

Your Committee considers that the waters lying between the islands of the Arctic Archipelago have been, and are, subject to Canadian Sovereignty historically, geographically and geologically.

The imminent prospect of maritime oil tanker traffic through the Arctic Archipelago and the potential threat such traffic poses to Canada's Arctic environment makes it imperative to Canada's national interest that the Government of Canada take whatever steps are necessary, consistent with international law, to assure recognition of Canadian Sovereignty by all vessels, surface and submarine, passing through the Arctic Archipelago.

Your Committee recommends that the Government of Canada indicate to the world, without delay, that vessels, surface and submarine, passing through Canada's Arctic Archipelago are and shall be subject to the sovereign control and regulation of Canada.

ARCTIC MARINE TRANSPORTATION

While in the North the members of the Committee took advantage of the opportunity to visit the drilling operations of the Pan Arctic Oils Limited on Melville Island. At Rhea Point on Melville Island, members were briefed by Commodore O. C. S. Robertson of Pan Arctic on the sinking, two weeks before the Committee's visit, of two barges; one carrying oil, the other, dry cargo, owned by Pan Arctic Oils Limited.

In the Committee's view, the barge sinking exposed deficiencies in Pan Arctic's cargo moving operations in the Arctic.

The barge sinking episode has served to underline that adequate transportation is clearly the key to development of resources in the North and that our knowledge of Arctic water transportation is incomplete.

Your Committee recommends that:

- A) Pan Arctic Oils Limited should rely as much as possible on ice working cargo ships for supplies rather than entering the Arctic transportation business themselves, at least at this stage of its development. The discovery of oil in the Arctic Archipelago would call for a further reappraisal of Pan Arctic's transportation role.
- B) The Government should undertake a study of marine transportation in the high Arctic in all its aspects with particular attention to be given to the economic feasibility of building Canadian cargo ships with special capacities for ice manoeuvre and cargo unloading.

COAST GUARD

Your Committee was impressed with the officers and men of the Canadian Coast Guard Service whom it met in the North. They are doing an impressive job under severe and isolated conditions and they are to be commended to the House. Without the help of the Coast Guard Service, in particular, the help of Captain Paul M. Fournier and the men of the CCGS *John A. Macdonald*, a successful *Manhattan* voyage through the Northwest Passage would have been virtually impossible. Sometimes thought of as Canada's forgotten Service, the Coast Guard has its problems—primarily of a personnel nature. Your Committee recommends that the Coast Guard Estimates receive special attention when they are brought forward in the new year.