

subject except to say this. We have in Canada, Canadian Clubs and kindred organizations. If the work started during this Diamond Jubilee year is to come to its full fruition, I would ask Canadian Clubs and such organizations to see to it that July 1st of every year hereafter is made a Canadian Day throughout this country. Some organization must undertake this work, and in the whole country I know of none better than the Canadian Clubs.

May I refer now to the Dominion-Provincial Conference? I was not at the Conference, as you know. Like all the rest of you, I can perhaps speak very feelingly about things with which I am not closely conversant. It is a good thing to have these conferences. The press occasionally seems to think lightly of what is accomplished. Just as in the case of the League of Nations, the important thing is not what is actually accomplished on the surface and in the concrete; it is the influence that must emanate from these get-together meetings of representatives from the various parts of the Dominion. And the Diamond Jubilee year was the time to have such a gathering. "A wrong expressed is half redressed," we have often said, and when the representatives of the various provinces met in conference, not only with the Dominion Government, but with one another, and were able to exchange views and opinions, to place difficulties from their viewpoint before one another, to talk to each other individually as well as collectively in the conference and say things they would not care to write in notes, the result must be good. It cannot be otherwise.

We hear about the reference of certain matters to the courts. That sometimes becomes absolutely necessary in order to make clear a situation, but I submit that in a country like Canada, when we are talking about arbitration for the nations of the world, it would be worth while to try out the principle among our provinces and between the Dominion of Canada and the provinces, to see if most of our difficulties could not be straightened out and an arrangement reached by conference rather than by law suit. I admit that there are some things that must go to the courts to be clarified, but in my opinion there are very few contentious matters ever arising between the central and the provincial authorities but what could, if both parties were agreed, be settled amicably and justly, and with benefit to both.

Mr honourable friend the leader of the Opposition (Hon. W. B. Ross)—if we are divided into sides in this House—refrained from speaking of the St. Lawrence waterways.

Hon. Mr. GRAHAM.

I am afraid I shall not be so considerate. I am going to say a few words on that subject. The only matter referred to the courts is virtually with what authority rests the ownership of the power. In other words, the provinces make certain claims as to the ownership of the bed of the stream and the water going over it and creating power. That is the question that has been referred to the courts.

Hon. W. B. ROSS: I will not argue that with you.

Right Hon. Mr. GRAHAM: And I am not going to argue that. I will simply deal with the question of the St. Lawrence development, no matter who has the right to the power. For my part I do not care. This matter of the development of the St. Lawrence River is a very big project, a very intricate problem, and I think the Government do well to consider it slowly before coming to an absolute decision. I have lived on the St. Lawrence most of my life, as has my honourable friend from Prescott (Hon. Mr. Reid). The waters of that stream are almost sacred to us, and we want to know what is going to be done, before it is done, if we can possibly ascertain it.

With all due deference to the other provinces, may I say that the old province of Ontario is in a way more vitally interested than they are—than even the province of Quebec—from the fact that the Great Lakes will be affected in this project, and the Great Lakes touch the province of Ontario, as does also the international portion of the St. Lawrence River.

As Chairman of the Advisory Board for a time, I delved a good deal into this question. There is no doubt that the proposition is feasible from an engineering standpoint. That has been proven by two distinct investigations. In our investigations, however, and in our dealings with our friends to the south, we must keep this in mind, that but a very inconsiderable mileage of the St. Lawrence River is international. The greater length of the St. Lawrence is in the old province of Quebec and is not international, though we do say that the United States have full powers of navigation. While navigation on the St. Lawrence may be international in the sense that it is under a treaty, there is nothing in that treaty about power, and that is not international. If progress is to be made we must make it slowly, keeping this in mind. As I said before, the power can be developed: almost anything can be done through engineering skill these days. My honourable friend suggested that the United States would pay for it all. That might be before the election,