

## ENVIRONMENTAL AFFAIRS

ACTIONS OF B.C. HYDRO IN BRITISH COLUMBIA—REPORTED  
DAMAGE TO ENVIRONMENT

**Mr. Bob Brisco (Kootenay West):** My question is for the Minister of Fisheries and the Environment, to whom I have given notice. In view of the fact that the inland water directorate of the ministry of the environment bears certain responsibilities for the proper conduct of the Columbia River treaty, is the minister aware of the seemingly irresponsible actions of B.C. Hydro in its control of the lake levels on the upper Arrow Lake which have destroyed the beaches of Nakusp, ruined its tourist industry and created massive mud flats which have now, with the prevailing winds, become enormous dust bowls?

**Hon. Roméo LeBlanc (Minister of Fisheries and the Environment):** I thank the hon. member for his courtesy in advising me of his intention to ask this question. The question requires an answer in two parts: first, the responsibility of this department and, second, why the upper Arrow Lake is so low. With regard to the first part of the question, under the 1964 Columbia River treaty, B.C. Hydro has been designated as the Canadian entity for the operation of the resource reservoirs in Canada. The Columbia River treaty permanent engineering board is responsible for ensuring that B.C. Hydro's operations are consistent with Canada's international responsibility under the treaty. The inland water directorate of this department provides technical and engineering support to the engineering board.

On the second question regarding the low levels on the upper Arrow Lake, this is due to the very low run-off in southern British Columbia this year because of low winter snow-packs and early spring drought conditions which extended from western Ontario across the prairies to southern B.C. The upper Arrow Lake is a little higher at this time of the year than the low level experienced in 1973, but the situation is still serious.

**Mr. Brisco:** I thank the minister for his response. I am aware that the snow-packs are unusually low this year, but this has not been reflected in the levels of Kootenay Lake, controlled by IJC. Therefore, I would ask the minister if he is prepared to take action with reference to the interpretation of the Columbia River treaty, and whether perhaps he is considering, or would consider, the possible reopening of the Columbia River treaty to better protect Canadian interests in this regard.

**Mr. LeBlanc (Westmorland-Kent):** Mr. Speaker, I will certainly endeavour to take whatever action we have legal authority to take. As for the suggestion of the hon. member, that is not the sort of thing I would answer "à brûle-pourpoint", as we say in French. I would want to take a look at all the facts.

Oral Questions  
INDUSTRY

## TRANSFER OF WESTINGHOUSE, U.S.A., TO WHITE INDUSTRIES

**Mr. Max Saltsman (Waterloo-Cambridge):** Mr. Speaker, I should like to direct my question to the Minister of Industry, Trade and Commerce. It relates to the decision by Westinghouse, U.S.A. to transfer the rights to its name to White Industries rather than CAMCO industries. In view of the fact that the government has been concerned with establishing more Canadian production facilities and a greater rationalization of the appliance industry, and for that purpose has been encouraging the new company, CAMCO, may I ask the minister whether he intends to intervene in this trademark decision or, alternatively, because of the importance of trademarks in regard to Canadian ownership, does he intend to empower FIRA to deal with this critical issue which impedes transfers from foreign to Canadian operations?

[Translation]

**Hon. Jean Chrétien (Minister of Industry, Trade and Commerce):** Mr. Speaker, we are dealing here with an extremely complex problem, the trade marks issue, and unfortunately it does not look as if I have the power to take any action at this point, since it is considered as a perfectly legal transaction under the present law that Westinghouse sells the right to its name to White Industries. However, we are considering the situation to see whether it might be appropriate to amend our legislation to avoid such a situation in the future.

● (1500)

[English]

**Mr. Saltsman:** Mr. Speaker, as an indication of the seriousness of this matter, and since the minister has indicated that he is going to study some amendments, may I ask when he will be in a position to announce those amendments or inform the House in this regard?

[Translation]

**Mr. Chrétien:** Mr. Speaker, I do not know when we will be able to make an announcement about these amendments, if there is going to be any. I can only tell the House how concerned I am about this kind of problem which is somewhat changing the trade practice and tradition in Canada.

[English]

## TRANSPORT

SINKING OF "WILLIAM CARSON"—REQUEST FOR JUDICIAL  
INQUIRY

**Mr. James A. McGrath (St. John's East):** Mr. Speaker, I have a question for the Minister of Transport which arises out of the very serious charges made by the Parliamentary Secretary to the Minister of National Revenue regarding the sinking of the CN ship the *William Carson*, whereby the hon. gentleman claimed that the present deployment of icebreakers is scandalous and that the sinking of the *William Carson* is an