

St. Lawrence Waterway

ment of the Japanese. One Christian act never made a Christian, and one act of felony never made a felon, but if people in other parts of Canada will adopt that principle of Christianity and invite the Japanese and treat them as they say they want British Columbia to treat them we shall not have any difficulty in handling the Japanese.

I had a good deal I wanted to say, but I will be content with what I have said.

Progress reported.

At six o'clock the house adjourned, without question put, pursuant to standing order.

Thursday, April 24, 1947

The house met at three o'clock.

REPORT OF COMMITTEE

Third report of the standing committee on railways, canals and telegraph lines.—Mr. Breithaupt.

REPORTS AND PAPERS

TABLING OF ORDERS IN COUNCIL UNDER EMERGENCY POWERS ACT

Right Hon. L. S. ST. LAURENT (Secretary of State for External Affairs): I wish to table copies in English and French of orders in council, including minutes of council and of the treasury board, passed under the authority of the National Emergency Transitional Powers Act, 1945, for the month of March, 1947, and copies in French for the month of February, 1947.

ST. LAWRENCE WATERWAY

CONCURRENCE IN PROPOSAL FOR TOLL CHARGES

Right Hon. L. S. ST. LAURENT (Secretary of State for External Affairs): In view of the fact that the St. Lawrence seaway agreement has been resubmitted to the United States congress for approval, it is felt that it would be useful to provide a brief statement of the present position for the information of members of the house.

The Great Lakes-St. Lawrence basin agreement was signed on March 19, 1941. Since that time the agreement has been regularly submitted to congress, but has never been approved. In 1946 the senate foreign relations

[Mr. Mayhew.]

committee, after extensive hearings, made a favourable report on the bill but the matter never came to a vote in the senate.

The Canadian government was recently approached by the United States authorities regarding the possibility of reaching agreement in principle that the seaway be made self-liquidating through an agreed system of tolls the details of which could be worked out at a later date. The Canadian government has now concurred in principle with the proposal to make the St. Lawrence seaway self-liquidating by means of toll charges subject to the conclusion of arrangements satisfactory to both governments for the implementation of this principle.

[Later]:

Mr. JOHN BRACKEN (Leader of the Opposition): The minister referred to an agreement which had been made with respect to the seaway agreement. Can the correspondence be made available?

Mr. ST. LAURENT: The consent of the United States government would be required. I am not sure how much of this was covered by correspondence. I know that there were negotiations which were conducted orally between the United States ambassador and the Department of External Affairs here, and there were other negotiations conducted orally between our ambassador in Washington and the state department there. There possibly has been an exchange of notes; if there has been, they will of course be tabled.

Mr. BRACKEN: The minister referred to an agreement in principle on a system of tolls. If there is an agreement could we have its exact terms?

Mr. ST. LAURENT: There was a statement made that Canada would not object to the principle of tolls provided they could be arranged in such a way that there would be genuine benefit to transportation in a reduction of charges by the construction of the seaway. I am not sure that there was a formal exchange of notes, but if there was I shall be glad to see that the notes are tabled.

Mr. ADAMSON: Was the legislation introduced in congress in the form of a bill, or in the form of a treaty? Will it require a two-thirds majority or a simple majority?

Mr. ST. LAURENT: I should not like to express an opinion as to what is required constitutionally, but my opinion is that a bill has been introduced.