

Mr. PRINCE: Through membership of our scientific and engineering staff on international boards or, let us say, on United States organizations, we have substantial information on current developments in the field. I think, as far as North American coverage is concerned, we are quite well informed. As far as world wide coverage, European and so on, is concerned, we have not had too many opportunities in the past to find out what is going on over there.

Mr. REID: Why?

Mr. PRINCE: Well, largely because of responsibilities closer to home and I suppose opportunities to travel have been somewhat limited.

Mr. REID: Fine, thank you.

The CHAIRMAN: I just read my list. The next is Mr. Andras, followed by Mr. Peters, then Mr. Hopkins, then Mr. McCutcheon, and then Mr. Fulton again. Two of our questioners despaired and left, which may expedite matters somewhat.

Mr. ANDRAS: Mr. Chairman, my first question is somewhat parochial but it will help to define another area for me.

I recently directed inquiries to your department to see what could be done about a hydrographic or technical survey of Lake Nipigon. I was not successful in getting a favourable reply. Actually the purpose here, I think, was for the encouragement of tourism, for some commercial fishing and that sort of application. Because of the question of jurisdiction would this be more properly directed to provincial authorities?

Mr. PRINCE: This should be directed to Dr. Cameron, I believe, the naughty fellow who said no.

Dr. W. M. CAMERON (*Director, Marine Service Branch, Department of Trade and Commerce*): Mr. Chairman, it is my conviction that the development of navigational aids, whether they be for commercial or for recreational purposes, should primarily be in the hands of the federal government. Primarily, because the development of a high standard of charting can best be carried out by an organization that has established and maintains that standard and the responsibility of developing charts I think could well remain in the hands of the federal government on this account.

Mr. ANDRAS: Does Dr. Cameron mean both with inland as well as coastal waters?

Mr. CAMERON: That is right. Yes. Any navigable waters I feel, if we even go back to the concept of 1867, I think it was recognized at that time,—are ostensibly and appropriately a federal responsibility, and technical considerations I think confirm that. Now, we have to recognize that the demands for charts in this country, with all its tremendous waterways, far exceed the capability of any organization to meet them. We must establish in some way a system of priorities by which these can be carried out. If the dominion hydrographer was here I am sure he could enlarge on this. He is continually barraged by demands from many segments of the community, both commercial and those who are interested in developing a tourist industry. He is bombarded with these requests which are far and away beyond his capability or the