

We have also completed discussions with a number of non-Commonwealth countries, notably Indonesia, Burma and Vietnam, out of which has emerged a programme that will absorb about \$2 million of the Colombo Plan appropriation voted by Parliament for 1958-59, the last fiscal year. This programme comprises the provision of Canadian foodstuffs, Canadian participation in a highway survey and a bridge building project in Burma and the supply of prospecting equipment to Burma and of three Otter aircraft to Indonesia to assist that country in the development of its widely scattered island economy.

We hope shortly to be able to commence discussions with our Colombo Plan partners about the programme to be financed out of our contribution for the present fiscal year, 1959-60, which as the House is aware will be increased from \$35 million to \$50 million. There are, however, two projects to which I might refer briefly today because they are projects of a regional nature which, because of their importance and the very substantial benefits that are likely to flow from them, have attracted wide interest and support from countries other than Canada.

The first of these is the Mekong River project, about which my colleague the Minister of Finance provided information to the House of March 12. I am glad to be able to say that the arrangements for Canadian participation in this project are moving ahead rapidly and that we expect the photographic surveying of the Mekong River basin, which as hon. members know affects several different nations, to get under way before the end of the year. In working out these arrangements we have had the benefit of the full and enthusiastic co-operation of the riparian states and the executive agent whom the United Nations has placed at their disposal to help with the administration of the project.

The second project about which I think the House would wish me to say something at this stage relates to the development of the Indus waters system. As the House is aware, the apportionment of the waters of the Indus system is one of the residual problems that has been left over from the partition of the Indian subcontinent in 1947. This problem has been a source of continuing difficulty between India and Pakistan, and efforts to solve it had proved to no avail. Some years ago, therefore, India and Pakistan agreed to refer this problem to the International Bank to see whether the officials of the bank would devise a solution which would be at once economically feasible and politically acceptable to them.

As a result of the negotiations that have been conducted under the bank's auspices, the elements of a solution have now emerged in terms of an engineering programme that would safeguard the interests of both countries. The bank has asked the Governments of Canada, Australia, the United Kingdom and