

*Supply—Transport*

the health of the citizens. I think there is a solution to this problem. If the hon. member for Stormont had been a little bit more careful about what he said and had been a little more studious in connection with the nature of the problem in the area, I think instead of attacking me he would have directed his attention to this problem to which I now intend to direct my attention. I think it is the solution to the problem which has befallen the city of Cornwall at this time.

In 1951 an application was made by the government of Canada and the government of the United States to the international joint commission for the development of power in the international section at Cornwall. At that time the Canadian government agreed to build all the canals on the Canadian side of the line. If that work had been done, this problem, of course, would not have arisen. It was not until 1954, after the United States had passed the Wiley-Dondero Act, instructing a United States agency to build all the canals on the United States side of the line, that in July and August in 1954 there was a meeting in Ottawa of representatives of the Canadian and United States governments, and it was then decided that Canada would build a canal and one lock on the Canadian side at Iroquois and that the United States would build a canal and two locks on the United States side of the line opposite Cornwall.

At that time there was an agreement between Canada and the province of Ontario whereby Ontario was to build and maintain 14-foot navigation facilities. When this agreement was brought about there was, therefore, no longer any obligation on the part of the province of Ontario to fulfil that covenant. However, because of negotiations which took place later between the federal authorities and the authorities of the province of Ontario it was agreed that Ontario Hydro would build a structure in the dike which would be in preparation for future 27-foot facilities on the Canadian side of the line, which are now completed.

It is now that I come to what I think is the solution to the problem that besets the people of Cornwall. Meetings were held by the international joint commission all over the province of Ontario, the province of Quebec and the state of New York to hear objections and protests over the development of these power facilities in the international section. One of these meetings took place in Cornwall on July 25, 1952, and following that and many other meetings held by the international joint commission that commission made an order of approval which approved of the whole project.

I would just like to read the pertinent part of that order which is dated October 29, 1952; it is a public document and can be seen by anyone. The pertinent part reads as follows:

Now, therefore, it is ordered that the construction, maintenance and operation jointly by The Hydro-Electric Power Commission of Ontario and an entity to be designated by the government of the United States of America of certain works (hereinafter called "the works") in accordance with the "controlled single stage project (238-242)", which was part of the joint report dated 3 January, 1941, of the Canadian Temporary Great Lakes-St. Lawrence Basin Committee and the United States St. Lawrence Advisory Committee, containing the features described in appendix "A" to this order and shown in appendix "B" to this order, be and the same are hereby approved subject to the conditions enumerated below, namely,

(a) All interests on either side of the international boundary which are injured by reason of the construction, maintenance and operation of the works shall be given suitable and adequate protection and indemnity in accordance with the laws in Canada or the constitution and the laws in the United States respectively, and in accordance with the requirements of article VIII of the treaty.

So if there has been a reduction in the velocity of the water in the Cornwall canal then the remedy lies right there. In this order of approval the international joint commission makes it quite clear that all parties affected on either side of the line by the construction and the operation of the project should receive proper and suitable protection and indemnity.

That is the first clause, but it is to the second clause that I would like to direct the attention of the committee, and more particularly the attention of the hon. member for Stormont so that he can protect the interests of his constituents after hearing this clause read. The international joint commission in the second paragraph of its order stated:

(b) The works shall be so planned, located, constructed, maintained and operated as not to conflict with or restrain uses of the waters of the St. Lawrence river for purposes given preference over uses of water for power purposes by the treaty, namely, uses for domestic and sanitary purposes and uses for navigation, including the service of canals for the purposes of navigation, and shall be so planned, located, constructed, maintained and operated as to give effect to the provisions of this order.

Therein, lies the remedy of those who complain and complain rightfully of the fact that in the Cornwall canal there has been this reduction in the velocity of the water, that there has been this stagnation and pollution of the water, and that there has been this situation which should not exist.

My suggestion, notwithstanding the very kind offer of the minister to give this consideration, is that he be so good as to bring this matter immediately to the attention of the international joint commission. When I