

*The Address—Mr. Webb*

*Hansard*, where the hon. member states his experiences. I only wish to add that I concur in his remarks. It seems to me that it is about time that drastic changes were made.

I want to turn to another matter to which I have referred on different occasions when the estimates were before the house, the question of rural postal service. At the beginning of my remarks I said I was going to mention several items, and this is one of them. On several occasions I have brought to the attention of the postal department the fact that a large number of families in our rural areas are not receiving postal service. It has always been my contention that, if one person is going to receive postal delivery in a rural district, then everyone within that area should receive the same service, if at all possible. I know of cases in my part of the country where there seems to be definite discrimination, and for reasons that are pretty hard to understand. I suggested in the house at one time that I thought it would be reasonable to make a survey of the various postal routes. I know there are some of them that are much shorter than others but which really should get more money. The condition of roads varies, and there are many other conditions which should be taken into consideration. Until such time as a survey is made, may I say that I cannot see how anyone can possibly sit in an office in Ottawa and know the type of delivery that should be made, how often it should be made, and what the cost of the delivery should be on a reasonable basis. I am not going to say anything more on that subject.

There is another matter that is of great interest to me, and on which I have spoken on different occasions. In passing I want to bring to your attention again my opinion about national parks. I believe the government—and I will give them a little credit here—are on sound ground in increasing the expenditure on national parks. In my view such parks constitute a great Canadian asset which should return dividends from year to year. As time passes, and the number of tourists increases, they will prove immensely valuable. I feel that very soon eastern Ontario—and incidentally I think it would be quite in order for me to suggest the county of Leeds, which after all is the most popular resort area in eastern Ontario—should also have a national park on a basis that is really worthy of this country, and in keeping with the natural beauties and attractions of this section of Canada.

Closely linked with that subject, of course, is the tourist business. Every session since I have come to the house I have spoken about the value of tourists to our country, not only because we need hard currency, but also

because we need the friendship of those who come here. People with whom we have played golf, fished, and possibly sailed, and whom we consider as personal friends, will feel favourably disposed to trade with us if we extend the right hand of fellowship, and if we do not withdraw the hand too quickly to count the tourist dollars which we hope repose therein.

The tourist industry has been kicked around in various departments of the government since I have been here, but I do not think it should be regarded any longer as a sideline. I think it should take a major place in some department of the government which will be able to familiarize itself with it, and carry on year after year, instead of having it turned over to a different department every year or two. I think that our efforts in this direction certainly should be increased, because after all it is a very important factor in our everyday life, especially in my particular part of the country. The hon. member for Lambton West (Mr. Murphy) touched on this question in his speech the other day. He asked for a commission. I have not had an opportunity of talking with him since, but I think last year we both asked for something a little different from what we have had. This might be the answer. In closing this particular portion of my address, I should like to say that I no longer consider this a sideline of this government and I hope the department concerned will give the matter special consideration.

I should like to mention one other item which seems very important to me and which has not been mentioned in the present debate. It concerns accidents at level crossings, about which we read every day in our newspapers. In this modern age, nothing is more antiquated than the average level crossing. Most of these crossings were constructed in the horse and buggy days. The tremendous increase in the pace and volume of traffic today has made these crossings entirely inadequate and extremely dangerous. I made a survey of the accidents at these crossings during the last two years and although I did not bring the figures with me, I can tell you they were shocking. A large number of people lost their lives or were maimed for life in level-crossing accidents throughout this country. This week I read a newspaper report of five people who were killed at a level crossing near Kirkland Lake. Within the last two days two more people have been killed. So often when we pick up our morning newspaper we read of another accident at one of these dangerous railway crossings.

Most of these crossings are going to be with us for a long time. I realize that the