

SESSIONAL PAPER No. 230

(d) It is respectfully submitted that all boundary waters of the two countries are to continue free and open and that your Commission has no jurisdiction to alter the Treaties subsisting between the high contracting parties relating to same.

(e) Any attempt to close this Channel of the St. Lawrence River specifically agreed to be kept open for navigation, is of much more importance to the Dominion of Canada than to the United States, in that the St. Lawrence River is the main artery for navigation to the Sea by Canada and almost the entire traffic of this river is carried in Canadian bottoms.

(f) The South Sault Channel of the St. Lawrence River has been used by a number of boats, and freight has been transported down such stream, and if it is alleged by the Applicants that it is not now used for navigation it can only be that the said Applicants have diverted about half the natural flow of the waters that should go down this Channel into their power Canal, thereby interfering with navigation to that extent and now seek to entirely close the navigation thereof.

(g) That even now it is the only Channel that can be used for the carrying of logs in rafts and province to the outbreak of the present great European War was so used extensively and when this class of business revives the proposed weir would compel the passing of rafts through the Canal at Cornwall which will be to the detriment of the rafting, the general freight, and passenger business.

(h) That the closing of this Channel, as proposed, will alter the level of the river above, but to what extent the engineers of the Canadian Government have not had an opportunity to definitely satisfy themselves.

(i) That the closing of this Channel will throw the burden of caring for the ice entirely upon the Long Sault Rapids, and possibly create worse conditions than at present in the river above.

(j) That whilst the company asks for permission to construct this weir for the alleged purpose of improving ice conditions in the South Sault channel and at their power plant, evidence shows that it is practicable to handle the ice in a manner so as to render the proposed weir unnecessary for ice protection purposes.

(k) That if the applicants desire more electrical energy during the months of January, February and March as is represented to your Commission, that the blocking of this channel is not the only way by which such additional power may be obtained.

(l) That whilst the increased output is alleged to be necessary to meet an emergency, the words proposed will close the channel for all time.

(m) At present there is only developed at this part of the St. Lawrence river about 85,000 horse-power, and that by private interests, whereas there is capable of international development by the two countries some 700,000 horse-power.

(n) The present applicants without the concurrence of Canada or without the order of this Commission (which it is respectfully submitted should be first obtained) are dredging a channel through Dodger shoal, and it may be that this proposed dam instead of being solely for ice protection is rather a part of the entire scheme to obtain more power at Massena.

(o) If the Dodger shoal be dredged, as the applicants seek to do it will materially affect the level of Canadian waters above the Dodger shoal and the canal system of Canada at this point on the north shore.

(p) If the submerged weir be constructed in the South Sault channel by way of compensation for the dredging at Dodger shoal, then the control of the high and the low water levels at this part of the St. Lawrence river will pass from international territory and control to the power-house at Massena.

(q) That the proposed works are sought to be erected by and then will remain the property of a private corporation, and are situated in the public domain in a large and important channel of a great highway, and it is contrary to the public interests to permit such to be done by private corporations.