

the Carrothers Commission Report. The intentions of the Government, both as to executive action and those matters which require legislation, will be made known in a comprehensive statement which may be expected by the fall of this year. The changes requiring legislation will, of course, be fully discussed in the House of Commons and it is questionable whether any legislation could be passed this year. Accordingly, there is no intention of postponing scheduled territorial elections and the existing Northwest Territories Act will continue to be the governing body of law for the government of the Northwest Territories until Parliament has a chance to consider changes. I should make it clear that the election of a new council does not mean that desirable legislative changes will be held up for the full normal Council turn of three years.

NEW CAPITAL NAMED

I have given a great deal of thought to the advice received in the question of a territorial capital. Among other things, I have considered a report, a resolution, a map and a calendar. The calendar is particularly significant. I consider it important that immediate action be taken to move the seat of the Government of the Territories to the North. If some statement is not made now, because of the time required for planning and the construction of physical facilities, this would be postponed for at least a year, which I believe is not the wish of most of the people of the North. Accordingly, I have decided it is in the public interest to make this decision now and Cabinet has agreed with this position....

All things considered, I have recommended to my colleagues, and they have agreed with the location of the capital at Yellowknife. The Carrothers Commission weighed carefully and honestly the many alternatives. Their recommendation must be given considerable weight. The resolution to which I referred was that of the Territorial Council which, by a substantial overall majority and a very considerable majority of the elected members, endorsed Yellowknife as the capital. Without very compelling reasons, I would not wish to go against this expression of opinion by the Legislative Council of the Northwest Territories. The map of the North that most of you have on your walls indicates that Yellowknife, in respect of a good representation of territorial conditions (being on the tree-line on the edge of the Canadian Shield) and in respect of transportation routes, and in respect of its existing development, and in respect of population factors, and in respect of absolute geographical location, is the best choice that can be made....

RESPONSIBILITY FOR RESOURCES

Finally, I want to say that there is one other major approach in the Carrothers Commission Report which I accept without any qualification, and that is the continued sole responsibility of the Federal Government for Northern resources. These resources are held by the Government of Canada for all of the people of Canada. All Canadians through the Government of Canada and through private enterprise have contributed heavily to the development thus far. They

will do so far more generously in the future (based largely on the investment and taxation of people south of the 60th Parallel) and it is in the interests of Canadians, both in the North and South alike, that Canada as a whole shoulder the costs and share the benefits of the great developments which may be expected.

I look on this occasion as one of the most consequential during my period as Minister. The magnitude and sweep of the changes which may be predicted, though not as yet with any precision, were foreseeable from the day the Carrothers Report was commissioned by this Government, but the actual decisions still come as a strong emotional impact. They are important decisions and perfection in such an area of imponderables is beyond the ability of mortal man. Still, I am confident that the decisions announced today will lead to better Government in the North, and I ask the support of every northerner to the Government of Canada in its continuing functions and to the greatly expanded territorial government in achieving this aim.

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ST. LAWRENCE TIDAL STUDIES

Mr. J.W. Pickersgill, the Minister of Transport, recently announced that his Department, which is already carrying out engineering studies to improve navigation facilities in the St. Lawrence Ship Channel below Montreal, is initiating a co-ordinated programme of tidal-hydraulics investigations in the St. Lawrence River. Besides promoting scientific research of the tidal phenomena, the tidal studies are necessary in the investigation and development of engineering projects that might form part of the Department of Transport's planning for river improvement to meet the growing needs of modern shipping and permit safe, efficient marine traffic.

NRC MODEL

Participating with the DOT in the studies are the National Research Council, the Department of Energy, Mines and Resources and the Department of Public Works. One of the highlights will be an hydraulic model of the St. Lawrence River reproducing to a scale of 1:2000 the reach from Montreal to Father Point, a distance of some 340 miles. The model, which is being constructed by the Mechanical Engineering Division of the National Research Council, in Ottawa, will be completed in 1967. It will simulate the flow in the St. Lawrence River, including tidal action, and allow engineers and scientists to study the phenomena of tidal propagation.

The Department of Energy, Mines and Resources is attacking the problem by computational methods and analyses, using a mathematical model. These studies are already well advanced and will complement those made on the physical hydraulic model. Considerable work is being done in collecting and correlating field data such as water levels, current velocities, tide measurements and river discharges, and related information.

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