

With reference to the St. Lawrence waterway matter, living on the St. Lawrence river as I do, I perhaps know something about this question. I agree that the right honourable member from Brockville (Right Hon. Mr. Graham), the honourable Senator who has just taken his seat, and myself, probably know more than any member of this House with regard to this matter. The right honourable member from Brockville was Minister of Railways and Canals for a number of years, and he had under him a staff of engineers making surveys and getting data on this great undertaking. The honourable gentleman from Montreal (Hon. Mr. McDougald) has not only lived on the St. Lawrence during his whole life-time, but, as Chairman of the Harbor Commission of Montreal, he has had an opportunity of understanding thoroughly everything in connection with navigation. Personally, I know almost every foot of the St. Lawrence river between Prescott and Montreal, as a resident on that river, and also because I had the advantage of being Minister of Railways and Canals for a few years.

Engineers have been investigating this work for the last fifteen or twenty years. The chief man on the engineering staff in connection with the report that is now before the Government has made an investigation with others each and every time that one has been made for the last number of years.

Now, I have taken the position in this House, and out of it, strongly in favour of this proposition. People in Eastern Ontario, and I might perhaps say also in part of Quebec, have for many years suffered in connection with power. In addition to that, I have always believed that the proposition would be of great value in the way of navigation, not only to Ontario but also to other parts of Canada. That is why I have favoured this scheme.

I take this position because I have before me the joint report of engineers of the United States and Canada, which was made to each Government, and their recommendations as to what should be done. These men were appointed early in 1920, and their investigation occupied fourteen months. One of the engineers on that Board was the late W. A. Bowden, chief engineer of the Department of Railways and Canals. He had the advantage of being one of the engineers who were employed on this work for a number of years before his promotion to the position of Chief Engineer. The other engineer on that Board was Colonel Wooten, head of the Army Engineers in the United States.

I have before me the report of those engineers and the recommendations they made after their own investigations, and after having the benefit of all the investigations that had been made for years by the best engineers in Canada and the United States. That report, which was submitted to me, would justify me in agreeing to and urging this waterway plan. I could never believe that there could be any other report that would vary to any extent the one submitted by the engineers who had done this great work; therefore I have taken the position that I have stated, and will continue to hold it until I see the report that is now before the Government. I had thought that the report would have been submitted to the members of both Houses in order that we might give it consideration, because I cannot believe that this great question can ever be railroaded through this House. We must have time to consider it. That report was handed to the Government two or three weeks ago. It is confidential, and rightly so until they can lay it before the House; but I have read newspaper statements as to what that report contains, and that is why I now hesitate to say that I will support a Bill based on that report until I see what is in it.

Now I will state two or three reasons why I hesitate. In the first place, the report I hold in my hand states that this waterway can be constructed all the way from Prescott to Montreal, and will develop 1,400,000 horse-power. That would mean 720,000 horse-power for Ontario or for Canada, and 720,000 horse-power for the United States. Later on, if we wished, other power could be developed in the Province of Quebec as required, but this 1,400,000 would be international. I believe that was not an unreasonable amount, especially as I instructed Mr. Bowden, who was on that Commission, to make his estimate so that there could be no doubt as to it being exceeded, even at war prices, and he gave me his assurance that his figure would cover it. But newspaper reports say that we must wait, and though I do not know how true they are, they have made me hesitate. One statement is that instead of the cost being \$252,000,000 it is to be \$650,000,000. That is only a newspaper report, but if that story is true, of course I would hesitate to approve of an expenditure of that kind at the present time.

Another reason why I hesitate, and a very important one, is the rumour that we will not have in Canada, in the international part, our lock and our power. In the report made