

section and of the port of Montreal are to be left in an unsatisfactory position. A scheme is now presented, in the appendices to the report, which involves consideration of an alternative location of the upper works of the Canadian two-stage plan. There are a number of reasons, therefore, that would seem to call for a further consideration of the purely engineering features of the international section, in which connection it may be advisable to ask the Ontario Government to nominate one or more engineers to co-operate with the United States and Dominion engineers in the making of a further study of the question.

(6) The Committee has given careful thought to the financial side of the international situation. Canada has been engaged for upwards of a hundred years in improving the navigation of the St. Lawrence River both above and below Montreal, and across the Niagara Peninsula. The Dominion has expended 30 millions on the ship channel that has made ocean navigation on a large scale possible to the port of Montreal. The proposed St. Lawrence project will benefit by that expenditure. The Dominion has spent fifty millions on canals and channel improvements between Montreal and Lake Erie, in which improved navigation United States shipping has had equal use and advantage. Canada has to date spent 87 millions on the Welland Ship Canal. Having regard to these vast expenditures on navigation works, certain of which, unlike United States works on the upper lakes, will be superseded by the proposed deepwater development of the St. Lawrence, we are of opinion that it would not be unreasonable to expect the United States to undertake the entire work, both for navigation and power, in the international section, and we are further of the opinion that even if the United States should do so the preponderance of outlay will have been with Canada. In support of this contention, the following figures are submitted, based on expenditures by both countries on the present through waterway, and on the estimated cost of the presently recommended scheme with 27-ft. navigation, a new American lock at Sault Ste. Marie of the same dimensions as proposed for the St. Lawrence shipway, and the development, on the St. Lawrence, of the power incidental to navigation:—

CANADA

<i>Present works:</i>			
St. Lawrence ship channel	\$ 30,000,000		
St. Lawrence and Welland canals	50,000,000		
Lock at Sault Ste. Marie, Ontario	5,560,000	\$ 85,560,000	
<i>Proposed works:</i>			
Welland ship canal	115,600,000		
National section, St. Lawrence shipway, 27-ft navigation and development of 949,300 h.p.	199,670,000	315,270,000	
Total for Canada		\$400,830,000	

UNITED STATES

<i>Present works:</i>			
Dredging St. Clair and Detroit rivers	\$ 17,536,000		
Locks at Sault Ste. Marie, Michigan	26,300,000	\$ 43,836,000	
<i>Proposed works:</i>			
International section St. Lawrence shipway, 27-ft. navigation and initial development of 597,600 h.p.	\$182,157,000		
To complete development—additional power 1,602,000 h.p.	92,090,000		
Upper lake channels to 27-ft.	65,100,000	339,347,000	
Total for United States		\$383,183,000	

From the foregoing it will be seen that even if consideration be restricted to the work presently under discussion, the United States might, in view of the preponderance of benefit to be derived from the opening of the waterway, well assume the construction of the dams, canals and power development of the International section, as well as the work of deepening the channels and improving navigation to a depth of 27 feet from Lake Erie to Lake Superior.