

Mr. CHEVRIER: He is the official car porter on the car of the transport board commissioners. He does that work when the car is in use. He also works in the office of the board.

Mr. FRASER: Why do you call him court crier?

Mr. CHEVRIER: That is part of his title.

Mr. FRASER: Have they a court?

Mr. CHEVRIER: Yes, it is a court of record.

Mr. SHAW: I understand, Mr. Chairman, we are on item 402.

The DEPUTY CHAIRMAN: Item 402 was passed, but if the hon. member wants to refer to it he can do so by consent of the committee.

Some hon. MEMBERS: Agreed.

Mr. SHAW: I should like to revert to item 402, but it is quite possible that what I have to say can be dealt with on item 403. It involves the question of railway abandonment and a subsequent appeal from such action on the part of the board of transport commissioners. It would be very easy to rule me out of order if I raised that on item 403.

Mr. CHEVRIER: We have been almost four and a half hours on the first item, and I wonder if my hon. friend would raise his question on the item for railway service.

Mr. SHAW: I shall be only too pleased to do that, provided that I am given the assurance that leeway will be allowed.

Mr. CHEVRIER: I give that assurance now.

Mr. SHAW: I hope the Chairman heard that.

Item agreed to.

Canals service—

404. Canals service—administration, \$57,900.

Mr. WINTERS: On a question of privilege, Mr. Chairman, I should like to correct something that went on earlier this evening. When I was speaking on item 402 and urging the minister to extend the merchant marine special bonus to seamen serving on fishery patrol boats, apparently the minister understood—I have just seen his remarks in *Hansard*—that I was dealing with men serving on fishing vessels. That was not the case. I was dealing with men on fishery patrol boats operated by the Department of Fisheries.

Item agreed to.

[Mr. Fraser]

Canals service—

405. Canals — operation and maintenance, \$3,119,080.

Mr. FRASER: I just want to say to the minister that a real good job was done fixing up the Rideau canal here in Ottawa, but there is still a section that needs fixing up which I hope he will have looked after, because it looks very bad to all coming in on the train.

Last year I spoke of weed-cutting on the Trent canal. Is it not possible for the department to do something along this line? It means a great deal to the tourists coming into that section.

Mr. CHEVRIER: These weeds are cut on the main channel only.

Mr. FRASER: I have had requests from Keene down to Rice lake. That whole lake is filled with United States tourists from whom we get a lot of money, and they go up there in their outboard motors to buy supplies. I think it would be good business to have the weeds cut.

Mr. CHEVRIER: I will bring the matter to the attention of the director of canals.

Mr. STOKES: In front of No. 6 dam on the Trent river a large body of material has accumulated. It is composed of rock, not very thick in dimension, which has been raised by the frost over a period of years, until there is now quite a bit right in front of the dam. As a result, the water is diverted to the west side of the river from the centre, where it should flow, and does serious damage to valuable garden lands. Cannot something be done about that?

Mr. CHEVRIER: I shall be glad to look into it.

Mr. McKAY: What is the cost of maintenance of the Rideau canal?

Mr. CHEVRIER: In round figures, \$140,415 for operation and \$97,000 for maintenance.

Mr. FRASER: Would the minister give the same figures for this year and last for the Trent canal?

Mr. CHEVRIER: In round figures, last year, \$201,000 for operation; maintenance, \$75,000, improvements, \$102,000, or a total of roughly \$378,000.

Mr. FRASER: What are the figures for this year?

Mr. CHEVRIER: Operation, \$240,000, and maintenance, \$92,000.

Mr. MacINNIS: Does any revenue come to the government from the operation of the Rideau canal?

Mr. CHEVRIER: Yes, there is some.