

Supply—Resources and Development

Thousand islands bridge with the international span. To me it is a very historical point, inasmuch as this bridge was opened on August 18, 1938, jointly by the late President Roosevelt and the Right Hon. W. L. Mackenzie King. Unfortunately, steps have not been taken to safeguard the beauty of this island, with the result that already a great deal of timber has been cut off the island adjacent to the road. I realize that this part is under the jurisdiction of the province of Ontario, but unfortunately it seems to have been neglected. There are a great many unsightly buildings such as travellers' cabins, hotdog stands, souvenir booths and so on. I suggest that it is one of the most beautiful sections in eastern Ontario, and it is the gateway for thousands of United States tourists. It could be made something of which all Canada could be proud. It is definitely an historical site, and it definitely should form one of the most beautiful points of entry to our country.

Actually the bridge now spans two national parks, Georgina island and Constance island. The span on Hill island should also be on a national park. If feasible, negotiations should be entered into with the United States to make this entire section an international park, because certainly that site is of sufficient international significance to warrant such a monument for posterity.

There is another section in the district in which I live, particularly in the county of Leeds, the county I have the honour to represent, namely, the great chain of Rideau lakes, which form an integral part of the Rideau canal system. As we all know, the Rideau canal is of particular historic importance. It was built after the war of 1812 by British army engineers. There was a rather quaint treaty signed between Great Britain and Canada when the canal system was handed over to Canada. One of the clauses of the treaty said that Canada would maintain the canal system so long as the grass was green and the skies were blue above. In that respect the canal is being well maintained.

I wonder how many of us realize the great tourist attraction that the Rideau chain of lakes is, and how an ever-increasing number of Americans and Canadians are coming to view and use this magnificent national resource. Starting at Kingston Mills on the southwest one comes into the "river Styx", and gradually going up through a series of locks one is locked into Cranberry lake, and then into Whitefish lake, to the famous Jones Falls, up to the Officers Quarters, to Sand lake, and Opinicon lake; thence through Chaffey's lock into Clear lake, Indian lake, Newboro lake; through a lock and small canal into the little Rideau lake, where one comes to the dividing

line of the land. Then one starts going down the canal toward Ottawa, and one comes to the big Rideau lake. The big Rideau lake stretches from the Narrows lock almost to the town of Smiths Falls.

Since the national parks on the St. Lawrence have proven so popular I see no reason why the department should not embark by degrees—it is not necessary to rush matters—on a plan to acquire gradually more islands in these Rideau lakes and develop them into national parks. There could be two or three of such islands in the big Rideau lake, perhaps one in the little Rideau lake, and so forth and so on through the various other lakes. I feel that by developing these national parks in the Rideau chain of lakes the department would be rendering a great service to the public of Canada. It would be a great attraction for the United States tourists, and at the same time it would become a living monument to the memory of those early British engineers who did such a magnificent job after the war of 1812 in creating an all-Canadian route from Montreal to Kingston.

Mr. Hodgson: I should like the minister to answer my question on the travelling expenses. He has been interrupted by two Liberal speakers.

Mr. Winters: I was under the impression that I had answered it.

Mr. Hodgson: You had answered the question on sundries, but not on travelling expenses.

Mr. Winters: I said that travelling expenses were incurred by the park wardens in the line of their duties and by the officials of the department. There is an increase in expenditures. That is occasioned by certain work we expect to undertake this year in Newfoundland, and certain other additional work we expect to do by taking over certain work from the battlefields commission.

Mr. Browne (St. John's West): Can the minister tell us whether they are battlefields in Newfoundland or battlefields in Europe?

Mr. Winters: The battlefields commission applies only to the battlefields of Quebec.

Mr. Browne (St. John's West): I should like to draw attention to the old historic forts I mentioned at Placentia, Trepassey and Carbonear island. Carbonear island especially is of significance, because it was the one place in Newfoundland that held out against the French in one of the wars between England and France. A moment ago, in answer to the hon. member for Victoria-Carleton, the minister gave us a breakdown of expenditures