

The Committee noted the contribution made by the Commonwealth and the U.S.A. to world peace and stability.

The Canadian delegation emphasized the significance of traditional Commonwealth trade links, including especially free entry into the United Kingdom market and the exchange of preferences. The Committee clearly recognized throughout the discussions that it was for the United Kingdom alone to make a decision whether to join the European Common Market.

It was agreed that Canada and the United States have many common points of view and of interest and that, consequently, in any negotiations and measures undertaken or contemplated by either, this community of interest should be borne in mind.

COLUMBIA RIVER

The Canadian delegation outlined the present situation in Canada with regard to the treaty, and pointed out that delay of Canadian ratification was related to differences between the Federal Government and the government of British Columbia. The Canadian delegation noted that it still remains the policy of the Canadian Government to ratify the treaty as soon as possible.

The United States delegation observed that the United States had ratified the treaty and expressed the hope for early ratification by Canada. The United States delegation made reference to the urgent needs of the Pacific Northwest for power which would require early decisions to be taken on alternative sources of power.

THE RICHELIEU-CHAMPLAIN WATERWAY

The Committee took up the question of the Richelieu River - Lake Champlain waterway. Such a waterway would cover a route of about 400 miles. It would reduce the water distance between Montreal and New York City by 1,200 miles, and between New York City and Great Lakes ports by a comparable distance.

The United States delegation outlined the history of this proposal, observing that this has been a water route since the earliest days of North America. The United States delegation also noted significant increases in cargo in past years on Lake Champlain, and pointed out that development of the waterway would provide considerably greater access to the St. Lawrence Seaway.

It was noted that both governments have proposed a joint submission of the question to the International Joint Commission.

The Committee welcomed the report that this matter will be referred to the International Joint Commission and expressed the view that the International Joint Commission should begin a study and submit its recommendations as quickly as possible.

LUMBER TRADE

The United States delegation noted that recent United States housing legislation has had the effect of increasing the market for lumber in the United States and resulted in the increasing importation of Canadian lumber. As a result the domestic market for United States lumber has been affected. United States shipping legislation (the Jones Act) also has had the effect of raising the cost of shipping United States lumber from the Pacific Northwest to the Eastern seaboard.

There was a frank discussion of the problem outlined by the United States delegation and of the measures which might be taken to alleviate them.

It was apparent that the Canadian lumber industry was not free from problems of competition as well. POINT ROBERTS

The Canadian delegation outlined the situation that exists at Point Roberts, Whatcom County, Washington, a peninsula crossed by the International Boundary (the 49th Parallel) isolating the point from the State of Washington. The region is accessible only through Canadian territory or by sea and both countries maintain border crossing points. The area comprises some 5 or 6 square miles and has a permanent population of some 200 people. Point Roberts is a popular residence for Canadians but difficulties are experienced because of the United States immigration regulations.

United States residents of Whatcom County recently urged the relaxation of United States immigration regulations so as to allow of easier entry by Canadian citizens, particularly those seeking to make the area their permanent residence, by obviating the necessity of their becoming United States citizens.

The United States delegation pointed out that the highway between Haines and Whitehorse passes through a section of the Yukon Territory making it necessary for people using the road to pass through two separate customs and immigration points.

The Committee expressed sympathy for any arrangements which would provide for a satisfactory solution of such problems on the border.

CANADA - UNITED STATES

BILATERAL AIR AGREEMENT

The Canadian delegation drew the Committee's attention to delays experienced in continuing discussions with the United States on Canadian-United States air-transport relations and pointed out that, as a result, the Canadian authorities were unable to proceed with current studies of regional air-traffic requirements in Canada.

The Committee agreed that it would welcome an early resumption of negotiations on the Bilateral Air Agreement.

COMMONWEALTH MILITARY VISITORS

Naval, military and air attaches and Commonwealth service advisers from 18 countries are on a tour of Western Canada that will last until March 22. They come from Australia, Britain, Denmark, Finland, France, Germany, Greece, India, Iran, Israel, Netherlands, New Zealand, Pakistan, Spain, Sweden, Turkey, United States and Yugoslavia.

Their ten-day itinerary will take the visitors to service and industrial establishments including the following: HMCS "Naden", RCN training establishment, and HMCS "Venture", junior officer training establishment, at Esquimalt, British Columbia; the Second Battalion, the Queen's Own Rifles of Canada, and the Lord Strathcona's Horse (Royal Canadian), Calgary; and the RCAF station, Whitehorse, Northwest Territories. Air transport is being provided by the RCAF.