

far as the power of the United States Government is concerned, Chicago has the right to go before the courts, and that it is only upon their decision that the Government can take action.

What I am a little suspicious about, and what I am afraid might happen is this. The Aluminum Company have a charter that gives them a great deal of land in that locality, on the American side of the river. What they did not secure in that way they purchased. They have also purchased the St. Lawrence Power Company, and all the land in that vicinity. Therefore, when the dam is placed across the river at this particular point the Company will own everything except the bed of the river on the Canadian side. Now, if I understand the Constitution of the United States with reference to Treaties, this Company would have the right to appeal to the courts in case of any dispute; therefore I urge that in making an arrangement with the United States every precaution should be taken by our Government in order to be sure that we are protected.

I am giving you some of the reasons why I fear what may happen. If the canal is built on the American side, as was recommended or suggested by the Joint Engineering Board, three of the locks—one at Crysler Island and two at the Long Sault Rapids—will be on the American side of the river. According to the Treaty of 1909, whatever rate the marine of this country has to pay in tolls for the use of our canals has to be paid by the shipping of the United States; and for the use of their canals we have to pay the same rate that they charge their marine. There would be very great danger, therefore, if this canal were owned by the Aluminum Company—especially in case of any dispute between Canada and what, apparently, would be the United States, but what in reality would be the Aluminum Company—because they could impose such a rate of tolls as would practically destroy our St. Lawrence waterway. That is another reason why I say the Government should take every precaution.

Up to the present we have had control of our own waterway all the way from Port Arthur to Montreal. When I say that, I mean that whenever a vessel has come to an obstruction around which a canal has been built, the locks having been on our own side of the boundary, our vessels could go through them without interference on the part of the United States or of any private corporation. If we adopt the scheme that has been suggested, either the one-stage or the two-stage scheme, the only places where there would be any obstruction on the United States side would

be at Crysler Island and at the Long Sault Rapids. In the Committee two of the engineers who were on the Joint Waterways Commission were asked if it would be possible to build this canal on the Canadian side of the river and secure the same results as if it were built on the American side, and I think I am right in saying that both of them answered that it would, but that the cost would be \$3,500,000 more. The extra cost was the only reason, so far as I remember, for the decision to build the canal on the American side. In other words, it was a matter of economy. I would like to suggest that it should be remembered when this matter is being finally considered, either by the Government or by Parliament, that it would be better for us to pay the extra \$3,500,000 and have the ownership and control within our own country, thus avoiding any possibility of trouble and the danger of not keeping on good terms with our neighbours across the line.

But there is another phase of this question. We in Ontario—and I suppose this applies also to Quebec—have been anxious to get power. For twenty years we have been trying to develop power. We look for a great future in Eastern Ontario, say from Toronto east, by reason of the development of this large amount of power at Beauharnois and on the International Section. Now, the evidence is that 2,200,000 horse power will be developed on the International Section. The engineers have decided that half of that amount will go to the United States, and half will come to Canada. But they have placed the power house and the works on the American side. That it seems to me would not be satisfactory to Ontario or to Canada. So far as Quebec is concerned, it is all right, because all the power to be developed and all the works to be built in that section are in the Province of Quebec. But if this power house on the International Section is built on the American side of the river, we will be at the mercy, not of the United States Government, but of the Aluminum Company, and we would not be in such an advantageous position as if the development took place on our own side of the river. Therefore, so far as that matter is concerned, I urge that each country should have its own power plant on its own side of the line, and I would impress upon the Government the importance of seeing that that is done.

At yesterday's meeting, I think it was we had as a witness another of the engineers of the Joint Commission, and in addition to the questions that I have already mentioned about