

in 1921 by Mr. Bowden and Mr. Wooten they laid out a plan which shows that these will be all on our Canadian side. We have now a waterway from Port Arthur to Montreal through which a vessel can come without touching American water, except a few miles above Brockville, and we have our own Canadian channel that would require only \$100,000 to \$200,000 to deepen, according to Mr. Wooten, so that we could overcome any difficulty at that point. I would not stand up and advocate the St. Lawrence route unless, when the work is completed, we can take a vessel from Port Arthur to Montreal in Canadian waters, as we now do; but there are only a few miles where that condition exists that I mentioned, and we should not injure our position so far as those conditions are concerned.

The honourable senior member for Ottawa (Hon. Mr. Belcourt) has said that we should have power to assist our agriculturists. That is absolutely right. That honourable gentleman knows better than almost anyone else that in Eastern Ontario we have never had any power, and we could not help our farmers; so that Eastern Ontario is in a worse position than any other part of the Province.

Hon. Mr. BELCOURT: Wholly neglected.

Hon. Mr. REID: Wholly neglected; but that is the reason. We could have had plenty of power long ago if we had been in a position to exercise our rights, or if the Government could interfere with the development at Cedar Rapids, where they have 60,000 horsepower, all of which goes to the United States for the purpose of giving light and power to their citizens for many miles. It may be asked why we allow that condition; but their charter was granted in the Province of Quebec, and that Province could not force the Cedar Rapids concern to bring their power to Ontario, as that would be interfering with the rights of another province. Of course, the Province of Quebec could take some action and force them to do it. I remember that when we wanted a little power in Eastern Ontario the Cedar Rapids people absolutely refused to give us any until we were able to say to them, "Unless you give us some power, we will press the Dominion Government, and cut off your light." So they gave us 10,000 horsepower, which is all we have in that section of the Province. That is our position so far as Eastern Ontario is concerned.

The honourable gentleman who has just spoken (Hon. Mr. McDougald) gave an estimate of what would happen in regard to

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power if this development takes place, and predicted that our population would be increased very materially; but I am not so optimistic about 5,000,000 horsepower being used within the time that he mentioned. I suppose it is probably twenty years since power was first developed at Niagara, yet I do not think that in the whole Niagara district there is more than 800,000 horsepower used, including the cities of Toronto and Hamilton as well as other places. I therefore think that the policy laid down by the late Mr. Bowden and Mr. Wooten was the proper one so far as the development of power is concerned—go right through with your waterway, help the people from the West, help every part of the country. The object was to bring coal from Sydney to Toronto, and bring traffic up and down to and from Montreal, and thus lower the cost of transportation. That should be the main question so far as this waterway is concerned; but of course power is a very important feature, and must be considered at the same time.

I am just as strongly in favour of this waterway scheme going through as I was in 1921 and in 1924, provided that the conditions have not been changed to such an extent that the interests of Canada have been interfered with; but I agree with the right honourable gentleman from Brockville (Right Hon. Mr. Graham) that we should have all the reports with regard to it before we should be asked to come to a conclusion about putting this plan through. The right honourable gentleman from Brockville said in his speech that the Government of Canada agreed to appoint an advisory committee, that they were to consider the report and make recommendations to our Government, and the American Government were to do the same thing, but before the report was made to each Government both these advisory committees were to meet and come to a joint conclusion, and that would go to both Governments. I think that is what the honourable gentleman said.

Right Hon. Mr. GRAHAM: No. Will my honourable friend permit me to explain? I pointed out that the Joint Engineering Boards were composed of Canadians and Americans and that they were to meet together and make a joint report to each Government. But the advisory committees were distinct and separate. The Canadian Advisory Committee was to report to the Canadian Government, and the American Advisory Committee to the American Government. They had no connection with each other.