

cerning our water resources. I think this is the day that we should start acting on this and that the government should have a policy which would protect the areas from which these waters are drawn, and at the moment it should be well weighed in order to perhaps provide for further industry in the years to come. The only thing we are doing at the moment in assessing our water situation is to provide more water to the industries down south and to develop them more and more, and this will only result in the same exploitation that we had before.

The CHAIRMAN: Mr. Kilgour wanted to say something.

Mr. KILGOUR: I appreciate the chance to say a very few words, Mr. Chairman. I was wondering how I was going to get into the subject of the French River canal before Mr. Legault mentioned the matter. He also made the remark that possibly Cornwall and Midland benefitted because of the water ports that they had but you could, with a very small expenditure on behalf of the Department of Transport, make a canal—and we are thinking primarily of a barge canal—from the French River on the Great Lakes, or on the St. Lawrence Seaway, if you wish, into the base of the Ontario Northland Railway. Now, this is only a very small portion of the grand canal scheme that has been promoted and it is much older in history, it was mooted back before World War I, and the “Hog Town” that somebody mentioned earlier killed it and we built the Welland canal rather the French River canal, and added some 248 miles between Montreal and Sault Ste. Marie by doing so.

However, I would like to mention that the very fact the Northeastern Ontario Regional Development Council was asked to come down here indicates that there is co-operation and liaison between the provincial and federal authorities, and what we are pointing out here is that perhaps a very definite type of agency to co-ordinate municipal, provincial and federal policies of development is necessary, and perhaps a committee of ARDA that would co-ordinate the assorted efforts of the various jurisdictions might be a very useful thing.

I mentioned the possibility of a tax allowance for isolated areas. Now, this may be the wrong word, just as “depressed areas” was the wrong appellation for certain other areas, but in lieu of a better word I will call it an isolation tax allowance. This may sound like a large amount of money, but when you consider that about 90 per cent of the people are living within that 100 miles and only about 10 per cent living without, you are not going to lose a great deal of revenue by permitting a 15 per cent allowance, or some such allowance, to 10 per cent of the total population. I do not think it should frighten anybody. I think it should be given a little thought at least, and there should be enough discussion so that it can be properly turned down if it is not practical.

If I might, Mr. Chairman, I would like to thank Mr. Hewitt and the Northeastern Ontario Regional Development Council for allowing me, a non-member to appear before you. I am only here as a member of the Northeastern Ontario Chambers of Commerce, I am not a member of that very effective organization. Thank you very much, Mr. Chairman.

The CHAIRMAN: Thank you.

Mr. PETERS: Mr. Chairman, I would like to say a word on this matter of transportation that might interest you. I got off the Canadian National train the other day in North Bay and the train was two and a half hours late. Two interesting things happened. While I was at the station a senior civil servant was there waiting for his girl friend, and he waited the two hours the train was late. He lined up to greet his girl