

navigation and power was referred to the Commission for examination and report; to assist in the consideration of the engineering aspects of the matter a Board of Engineers with a representative from each country was set up to report to the Commission.

The Commission and the Engineering Board gave careful study to the matters which had been entrusted to them and after the conduct of a most comprehensive series of public hearings in both countries so that "all parties interested therein" should "be given convenient opportunity to be heard . . ." the Commission reported recommending the project and put forward the principles which should govern the evolution of the final engineering plans, the allocation of costs as between navigation and power, and the incidence of these costs as between the two countries. The Commission recommended that the Governments of the United States and Canada should enter into a Treaty for a scheme of improvement of the St. Lawrence River between Montreal and Lake Ontario accordingly.

This report was rendered in December 1921 and since then for over 29 years the matter has been before both Governments in an endeavour to negotiate and obtain approval for the Treaty or Agreement recommended by the International Joint Commission.

Up to 1928 there was little disposition in Canada to proceed because it was felt that we were still overburdened financially as a result of World War I. However, from then on the situation changed and ever since the project has had the full support of Canada. Forceful statements to this effect have been made repeatedly by the Prime Minister, the Minister of Trade and Commerce, and the Secretary of State for External Affairs; and Mr. Chevrier, as Minister of Transport, has again stated that our country continues to stand ready to go on with the St. Lawrence project for navigation and power whenever the United States will be willing to proceed.

Similarly to the support consistently given by the Government of Canada, each President of the United States in turn, from President Harding through Presidents Coolidge, Hoover, and Roosevelt to President Truman, has endorsed the project and sought of Congress approval in one form or another for its execution. This favourable attitude by the Government of the United States continues at this time, when the matter is again before the Public Works Committee of the House of Representatives, where it is being most strongly urged by the members of Mr. Truman's Cabinet that the project should be pressed by reason of the great urgency of providing improved navigation, particularly for the carrying of iron ore and also by reason of the urgent need for more hydro-electric power. These representations to the Congress of the United States make clear that the combined project for navigation and power would confer the most far-reaching benefits to the peacetime economy of the two countries; they make clear also that the early completion of the works for navigation and power is a vital matter in relation to the defence of the North American continent in this period of deep anxiety and great concern.

In addition to the favourable report and recommendation given by the International Joint Commission, the