

Twinning of Welland Locks

over-all capacity of the seaway system. In this connection the government intends to further implement the seaway project by the construction of a lock at Cornwall, Ontario, as soon as studies indicate that it is warranted.

With a further lock in the area of Point Rockway in the United States as a counterpart of Iroquois lock, the international rapids section of the St. Lawrence river would then be twinned. When such construction is completed there will then be, in the international rapids section of the St. Lawrence river, one canal entirely in Canada and another in the United States.

Right Hon. J. G. Diefenbaker (Leader of the Opposition): Mr. Speaker, the announcement by the Minister of Transport is entirely in keeping with the views and course of action taken by the previous government. Therefore we give it complete support. As a matter of fact the announcement respecting the removal of the tolls was made following consideration by the government in, I think it was, May of 1962—

Mr. Chevrier: To suspend the tolls, not to remove them.

Mr. Diefenbaker:—and the general plan for the twinning was being fully investigated and had the entire support of the former government. It is a step that is very necessary. Because of the fact that this government chose to adopt the views that were held by the former government, and indeed all Canadians, in this regard, this is one time when there is unanimity.

Mr. D. M. Fisher (Port Arthur): Mr. Speaker, the project presented by the Minister of Transport today does reveal the weakness of some of the planning and projections we have had in Canada. It is quite apparent, and I think it should be noted, that when the tolls were removed from the Welland canal it was at a most fortuitous time, in an election campaign. However, the issue to which the minister has not referred but which is very much related to this question is that the St. Lawrence seaway authority and the funds coming to it have come nowhere near living up to the projections. Neither has the traffic growth; yet the minister today presents us with an argument, which I accept, that twinning is necessary.

It certainly seems to me that in the old projection and preparation of the very large St. Lawrence seaway authority and the tremendous spending that went on there was some kind of a gap or failure in responsibility on the part of the people who initiated and developed the project. We believe it would be a poor idea to reintroduce tolls on the section

[Mr. McIlraith.]

that is going to be twinned. We believe it is time for Canada and the United States to look at their losses on the St. Lawrence seaway and their future expenditures and determine whether it might not be possible to dispense completely with the idea that in regard to these canals and this twinning any attempt should be made to put it on a paying basis. Instead it should be recognized that these are just basic services that are being supplied by the government.

We are delighted to hear of the possibility of improvements at Cornwall. I only suggest to the minister that there are some indications that we could stand more marked improvements, if we are looking at the seaway system as a whole, on the Canadian canal at Sault Ste. Marie. I think the most attractive part of this project in some ways will be the work generation that will be involved in it. In this sense, if that has been part of the government's thinking, it seems to me this is the kind of social capital project in a way, if you wish, the government should be undertaking in order to provide work.

IMMIGRATION**ANNOUNCEMENT OF INTEGRATED CUSTOMS-
IMMIGRATION PRIMARY INSPECTION**

Hon. Guy Favreau (Minister of Citizenship and Immigration): Mr. Speaker, in my name and in the name of the Minister of National Revenue I wish to inform the house that a plan to integrate the customs-immigration primary inspection at Canadian border ports of entry has been approved by cabinet following an extensive study undertaken in 1962 by a committee of senior government officials.

Primary inspection is the initial oral examination by an officer of a person seeking to come into Canada, to determine his admissibility and classification for immigration purposes, and whether he has merchandise which must be formally entered at customs. In most ports of entry at the present time this examination is made independently, in two stages, by an immigration officer and by a customs officer.

Following a series of meetings the members of the committee came to the conclusion that in order to attain greater efficiency and economy it was necessary to consider a fully integrated system of primary inspection under the customs and excise division of the Department of National Revenue. Such a system has been recommended by the Glasco commission. In order to achieve the proposed objective a working group consisting of representatives of both departments, the civil service commission and