

were going along with the plan, they felt that it was not completely satisfactory from the municipality's point of view. I wonder if the deputy minister could comment in regard to that grievance?

Mr. BALDWIN: That is a rather tall order, Mr. Chairman.

All I can say is that negotiations have been going on with the three municipalities for periods of from four to five years in an attempt to find a solution to this problem. We have the concurrence of these three municipalities, but whether they are satisfied with the agreement or not I do not know.

This is a scheme which has been approved by the treasury board. It is quite a costly scheme which we hope to start this summer.

Mr. WRATTEN: I am very happy to know that the minister has been able to negotiate that agreement and that the canal is to be filled in.

Mr. FISHER: A point directly connected with the kind of service that can be expected there came to mind while I was reading the Congressional Record the other day. We must admit that in the United States there are a number of interested people who are against the St. Lawrence seaway, and have been consistently against it. One of the arguments expressed in the Congressional Record is that the Welland canal within three years would be a bottleneck, and that the Welland canal would not be in a position to carry the traffic that is expected to come along. Could the gentleman in charge of the canal services say whether our department has studied this problem and whether they agree with that general prognosis?

Mr. HEES: Yes. Our estimate is that this difficulty will not occur until much later than that. We estimate it will certainly not occur within ten years. We feel there will be plenty of time after ships start to move through the canal to assess the actual need. We feel there will be plenty of time for us to evaluate the shipping that will use the canal. It is pretty well agreed that we will have plenty of time to complete additional locks if those locks are needed. If the locks are needed they certainly will be built.

Mr. FISHER: The second point I wanted to bring up also has reference to canals and refers to a statement made by a member in the House of Commons the other day which was also referred to by a house representative. It has to do with the question of the Americans spending so much money in dredging the Saint Clair river to which Canada is not contributing at all. It seems to me this may be a point of future conflict and disagreement between the two countries when compared to the fact that Canada is contributing to the cost of the Welland canal system, and in fact to the cost of the whole St. Lawrence Seaway Authority.

Has the Department of Transport considered this particular point, and has it any opinions in respect of it?

Mr. HEES: This is simply a deepening of the American waterway. There has been no discussion between us and the American government about it. There has been no request that we share the cost with them.

Mr. FISHER: This is a very expensive dredging project, is it not?

Mr. BALDWIN: The dredging project on the Saint Clair river is an expensive one. I do not think that it is any more expensive than the dredging work that has been done anywhere else.

Mr. CREAGHAN: While we are still dealing with canals, gentlemen, I would like to direct a general question to the director.

We have had much discussion here this morning about an all-Canadian seaway and the extensions to it. If the committee members would look at the map hanging on the wall in this committee room, you will see on the east coast a slightly red area which probably represents Prince Edward Island. Immediately to the south is the Northumberland strait, and south of that