

*Supply—Transport*

McNicol on Georgian Bay right to the head of the lakes. The minister has on his side of the house some members from this area who I am sure are or should be as vitally interested in this matter as I am.

The minister will recall that the Trent canal system was almost forgotten for over 40 years. Only repair jobs were done in order to keep it hanging together. There was poor morale among the members of the work force. He will also recall the day in 1960 when he spoke on this matter on estimates. He was on this side and we were trying to get the whole system jacked up so that we could remodel, rebuild and repair the Trent canal and make it the waterway it should be, for it really is one of the greatest fresh water, canal waterways in the world. It caters to the greatest concentration of small boats in the world. I remember what the minister said on that occasion. I thought it was a terrible thing that this clever fellow would get up and cut my argument to pieces. I say that with respect because the minister is very able and capable and he did do a good job trying to sabotage. On that day he said that it should all be let go down the hill and given to Uncle Leslie as a birthday present. I think the minister will recall that.

**Mr. Pickersgill:** He did not take it.

**Mr. Rynard:** In any event we went ahead and got the plans through the house to do a remodelling job which will probably run around \$20 million. When the present government came into office they did go ahead with this plan. I am very proud of this canal system. If the minister were to go up there, boatman that he is, he would go through the locks and see the personnel all dressed up today in nice uniforms whereas they used to wear overalls and go around sometimes without shirts in the summer. Now they wear sailor caps and Department of Transport shirts and trousers and are very respectable looking, which gives us a great sense of pride. Therefore I compliment the minister in following up this plan, but he only went half way. He did finish the Swift locks according to our plans and did a wonderful job. I hope he will come up and see them; his deputy did.

**Mr. Pickersgill:** So did the Minister of National Defence.

**Mr. Rynard:** Yes, and he did a nice job for the minister. I hope the minister did not stay behind because of what he said about giving

[Mr. Rynard.]

the system to Uncle Leslie. I had looked forward to seeing him there with some anticipation.

**Mr. Pickersgill:** I had to go to Newfoundland.

**Mr. Rynard:** I will accept that excuse. I will also give him an invitation to come there and be my guest. I should like him to see the finished canal system because I am very proud of it, as are all the people that travel it. The finished lock is a beautiful 60 foot lock with no swirling water or foam. Boats rise slowly. It is all power operated and there is a nice brick office at the top. You will find nothing better anywhere else in Canada or the United States. If the officials here of the Department of Transport could see it I am sure they would be as proud of it as I am.

The marine railway was taken out but there is another one at Big Chute. Why in the world did they move this number one priority at Big Chute? Why did they not get ahead with the job? I should like to get an assurance from the minister, who is as interested in Canada as I am, that he will leave the old marine railway at the big chute because it is a terrific tourist attraction. We do not see such things anywhere else now. The old marine railways screeched, grunted and broke down. For a period of 40 to 50 years they carried the boats across. Finally they got down to being able to carry only 15 tons, which is not big enough today. The boats used to come up and then had to turn around because they could not go through. This condition still exists.

I say to the minister that we are anxious to get these tourist dollars. I saw Americans turning back last summer because their boats were too big to go through. I am sure the minister knows as well as I do and perhaps better what these American tourist dollars mean to us. I am also sure that if he looks at this marine railway he will grasp the significance of preserving this great tourist attraction which worked so long and so well for Canada after the first great war. It was just put in as a stopgap.

● (1:50 p.m.)

I have spoken of two matters which concern my riding. Nevertheless they are as important to hon. members sitting on the other side of the house as they are to members sitting beside me. They affect constituencies right from Trenton to Port Arthur at the head of the lakes. I should like the minister to make a real effort to see that these two