

Supply—Transport

To repeat the opening up of this waterway at the north end will bring more buildings, more cottages, more hotels, more marinas and more motels. It will provide many hours of employment in the erection of the buildings, and then in the maintenance and staffing permanent employment will be provided, which will be greatly accelerated over the years to come. The building of lift locks will provide a great many jobs, many more than marine railways, which are incompetent and unsafe at best, or cradles or any other scheme that I know or have read of. Lift locks should be installed as soon as possible first because of their efficiency and second, because of their speed in handling boats, their saving of water and their safety and passenger comfort. Occupants can stay in their boats while the boats are carried up.

I just wish to make this statement. At one lock there is a lift of 65 feet and at the other it is over 50 feet. This is the equivalent of six to seven storeys or six to seven stairways in the ordinary house. A great many people who own these boats are getting along in years. I have seen them on more than one occasion face these steps with dread and fear. The marine railways are absolutely incompetent to handle the boating public today, as are any other form of cradles or other works. With the hydraulic lift lock they can stay in their boat and be raised without any waste of water. Also, larger and heavier boats can be handled. Only 15 tons can now be carried over the marine railway. This is doubly necessary now because I have been recently advised that there is some difficulty in letting the smaller craft go through the Welland canal. It appears very likely, therefore, that more boats of a heavier type will have to be handled through this waterway. This will mean additional sources of revenue.

I just wish to bring to the attention of the committee the fact that the marine railway cuts down the size of the boats that can be handled because it cuts down the canal to a total length of something like 50 feet long, 13 feet 6 inches wide and 4 feet draft. The rest of the canal has a uniform width of 3 feet and 6 feet draft. Its shortest length is 84 feet and its longest 175 feet, with a draft of 6 feet. Therefore it will be seen that its depth is cut just about 50 per cent when it gets to the marine railroad. In other words the bigger and deeper type of craft are to all intents and purposes prevented from making this trip.

Let us get on with the completion of this waterway. There does not appear to be any further reason for delay in its completion. As I have stated, it is needed economically, especially from the tourist point of view. We have an adverse balance of over \$200 million

[Mr. Rynard.]

in our tourist trade alone, or just one quarter of our total adverse balance. This waterway should be of incalculable help in correcting this deficiency.

In conclusion may I say there are a few other areas of this waterway in which I would like to see some improvements made. First, I should like to see sewage disposal tanks provided in appropriate areas for the sewage from the boats. Second, there should be a distinctive type of summer uniform provided for the operators, who are doing excellent jobs. As you go through this waterway in the heat of summer you sometimes see those fellows with their shirts off, wearing all varieties of clothing. A man comes along operating a boat and he finds that these men are not wearing any distinctive badges to indicate that they are the people who are operating the Trent canal. Let us dress them up so they will be a good advertisement for the waterway and boat men will know who is in authority. Summer uniforms, a sailor hat—even a little epaulet on the shoulder, would indicate that those men were working for the Trent waterway. The employees on the whole are excellent fellows. They give courteous service. Let us then dress them so the United States tourist going through will give them respect, and they will have the admiration for this country that we deserve. Let us get on with the completion of this lovely waterway, one of the finest, if not the finest, in the world.

I just wish to draw attention to the fact that the Rhine river which runs from Rotterdam in Holland to Switzerland, a distance of 600 miles, carries all the commerce of that particular area. We have not done anything to tap the great potential of this great waterway, one of the finest in the world. Let me put on the record what a very fine boatman of this province thinks about this waterway, a man who has written some books on the subject and I refer to Mr. Ken Wells of Moonstone. He had this to say:

Entering through locks at Port Severn, into Gloucester pool—Gloucester pool you will not soon forget. It is utterly lovely with high tree-crowned shores and a scattering of rounded islands, through which a well marked channel winds towards a narrowing at its upper end that is again the Severn. The Severn is a river as green as jade, flowing between granite banks that lift in places nearly a hundred feet above its surface. Here, there is a cover and water lilies growing; there, a rock face which you can tie to while you have lunch or dinner. Your river cruise will end at the marine railway, which a penny pinching government has provided instead of a lock, to carry your boat over a powerhouse dam. It will, unless you are prepared to chance a lift, have to be repeated a few miles further up when a second powerhouse dam and a second marine railway will be encountered. If you do not object to this—

Let us get rid of the bottleneck.