

Mr. SIMPSON: I was wondering whether or not there has been any recent change or any recent acceptance of the definition of navigable waters? I am saying this because it might be wise for the committee to take a look at the definition, or the accepted definition of navigable waters due to the opening up of certain areas in the north. We have waters up there in respect of which it might be difficult for us to know whether or not they are acceptable as navigable waters.

Mr. HAMILTON (*Qu'Appelle*): The only suggestion which comes to my mind in answer to that question is first of all I think I would like to take it as notice so that we might prepare some sort of a story for the committee in respect of what has been the definition in the past and then apply it to the future. Secondly, there is an international responsibility on navigable streams and this could be reported in the same paper.

If I had a clear indication from Mr. Simpson as to just what particular problem he is thinking of, I could probably try to answer that in the report.

Mr. SIMPSON: It is a little difficult to explain. However, there is the Red river in Manitoba. I know the river very well. We all call it a navigable water. We have many streams in the northern part of the province which may be far more navigable than the Red river. I would like to know, for instance, if they are classed as navigable waters.

Mr. HAMILTON (*Qu'Appelle*): I think the answer to that is if they are navigable they are navigable waters.

Mr. SIMPSON: Navigable for what size of shipping?

Mr. HAMILTON (*Qu'Appelle*): On that point this comes to my mind: In the days of navigation on the northern rivers it was mostly done by canoes and bateaux, and on the Mackenzie river it was by steamboat and tugs. The Yukon river until recently was navigated by grade 2 and 3 steamers, paddle wheel steamers. When we built the bridges across the river we assumed the river was navigable and the bridges were a height which would allow what we thought would be the type of navigation on the river. I think that is a technical test which has been applied. It is obvious when they built a bridge across the St. Lawrence it was built to carry the big ocean steamers, so the pragmatic test is the improvements on the rivers.

Mr. SLOGAN: When you are presenting the report would you also include the responsibility of the federal government over navigable rivers, particularly as it affects the problem of erosion on the banks.

Mr. HAMILTON (*Qu'Appelle*): Yes. We could add that to the report.

Mr. AIKEN: At one time I had the opportunity of looking into this subject of navigable waters and I have never seen a definition other than something like this, that a navigable water is one upon which navigation can be carried on. I do not think it has ever been defined.

Mr. KINDT: Would it be possible for the department to provide us with a copy of the 1930 act which turned over the resources to the prairie provinces, Alberta and Saskatchewan.

Mr. HAMILTON (*Qu'Appelle*): Yes.

Mr. KINDT: Thereby we would have the background.

The CHAIRMAN: Gentlemen, this room is required for another committee meeting at 11.00 o'clock. You can see that we have many conundrums facing us in the discussion of these estimates. I would like to meet with the steering committee—I will call them as soon as possible—so that we can plan our discussions. We hope to try and get General McNaughton here at our next meeting, which will be next Monday at 11.00 o'clock.