

Supply—Transport

that was used to service the cotton mills. This particular small branch of the canal is the area which is most subject to pollution. The draining of this part of the canal might eliminate a serious health hazard. It would also provide additional land in the area, and undoubtedly would tremendously enhance the value of property purchased by the Cornwall industrial development corporation. If necessary a new water intake could be provided from the main channel of the Cornwall canal.

There are several fine beaches in the Ontario parks system west of the city, and two large swimming pools are expected to be built in the near future. The question of facilities for swimming, therefore, will not be as urgent shortly as it has been in the past. Another casualty of the seaway is the many cottages on Hamilton's island and Stonehouse point, whose wharves and water facilities have been destroyed by the wash from deep-sea vessels using the narrow channel at excessive speeds.

I have brought this matter to the attention of the department on numerous occasions, and have had several delegations up to investigate it. As a consequence a speed limit has been imposed in this area, and it has done much to remedy the situation. However, occasionally some irresponsible cowboy of a shipmaster ignores the regulation and floods these cottages, causing tremendous damage to the people in the area. I think it is essential, therefore, that some sort of radar device, such as is used by the provincial police on various highways, should be installed in order to impose a check on all vessels using this channel. In this way the owners, masters and, even more important perhaps, the pilots who were guilty of contravening this speed regulation could be severely disciplined.

I have two other brief suggestions to make. The first is of immediate, vital importance, and the other is a more long range proposition which concerns the whole country. I would ask the minister that the \$50,000 in the supplementary estimates provided for engineering studies for permanent harbour installations west of Cornwall be used for the immediate construction of modest docking facilities at the site of the Canadian Cottons mill, which was recently acquired by the Cornwall industrial development corporation for rental space for new industry. If space were provided merely for one ship to berth it would be a tremendous inducement to new industry. It would enhance the significance of this purchase of the cotton mill by the industrial development corporation, and would increase the possibility of Cornwall developing new industry as a substitute for the labour loss when the seaway

came in and also as a result of the loss of the cotton mill in the area. This is a matter, as I say, which would be of immediate benefit to many people.

I might say, also, that a thorough brief on this matter has been prepared by the industrial corporation, and I expect that shortly the members of that corporation will be able to come before the department and give full details. Even a jetty projecting out into the 27-foot channel sufficiently large to allow one ship to dock prior to proceeding south and west through the United States Snell and Eisenhower locks would be of great benefit. Not only would it replace some of the docking space which has disappeared and be an additional facility for industry, but it would help to develop an increased traffic pattern in the area which would hasten the day when large harbour developments would be economically possible in Cornwall.

I come now to the last matter. If the St. Lawrence seaway was the greatest engineering feat of the century, it contained one of the greatest engineering blunders of all time. As the Welland canal had already reached capacity or just about reached capacity, to construct the St. Lawrence seaway without increasing the capacity of the Welland canal was very similar to increasing the size of a bottle without increasing the size of the neck of the bottle. If the seaway tonnage begins to approach expectations even the minor surgery performed on the flanks of the Welland canal and the increased use of larger bottoms will not prevent congestion.

When the time arrives, therefore, for serious consideration of twinning the Welland canal I would urge the minister to conduct a thorough survey of the possibility of using the old Trent-Severn system as an alternative. If a line is drawn from the head of lake Superior and is prolonged through Sault Ste Marie to the seaway, it roughly parallels the old Trent-Severn canal route—

The Deputy Chairman: Order; it being one o'clock, I do now leave the chair.

At one o'clock the committee took recess.

AFTER RECESS

The committee resumed at 2.30 p.m.

Mr. Campbell (Stormont): As I was saying before lunch, Mr. Chairman, despite the tremendous efforts of the minister and his department in increasing the capacity at the Welland canal and despite the increasing use of larger bottomed and greater capacity ships the time will undoubtedly soon arrive,