

the development being in the United States, I asked if the weirs to control the passage of water down the St. Lawrence in order to protect the harbour of Montreal, and the lakes and the river between Montreal and Cornwall, were also to be placed on the American side of the river. He answered yes. He stated that of course these works would have to be placed under a Commission, which, I suppose, would be composed of an equal number of Americans and Canadians. But I am not satisfied that we will be fully protected in that way, because the whole construction is on the American side of the river, and under the control and operation of the Aluminum Company. My judgment, for what it is worth, is that power will be the paramount issue with the Aluminum Company, and that navigation will be secondary. Therefore, I say again that those weirs, or a sufficient number of them to control the flow of water in order to protect Montreal Harbour and the river below Cornwall, should be placed on the Canadian side, even if it involves a loss of power. These are very important matters to those who live along the St. Lawrence. Navigation, it seems to me, should be paramount, and power should take second place.

There will be developed at Beauharnois and on the International Section, sufficient power for Ontario and Quebec for many years to come. As you know, Ontario has not the population to absorb 1,100,000 horse-power as soon as these works are constructed, and if the power house is to be built on the American side of the line, we will be in the position of either having to take the power or of having to allow it to be exported. I admit that probably we will be offered our share of a million horse power; but if we say we cannot use it at once, I think our chances of getting it later would not be very good. Along the St. Lawrence between Cornwall and Brockville we are now using power purchased from the Aluminum Company, which develops it at Cedar Rapids, for which we are paying \$15 a horse power at Cornwall—I am not complaining of the price—and 75,000 horse power for lighting and power purposes is being sold in the United States in the towns and villages within, say, 100 miles of Massena. Therefore I am pleading with the Government to be very careful and to go very slowly, as the right honourable gentleman from Brockville (Right Hon. Mr. Graham) has said, until they are sure that Canadian interests are protected beyond all question. So far as the present situation is concerned, I have no fault to find with the action of the Government or of any other person. I do not blame the engineers for trying to economize; but I

think that it would be false economy for us not to spend a little more money in order to control the situation ourselves. The Government and its Advisory Committee have held this matter up pending further investigation, and it is for that reason that I am urging to-day—the last opportunity that I will have this Session—that they should proceed very cautiously.

There is another reason why I am speaking to-day. It was not my intention to say anything on this matter until next Session. I was under the impression that nothing would be done regarding this development until next Session, but I noticed in the Ottawa papers of last evening the statement that the Government had practically decided upon the location of the terminals for this deep waterway. What alarmed me was the statement in another place that these terminals will be placed as stated, provided an agreement can be carried out with the United States in connection with the deepening of the channel. I do not know what that really means; whether it may refer to the deepening of the channel between Prescott and Lake Ontario, or to work that may be done between Cornwall and Lake Ontario. For the life of me, I cannot see why there should be any agreement made at all; and, as a matter of fact, the Minister who made the statement said that it was not necessary to make the agreement in order to carry out this work.

Hon. Mr. DANDURAND: What page?

Hon. Mr. REID: He stated at page 3983:

I would say that at present the decision is somewhat contingent upon the arrangement which can be made with the Government of the United States as to the work to be done in their own channels. The Government have arrived at a decision, provided suitable arrangements can be made.

Then he was asked:

I suppose that no matter where the terminals were located some arrangement would have to be made with the United States in regard to dredging?

To which he answered:

Not necessarily.

I take that to mean that it is not necessary to enter into this agreement in order to carry on the construction of the terminal. The American Government are making Ogdensburg their terminal point, and if they do that they will have to widen their channel between Lake Ontario and Ogdensburg. There is now plenty of water, but in order to make it safer, they will have to spend a million dollars. Then on the Canadian side there are one or two small shoals to be dredged, and it has