

Mr. SMITH (*Simcoe North*): Mr. Chairman, I think there is one advantage that Canadian ships have. Package freighters which are Canadian built are equipped to mechanically handle cargoes quicker, and designed to handle Canadian cargoes.

The same thing would apply to ore carriers, or our combination wheat and ore carriers. They are designed to handle the maximum cargo that they will receive in Canada and for that reason have a considerable advantage over foreign ships which are usually of the other type.

Mr. RYNARD: Mr. Chairman, there are two questions I would like to ask. The first question is, could there be a survey made, through this department, so that we could know what towns and what cities will be affected along the waterway as a result of the fact that we will be handling ocean shipping as well as lake shipping, and whether ocean shipping will have an effect and whether lake shipping will have an effect. I am particularly concerned with this question.

We have elevators and so forth, and I am wondering if this department could initiate a survey to find out what the effect will be upon those towns and cities along the seaway. I appreciate that you have not got the answers with you at the moment. I could hardly expect that.

However, I wondered if a survey such as that could be carried out so that every city and town would know pretty well what to expect and be in a position to make plans for the future.

My second question has to do with the Trent valley canal that was started in 1826, and the waterway that was supposed to have been completed.

This waterway was started as an imperial project and was supposed to have been completed years and years ago. Every minister of the Department of Transport and the Department of Trade and Commerce has considered this waterway and given it their blessings. These ministers in the company of the leading engineers of those days have explored the potentials of this waterway.

In 1916 due to a war crisis dams were built and water power facilities were installed. A marine railroad was built there. That marine railroad was supposed to be a temporary thing. However, since that time the canal has been completely neglected. It was completely forgotten and neglected for 22 years during the Liberal administration.

We believe there are dozens of reasons for going ahead with such a plan. One of the most important reasons is that the founder of this country, Champlain, was the man who first travelled on that waterway. I think all of us can look up to him with a sense of pride because he was the man who came to that land, the first farming land of Canada, and the man who mingled with those Indians and wanted to make the Indian nation an equal nation. This is important especially when we consider that the Spaniards about the same time were colonizing down in Mexico and slaughtering the Indians there.

I believe we have a real national appeal, from the Atlantic to the Pacific, in that the French, English, Irish, and Scottish form one genetic group. We have great common ground in that this is the greatest and longest waterway in the world.

Gentlemen, I make my appeal to you to finish this great waterway that was commenced in 1826 but which over the years has been forgotten.

The CHAIRMAN: You are speaking of the lock at Swift rapids?

Mr. RYNARD: I am speaking of the lock at Swift rapids, yes.

The CHAIRMAN: And you are speaking of the Severn river.

Mr. RYNARD: That is right.