra this morning made a point that interested me when he drew to our attention the fact that the Department of Transport was not before us at the time of bringing this estimate to the house. I too found the same thing. I phoned this morning. Last night, in fact, after I learned in a circuitous way that the minister's estimates were to be before us today, I searched my room for the 1954-55 report and did not find it, but I found that it had been tabled. This morning—

**Mr. Marler:** Not this morning; some time ago.

**Mr. Hahn:** I realize that. I am beginning a new sentence. This morning I phoned the distribution office in order to discover what had happened to the report, because I could not find it. I discovered that it had been tabled, truly enough, some time ago, but that it was not available in print at this time. That fact in itself may not be such an amazing fault, in view of the fact that possibly a good number of members do not read the report. Certainly all of us who are on various committees do not have the time in which to study it thoroughly. However, there are certain parts of that report in which we would be particularly interested, and if they were made available to us they would save some time at a later date.

I find that another difficulty in connection with bringing up the estimates at this particular time is that the railways and shipping committee has not sat, and of course no reference has been made to the operations of Canadian National, Canadian National (West Indies) Steamships or Trans-Canada Air Lines. Possibly questions concerning the operations of these companies could be better answered in that committee. If the committee had completed its work we might find that our questions were answered and it would not be necessary to bring them up here again.

There was a question the hon. member for Vancouver-Quadra brought up to which I take some exception. He said that he did not feel Trans-Canada Air Lines report should be referred to the Minister of Trade and Commerce. I can see a certain value in that. It seems to me that Trans-Canada Air Lines, or any other means of transportation for that matter, would have a certain relationship to the Department of Trade and Commerce and possibly the report should be referred to that department. I believe, Mr. Chairman, the right hand should know what the left hand is doing. Actually, that is one of the reasons