

immigration. There should be concurrent jurisdiction regarding hospitals, sickness, and all that kind of thing, and relief also and federal aid to municipalities, for all this, and not a burden on real estate as now. Up until a few years ago we had only a skeleton federal department of health. Something should be done with regard to that and also nursing. I can remember the great scarcity from which we suffered in this regard during the war. At that time not a nurse could be procured when one was needed.

In the Toronto district the postal receipts amount to \$15,140,078.06. Probably the six cents was used for dead letter postage stamps. In Montreal, on the other hand, the receipts amount to \$10,258,000. In other words, we have \$5,000,000 more in the city of Toronto than in Montreal, and yet we cannot get some improvement in our residential service or our business service, and reduced postal rates. Something should be done to improve present conditions. The post office should be brought up to date. It should be made a progressive public utility. In Great Britain they have taken over many allied services. For instance, they have control over the telephone system. I have heard many complaints, and the suggestion has been made in many quarters that it is high time something was done to improve this great public utility, give better working conditions and pay for labour, and bring it up to a standard that will bear favourable comparison with the Bell Telephone Company and the Consumers' Gas Company, not to mention other concerns that render efficient service to the people. The Post Office Department does nothing of the sort.

There are able and loyal men in this postal and customs service, however; men who are a credit to the department, but they are working under intolerable conditions. I do not see why the city of Toronto cannot get some adequate return for this \$15,000,000 which the government receives from our people. We are getting hardly anything. In fact, they will not give us even a minister, though we have many able ministers in our churches from Toronto the good, as some people like to describe it.

Take the harbour situation. Nothing is being done to develop our harbours further. Again, so far as the removal of level crossings is concerned, the people are waiting for some definite action on the part of the government. The sum of only \$140,000 for all Canada was spent in 1947 on level crossings, but that can do nothing at all to meet the demand for improvement in connection with this menace to public life, with people killed in the Toronto district. Again, we are waiting for something really worthwhile in connection with our life-

saving stations on the harbour. Toronto city has to do the work of life-saving all over Ontario. We have a boat that was brought up from the maritimes, the old *Northumberland*, and I am afraid it will founder one of these days. Apparently the government thinks any old cast-off is good enough for us.

What is certainly badly needed in the province of Ontario is some system of linking up our parks. In the Trent district, the lake Simcoe district, Georgian bay, Parry Sound, and that whole country right up to the head of the lakes, we have a most attractive territory—and it is all government property—that could all be linked up into one great national Ontario park which would bring in tourists winter and summer.

The situation in the city of Ottawa, so far as the accommodation at the union station is concerned, is disgraceful. We should have had a decent station built long ago. When the bridge across the river to Hull was almost completely destroyed there was only one entrance into the city. Conditions at the union station are simply deplorable; it is a wonder to me that many people have not been killed, and but for the zeal, hard work and efficiency of the station employees this would have happened.

All our employees on both railways, without exception, from Vancouver to Halifax, should, in my opinion, be given a war bonus for the admirable service they rendered in connection with demobilization as well as in the movement of troops during the war. They did splendid work, moving hundreds of trains every week. These men, engineers, conductors, and others, worked sixteen and seventeen hours a day and they have never received a copper in recognition of the work they put in. The government can afford to compensate for war many others, and I think they should compensate the employees on the government railways—and the same applies to the employees on the other two systems as well—for the services they rendered the country in the greatest war in history.

And now a word about the cost of government. This, Mr. Speaker, is phenomenal. I suggest that the auditor general should be given more power over expenditure. There should be a check and veto on this sink-hole of money that is being spent in various directions, on trips out of town, not only to the United States, but to the seven seas. Something should be done about it. The auditor general cannot do it all. We have independent auditors for the Canadian National Railways, but I still think the auditor general could audit all outside boards also.