

*The Address—Mr. Church*

too, its sister ship, the *Dalhousie City*. I know that the Northumberland was in commission for six weeks, but that government officials did not know anything about it. That boat burned at the dock in Port Dalhousie. It is a wonder it did not go to the bottom of the sea long ago. It came originally from Prince Edward Island.

The tragedy which occurred in Toronto last Saturday took place on a guest ship, and I say a proper inquiry should be made into what happened. We do not want any white-washing, because in our city we have nothing to hide. As the founder of the present harbour commission in Toronto, I can say that we expect something better than that from the government.

The tragedy which happened in connection with the *Noronic* might just as easily happen to the *Cayuga*. We know that something similar did happen to the *Northumberland*; and it might happen at any time on any of our inland waterways and lakes.

While I was in the Muskoka district—and I spent only five days there—I saw a boat carrying 1,460 passengers. I do not wish to criticize the owners of that boat, because I believe they are good people; but I can say that on that same lake there was an accident last spring when people in motor boats carrying passengers to Bala struck a reef which destroyed the boats and drowned the passengers.

The hon. member for St. Paul's (Mr. Rooney), who is a member of the Royal Canadian yacht club, knows that this life-saving station is necessary. Why have we not proper life-saving stations all along the great lakes? Shipowners need federal aid in this matter. We have no such stations either on lake Erie or lake Ontario or on the upper lakes. In the United States this service is under the control of the United States navy, and it is personnel from the navy who man these stations. But along the St. Lawrence, and at points like Port Dover and Port Burwell, we have not that service.

At six o'clock the house took recess.

**AFTER RECESS**

The house resumed at eight o'clock.

**Mr. Church:** Mr. Speaker, I wish to finish the few remarks which I was making regarding the great disaster which happened in the city of Toronto early Saturday morning. I was speaking about that when the house rose for the recess. Since I have been a member of the house I have pointed out to the government that their first duty, as I see it, is to look after the health, wealth, happiness, peace and prosperity of the citizens of Canada.

[Mr. Church.]

Let us say a citizen gets on a boat travelling on the inland waterways of Canada. He does not know what is going to happen to him. I was comparing the facilities on the two sides of the great lakes. Let us suppose that the space between here and the government benches represents lake Ontario. There is the south shore with the Niagara river and New York state. On the north shore there are several towns and cities, and the same thing applies to lake Erie. What facilities are there to protect anyone who gets on a steamer on these lakes? You start away down on the south shore at Brighton and Belleville, and you call at Cobourg and all those intermediate ports right up to the city of Toronto. There are no life-saving facilities on that waterway.

What is there on the United States side of the lake? The war department of the United States is in charge, and there is a wide difference between the two countries. On the United States side, under the protection of the navy, they have coast guard stations. There is a station at Charlotte, and there are stations right down to Buffalo. There is a large station at Buffalo. There are stations at Geneva, Erie, Ashtabula, Cleveland, all the way along right up to Detroit, and then on up the great lakes.

There has been a great disaster. I am glad to see the Secretary of State for External Affairs (Mr. Pearson) coming into the house because he represents a maritime constituency in Ontario. I can tell him that, since I have been in the house, on several occasions on the upper lakes in the late fall there have been storms which have not only wrecked ships but have also taken the lives of men who served at Vimy Ridge, St. Julien, and other places in the first war, and also the lives of some who served in the second war. Not only have ships been sunk and lives lost; there has also been the loss of cargoes of grain on lake Superior and the other great lakes.

Are there any facilities on the Canadian side? No, not at all. There is not an adequate life-saving station on the great lakes today. For that reason I proposed in the house last spring that we should have a maritime commission for the great lakes. What happens when these men are faced with disaster? All they can do is sound their sirens and hope that by the grace of God—and many of them are returned men—they may blow hard enough that the crew of some United States life-saving station will come to their rescue and save their lives.

If that is a form of nationalism in this country I am surprised to see it because many of these sailors are returned men. Many of them have been drowned, some from