

Water Resources Programs

and industries, particularly small municipalities and industries, to afford the very high expenditure that is required for machinery to remove pollutants from waste before it is discharged into water or into air. I suggest that we follow a very simple program that was found to be very effective in wartime. As you and I remember, at that time the government of the day made available long term low interest loans to industries which they wished would transfer their operations into war production. They allowed these industries to write-off the whole operation within three years. This made it as easy as possible for peacetime industries to transfer quickly to wartime operations and we all know the results that were achieved at that time. A program similar to that can be just as successful to fight pollution because it will make it possible, particularly for small industries that could be charged high rates of interest and can ill afford it, to play their part in the control of pollution. These expenditures do not bring back a return that can be realized in the daily operations of these industries, so they represent a loss so far as their earnings are concerned. These loans will enable small industries and small municipalities which do not have ample funds for expenditures of this kind to make the necessary purchases of machinery to remove pollutants from waste, and in that way enter into a sensible and practical anti-pollution program.

In conclusion, may I say that I believe sincerely that if we Canadians will do the three things I have suggested, all of which are practical and can easily be done by this government without the slightest trouble, we can at long last start down the road of an active, practical anti-pollution program. Under such conditions the federal and provincial governments, in co-operation with our counterparts on the other side of the border, can bring about a practical anti-pollution program that will enable our fight against pollution to become a reality instead of simply sitting around day after day talking about something as important as this but doing nothing about it.

Mr. R. J. Orange (Parliamentary Secretary to Minister of Energy, Mines and Resources): The amendment before us today is substantially one which was discussed at great length during the committee hearings. Although the words are slightly different, the intent is exactly the same. The committee, having examined this particular amendment, arrived at the decision that it did not fall within the

scope of the act to create a minister who would be solely in charge of pollution or, as a member of the committee described him, would be the super czar of pollution. It was on this basis as well as the fact that at this stage the bill is based on relationships with the provinces that this decision was reached.

If you look at the first words of paragraph (a) of clause 3 of the amendment you will find the following: "not exclusively assigned to the legislatures of the provinces". In our committee discussions we attempted to determine precisely what this might involve. I do not believe that any evidence came before the committee which would indicate to us that these words would have any direct bearing on the act or would strengthen the act in any way.

A number of references have been made today to the lack of co-ordination and co-operation on the federal level with respect to the management of water and water pollution control in Canada. I believe that members of the committee, and I am sure other members of this House, are familiar with the activities of the inter-departmental committee on water which consists of representatives of various departments of government who have been meeting on a continuing basis to put together the various pieces of enabling legislation with which this session of the House is dealing. An example was used with respect to the problems of the *Arrow*.

• (4:30 p.m.)

The implication was left by the hon. member for South Western Nova (Mr. Comeau) that there was no co-operation or co-ordination in this respect. Nothing is further from the facts. Because of his responsibility under the Canada Shipping Act, the Minister of Transport (Mr. Jamieson) immediately took steps with respect to remedial action. He organized a committee under Professor Patrick McTaggart-Cowan which is continuing its work now, and which has been working almost from the very beginning not only to resolve the problems of the *Arrow* and the situation it created but also to put together the kind of research information which will be of value if disasters of this type occur again in the future.

The suggestion has been made that the International Joint Commission should be responsible for the Great Lakes. Through the Canadian Centre for Inland Waters we see the co-operation which is now being achieved between the federal and the provincial gov-