

tions should work out automatically. By that I mean that if employees bring to the attention of their own brotherhoods their position in so far as injustices are concerned, I am sure they will make that position quite clear to their colleagues on the board. If it is thought that is not so, not only will it be my pleasure, it will be my duty to bring any inequalities or injustices suffered by the employees to the attention of the directors of the Canadian National Railways.

In so far as rates and amendments to the regulations are concerned, perhaps the remarks which I have made would apply equally to that. I do not know when the rates were last changed.

Mr. DIEFENBAKER: They have not been changed since the inception of the plan.

Mr. CHEVRIER: If that is the case I shall certainly be glad to bring the representations of my hon. friend to the attention of the directors of the Canadian National Railways just as soon as my estimates are through.

Mr. CHURCH: I want to transfer the discussion on the administration estimates to Ontario, the St. Lawrence river and the upper lakes. I have great regard for the minister and what I am going to say is not in criticism of him because I have raised the question before. I agree with what the hon. member for Davenport said about him. You, Mr. Chairman, come from the province of Ontario, and you know that we have a magnificent transportation system in the great lakes. The tonnage passing through the Welland canal is equal to the tonnage passing through the Suez and Panama canals. Most of this tonnage is made up of grain moving to seaboard.

We have estimates under the Minister of Transport amounting to \$35,000,000. I intend to speak, first, of the canal services, and then I shall speak for four or five minutes on the marine services. There is an agitation to have free harbours in this country, and then we have people wanting free tolls on bridges built that cost millions of dollars. I do not know where the money is to come from unless they get some revenue. Water-borne traffic acts as a competitor with rail traffic during the summer and early fall months, and saves excessive freight rates.

In connection with this particular item I wish to bring up one or two points. We have a number of canals in Ontario such as the Rideau, the Murray, the Trent. The Rideau canal runs through the Rideau lakes; the Trent and Murray canals up through Muskoka, Parry Sound and the lake Simcoe dis-

[Mr. Chevrier.]

trict. The country has a large investment in these canals. It is true that the Rideau canal was built by the British government shortly after the war of 1812 to provide a back door into lake Ontario. Some use should be made of these canals, including the old Welland canal at Port Dalhousie. I hope that matter will be considered by the department. There should be some national policy in connection with these large investments, and the Trent, Rideau, lake Simcoe, Georgian bay, Muskoka and other northern Ontario districts make a great summer and winter resort.

I am not referring now to the Newmarket canal, although I thank the hon. member for Muskoka-Ontario for calling it to my attention. I remember that canal myself. Some of the greatest speakers of the day, such as the Hon. Sir Allen Aylesworth, spoke so eloquently about the Newmarket canal. I want to point out in all seriousness the lack of life-saving facilities on our great lakes. Dominion day has just passed and fifty-seven drownings are reported up to date. People go out in all kinds of boats which are not subject to inspection. We should do something about it. Six lives were lost at Buckingham from a capsized rowboat. No one should be allowed to rent a canoe or rowboat who cannot swim, and the owners should be penalized who do so.

It may not be under the minister's department, but I would call his attention to the great loss of life in this country. We have no life-saving stations on the great lakes. Anyone can rent a canoe or rowboat and he does not have to be satisfied that the person renting it can operate it. Unless the person renting the boat knows how to operate it, he is just committing suicide; not only that, he is committing murder in connection with those who are unfortunate enough to go out with him. This may involve an amendment to the criminal code to provide sufficient penalties.

I come now to the question of life-saving on the great lakes. How is it that we still have these accidents? There was one in lake Superior which occurred about 60 or 100 miles from Port Arthur where several people were drowned. There was one the other day at Port Rowan where three people were drowned and three were rescued. This was a 28-foot cabin type launch, which took passengers for hire. Anyone can go out in these launches and they are never inspected, and should be under public control. When people go out in them they go out at their own peril, because some have not even life preservers. The vote for life-saving service is only \$47,250. The details of this vote are on other pages of the