

In respect to the burdens that each country would bear, first let me say that within the area tributary to those waters, in the United States, the population has been estimated as low as twenty million and as high as forty million. The total population from Cornwall to Edmonton is about five million. It takes people to produce and the wealth produced on the area on each side of the line, probably bears the relation of 20 per cent in Canada to eighty per cent in the United States.

The principle that our Commission laid down was that the cost to the two countries should be in the ratio of the commerce passing through the canals by each country. Then we took the ground that that cost should be in the nature of a toll made up of the interest on the capital investment of each country, plus the operating expenses, plus the cost of repairs.

Let me put it in another way. Take the highway from Montreal south to the international boundary. We can imagine a condition in which the liquor laws of the Province of Quebec would draw a very heavy traffic from south of the border. Supposing the province decided to put a toll gate on the road, the amount of toll would be determined with the object of obtaining therefrom at the end of the year, an amount sufficient to pay the interest on the road improvement, plus repairs, etc. We can imagine a situation wherein possibly 90 per cent of the traffic would come from the United States for the reason mentioned above. No one would suggest that the users of the road would have any right of ownership, or of control. That is the situation in respect to the Commission's recommendations re the St Lawrence canals.

As stated above, the population on the United States side, tributary to these international waters, is anywhere between twenty and forty millions, while on the Canadian side, it is not more than five million at the most. Everything points to the fact that the normal use by the two countries would be one-fifth for Canada and four-fifths by our neighbours.

Assuming for a moment that the two countries were under one political control. The St Lawrence would be deepened, that which I have referred to as a toll, namely the interest on the investment, plus the repairs and operating expenses, would be taken out of the annual revenues of the entire country. We all know that Canada's revenue is about one-twelfth of that of the United States, so there again you see the proportion that would be paid by the people of this country towards the development of that waterway would probably be less than twenty per cent.