

*Public Harbours*

Cornwall and Prescott in connection with the steamboats on Lakes St. Louis, St. Francis and Ontario.

This quotation confirms that traffic was brought up by water from Coteau to Cornwall, and then proceeded westward to Prescott by stages.

There is further reference to the use of Cornwall as a harbour even before 1867 in Charles Dickens' "American Notes", published in 1850 and referred to by Jean Gogo at page 174 of "Lights on the St. Lawrence". Dickens describes a trip he made in 1842 between Kingston and Montreal, proceeding by steamboat to Dickenson's Landing and from there by stage-coach to Cornwall. The author writes:

It was nearly ten o'clock when we reached the wharf where the next steamboat lay; and went on board, and to bed. She lay there all night, and started as soon as it was day.

The wharf to which Dickens refers was one which had been in existence for some years at the foot of Pitt street—

**Mr. Speaker:** Order. While the Chair does appreciate some of the claims which the hon. member may be making on behalf of the city of Cornwall, I am wondering if the argument of the hon. member would not be more apposite to the committee hearing on the particular clause which defines the harbours to which the agreement applies. On second reading we are discussing the general principle of this bill. While I am giving the hon. member some latitude—I realize the point he was trying to make—I think if he is directing his argument particularly to why a particular harbour should or should not have been included, this would be better directed at the time we reach the committee stage.

**Mr. Lamoureux:** With respect, I was coming to the conclusion of my historical venture, Mr. Speaker. I might refer to the request or suggestion which has been made to all Canadians by the Prime Minister (Mr. Diefenbaker) that we should try to steep ourselves in Canadian history before 1967. I thought that very mild contribution would assist, but I will forget about Dickens and get back to Judge Pringle.

**Mr. Speaker:** With all that the hon. member has said, perhaps he will recognize the point I have made. I am not denying him the right to extol all the virtues of Cornwall, but perhaps he should not do so at this stage.

**Mr. Lamoureux:** It was not the virtues of Cornwall that I was extolling, Mr. Speaker; it was the history of one of the most historic parts of Canada that I was referring to. Finally I had reached the twentieth century,

or just about, Mr. Speaker. I might say—and I suppose I will be out of order at this point—that I have some documents here which show what the harbour at Cornwall looked like in 1854.

**Mr. Speaker:** Well, I do not know which would be deeper, the harbour in Cornwall or the hole the hon. member is getting himself into with regard to the point of order I have raised. With all due deference I suggest to the hon. member that he get back to the principle of the bill.

**Mr. Lamoureux:** Mr. Speaker, to conclude my remarks, I think it should be pointed out that in my estimation the port facilities at Cornwall qualify the city for inclusion in the agreement between the federal government and the province of Ontario. I think I should point out—and I think this is an argument which is most relevant—that the harbour facilities as they now exist in Cornwall are situated exactly where the harbour facilities existed in our city back in 1857. This is extremely important because of the point which was raised by the minister, who said that in many instances it was not possible to declare the port as a public harbour under the terms of the British North America Act because it was difficult to delineate the boundaries of the harbour. In Cornwall this is easily done because we have exactly the same boundaries which existed back in 1857.

To sum up, I wish to reiterate my feeling that there is much historical authority to support the contention that Cornwall should have been included in the schedule to the agreement between the federal authorities and the provincial government, and I humbly suggest that this proposition should be given early, forceful and constructive consideration by the minister.

*(Translation):*

**Mr. Guy Marcoux (Quebec-Montmorency):** Mr. Speaker, before making a short comment on the principle of the bill, I should like to express what I think are the feelings of my party and congratulate the hon. member for Stormont (Mr. Lamoureux) for the fine historic account he has given us. Thanks to him, we have spent a few most interesting moments, all the more so as he was speaking of his riding and the historic facts he related were most interesting.

Since the bill deals with an agreement between the government of Ontario and the government of Canada which has already been approved by both parties concerned, I do not think there will be any opposition coming from this side of the house.

However, as a matter of principle, I should like to add that, in my riding, several cases have been reported where the main trouble