

beyond, are looked upon as our own, and there is no doubt in the minds of this Government, nor do I think was there in the minds of former governments of Canada, that this is national terrain."

It is also known that not all countries would accept the view that the waters between the islands of the archipelago are internal waters over which Canada has full sovereignty. The contrary view is indeed that Canada's sovereignty extends only to the territorial sea around each island. The law of the sea is a complex subject which, as can be understood, may give rise to differences of opinion. Such differences, of course, would have to be settled not on an arbitrary basis but with due regard for established principles of international law.

MANHATTAN PROJECT

I should point out that the legal status of the waters of Canada's Arctic archipelago is not at issue in the proposed transit of the Northwest Passage by the ships involved in the *Manhattan* project. As the House is aware, this project is sponsored by a number of oil companies and consists of a trial run through the Northwest Passage and into the Beaufort Sea off Alaska by the ice-strengthened tanker *Manhattan*, accompanied by ice-breakers of the Canadian and U.S. Coast Guards. The exercise is intended to test the feasibility of transporting oil by this method from Alaska's Prudhoe Bay to the northeastern United States and perhaps to Europe.

Needless to say the trials of the *Manhattan* may be of considerable significance for the development of Arctic navigation. Such development is consistent with both Canadian and international interests, and I do not see that any conflict need arise between Canada's national policy and international responsibility in this connection. Arctic navigation will be an important factor in the general development of northern Canada and as such it will, of course, be encouraged rather than restricted by Canada.

For these reasons, the Canadian Government has welcomed the *Manhattan* exercise, has concurred in it and will participate in it. The oil companies concerned and the United States Coastguard have consulted with appropriate Canadian authorities in the planning of the operation. The Government will support the trials with the Canadian Coast Guard ice-breaker *John A. Macdonald*, as already indicated, and will also provide aerial ice reconnaissance and assume responsibility for the co-ordination of such reconnaissance. The Government has also selected and appointed an official Canadian Government representative on board the S.S. *Manhattan* who will act as technical adviser and as co-ordinator of Canadian support for the operation.

Canadian scientists have identified 155 plants, 250 insects, 21 birds and 7 animals on Ellesmere Island, 560 miles from the North Pole.

BOOK FESTIVAL AT NICE

Over 600 recent Canadian publications in English and French were on display at the First International Book Festival in Nice, France, from May 31 to June 10.

The Canadian pavilion, which covered some 3,000 square feet, was operated under the auspices of the Department of External Affairs, with the support of the Canadian Government Exhibition Commission, in close co-operation with the Canada Council, the National Library, the Office of the Queen's Printer, the Conseil Supérieur du Livre and the Canadian Book Publishers' Council. The display also included a collection of rare books and *de luxe* editions and an information display covering various aspects of cultural and artistic activity in Canada. Ultra-modern in design, the pavilion was conceived as a means of showing the size and variety of the Canadian publishing industry, both to people in the book business and to the general public, and of pointing up the intensity and scope of Canadian cultural activities.

The layout of the Canadian book catalogue received particularly careful attention, and, as well as a message from the Prime Minister, the catalogue contained a number of essays on Canadian books written by well-known authors and critics.

This venture was part of the Canadian Government's effort to ensure greater international recognition for Canadian works published in French and English.

This policy has already led to regular representation for Canadian books at such important international events as the international book fairs in Frankfurt and Brussels, the annual convention of the American Library Association and various major exhibitions in other countries.

DOUGLAS FIRS FOR EXPO 70

A floating derrick capable of lifting 300 tons was needed recently in Vancouver Harbour, to hoist aboard a Japanese ship, the 459-foot *Ho-O Maru*, about 150,000 board feet of Douglas fir logs for the British Columbia pavilion at Expo 70 in Osaka.

The 109 massive logs - some 180 feet long, weighing up to 50 tons and 500 years old - were provided for the pavilion by members of the Council of the Forest Industries of B.C., which also paid for the operations as far as ship-side, a total gift worth about \$50,000.

Part of the pavilion, which will be built by a consortium headed by the Dominion Construction Company of Vancouver, consists of giant upright logs in graduated tiers representing the province's timbered slopes. Other parts of the pavilion will represent rushing streams and mines. The design is by Barclay McLeod and John Cunningham Design Limited of Vancouver.