

channel in the river and erecting dams below the various rapids, locking at each dam, has been the dream of engineers for many years, and this has of late been prominently brought forward by the proposal of a power company to treat the Long Sault Rapids in this way.

By treating the river in this way speed will be greatly increased, the number of locks might be reduced from 21 to 6, and the long stretches of river will be made use of to great advantage.

Primarily any such work, as erecting dams across the river, must be for the improvement of navigation, and Canada is more interested in the improvement of navigation of the St. Lawrence than is the United States, and Canadian interests in this matter focus in Montreal.

The development of power can only be held to be incidental, the real motive must be the improvement of navigation.

Mr. John Kennedy, our best authority on such matters, and whose judgment I would not question, has concluded that works such as are proposed at the Long Sault can be wisely and safely built and maintained, and I think that the same may be said of similar works if constructed at the other rapids.

In the report of the United States Deep Waterways Commission of 1900, it is shown that a deep channel may be obtained from Lake Ontario as far as the head of the Long Sault Rapids, which was as far as that investigation dealt with the St. Lawrence River.

I am not now stating that this is the best way of improving navigation so as to create the greatest benefit. The question is a very great one, and of vast importance, and we have not the evidence before us to form a correct opinion. The question is a national one, and I think that it should be carefully studied, so that the future policy of inland navigation may be carried out on more definite lines than the present knowledge warrants.

If Canada is to incur a very large expenditure on the improvement of inland transportation by water it would be business-like to make the expenditure in the direction from which the greatest benefit would result—so as to obtain the greatest efficiency, and first of all to ascertain all facts which would lead to a correct decision.

The work of improving canal transportation must be a national work, and all canals must be owned and operated by the Federal Government; no private ownership or exploitation of national waterways would be practicable in this country, and may be looked upon as impossible.

The development of power, though an important thing in itself, must under the terms of the treaty of 1909, in the case of the St. Lawrence River, be considered as secondary to the improvement of navigation. No development of power is desired unless by so doing we improve the conditions of navigation, and obtain from such