

between the United States and Canada from the tide-water on the Atlantic coast to the head of the Great Lakes for deep-water navigation and transportation purposes, for fishing purposes and for power purposes, and also to secure the most advantageous use of the shores and harbours on said lakes, connecting waterways and rivers, in connection with such deep waterway navigation and transportation purposes, is it practicable, feasible and desirable for the Government of the United States and the Government of the Dominion of Canada to adopt any plan for the co-operative and concurrent improvement of these navigable and boundary waters, either by concurrent or reciprocal legislation or by special agreement between them to the extent of constructing and developing a deep waterway for ocean-going vessels of ordinary draft throughout said lakes, connecting waters, and rivers?"

No answer to the foregoing despatch is of record, further discussion of the question evidently being postponed until after the war.

1920—January 21. The Governments of the United States and Canada referred to the International Joint Commission for investigation and report, under terms of treaty of January 11, 1909, the question as to what further improvement of the St. Lawrence between Montreal and Lake Ontario was necessary to make the same navigable for deep-draft vessels of either the lake or ocean-going type, what draft was recommended and estimated cost; whether by locks and dams or by side canals, or a combination of the two; what combination of navigation and power was calculated to obtain the greatest beneficial use of the waters of the river; on what basis should the capital cost be apportioned between each country, as well as the costs of operation and maintenance. Questions as to regulation and control were included, also as to effect on the development of the resources, commerce and industry of each country and likely resultant traffic.

For the United States, Colonel William P. Wooten was designated to co-operate in the engineering study, while for Canada the late W. A. Bowden, chief engineer of the Department of Railways and Canals, acted in a similar capacity.

1921—June 24. Messrs Wooten and Bowden reported to the International Joint Commission:—

"That the physical conditions (on the St. Lawrence) were favourable for improvements for navigation which would be permanent, and would have very low upkeep costs;

That improvement of the entire reach from Montreal to lake Ontario for navigation alone would be feasible, but the loss of the power that could be generated as a by-product in some reaches would not be warranted;

That the development of nearly all the potential power in the river, amounting to approximately 4,100,000 horse-power, could be made as co-ordinate parts of the schemes for the improvement of navigation;

That the simultaneous development of such a vast quantity of power would not be a sound economic procedure as a market to take this output is not now in existence and cannot be expected to spring into being at once;

That the sound method of procedure would be to improve for navigation along those reaches where side canals and locks could most