

estimates, but most of this is in connection with the oceans. Ontario contributes about forty-two per cent of the cash taxes of the dominion and yet we get no help at all. How does it come about when these ships moving grain to the east are in trouble that they have to sound their sirens hoping that they will get some help from the United States life-saving stations? As you go along the lakes on the great lakes side from the St. Lawrence river you find life-saving stations at Charlotte, Rochester, Buffalo, Erie and so on. I might also mention the Detroit river, lake St. Clair, lake Huron and Georgian bay, where there was a great disaster a few years ago, and on to lake Superior. What are we doing about providing life-saving stations on these waters? Nothing. I do not like to bother the young minister because he has always been polite and courteous to the members of the house but I do urge that he develop a national policy of life-saving stations on the great lakes.

In a debate in this house in May, 1928, referring to the storms on the great lakes in the season of 1927 in which many brave sailors on grain trade ships were drowned in lake Superior, and in connection with a change of flag which was under discussion at that time I said:

The sense of Canada's nationalism increases and multiplies through our love of British unity. The true Canadian nationalist will not want to see this country a deadbeat on the taxpayers of the British isles for the upkeep of battle cruisers and a navy to maintain the safety of Canadian shores and for the protection of Canada's commerce on the high seas. The true Canadian nationalist will not want to see Canada a nation only in the advertising pages of American journals. As a nation we are a pauper so far as the actual reality goes.

The closing days and nights of navigation on the great lakes in the season of 1927 recorded a great story of unbroken fortitude and of unshaken endurance which proved that our countrymen, the sailors on the decks of those doomed vessels, were blood brothers of the soldiers who brought glory to Canada at St. Julien, the soldiers who could not be blown off the ground they gained at Passchendaele, who climbed the heights of Vimy Ridge, who gained the victory at Amiens and on many another field of glory, men whose names will forever thrill every true Canadian. These sailors struggled or waited hour after hour; help came to them, it was help organized by the valiant hearts and strong bodies of their own country, or if help came it was help bought and paid for by the taxes of the people of the United States. That is Canadian nationality for you. The struggle was a story of glory for Canada's sailors. The struggle was a story of shame for Canada's politicians. The tragedies of the great lakes in the closing hours of navigation last season showed in its true colours the stuff that Canadian nationalism is made of. We have those who write and talk and chatter at banquets and refuse to pay under the terms of that nationality.

Canada is a proud and haughty nation. It sends its merchant ships into the winter storms with nothing to do but whistle for a United States service tug when the ship is in danger and to fill the air with the distress signals of a siren with the hope that a United States life saving vessel will put to sea and save the lives of Canadian sailors.

That story is being repeated over and over again, and I am very sorry that nothing is done to provide our own life-saving stations. Only yesterday ten or fifteen boys collapsed in canoes and dinghies off the eastern end of the eastern gap in Toronto bay, where there is an old federal break-water that has been built since confederation. Scores of people would have been drowned in lake Ontario yesterday but for the efforts of the Toronto life-saving station which is maintained at the expense of the Toronto taxpayers. They get calls to go up to Muskoka and all along lake Ontario, lake Simcoe and Georgian bay, and all that is done at the expense of the Toronto taxpayers. I plead with the minister for a national policy to save life on the great lakes. Every day men, women and children are being slaughtered on the highways, at level crossings, and by drownings. That is something which should not happen and I hope something will be done about it.

In the Niagara district we should have a car ferry instead of the old tub, the *Northumberland* running to Port Dalhousie. The hon. member for Davenport was to have had his picnic on it the other day. It was not good enough for Prince Edward Island, which this week got a new \$6,000,000 car ferry. We should have a car ferry on lake Ontario for Port Dalhousie. We do not get anything in Ontario, although that is where forty-two per cent of the cash taxes are paid. All we get is this old tub, the *Northumberland*. In the Toronto district we used to have two or three ship-building plants in the old days. The Port Dalhousie route is badly in need of two ships. The hon. member for Davenport was quite right in not risking his life for his picnic this year on that old tub, the *Northumberland*. He held it this year at Centre island, Toronto. I was at Centre island yesterday. It is under water and you need hip-boots to go around there. I saw a civic controller trying to walk on the narrow boards. He is a great friend of the hon. member for Davenport. He might as well try to walk a tight rope across the Niagara river as try to walk around Centre island, flooded as it is, under this government's system where the city of Toronto has to pay for everything that this government can get the city to pay for. Soak the city all you can—that seems to be the policy. We have not