

taken until such time as the Dominion shall have had opportunity to recover from the heavy financial burdens imposed by the war, by our railway obligations growing out of the war, and by the necessity, since the war ended, to find the large sums required for needed public works throughout the Dominion."

"We are of opinion, however, that an arrangement might be made which would make possible the undertaking at little, if any, public expense, so far as Canada is concerned. The St. Lawrence, between Montreal and Lake Ontario, consists of a national and an international section, and, with the exception of the Welland Canal, the international problem continues throughout to the head of the Lakes. We believe that the first concern of this Committee should be, and of the Government will be, the national aspects of the proposed undertaking, and we regard it as most desirable that the initial development take place in the purely domestic section of the river lying within the Province of Quebec. We believe that if a reasonable time were permitted in which to enable the resultant power to be economically absorbed the development of this national section would be undertaken by private agencies able and willing to finance the entire work, including the necessary canalization, in return for the right to develop the power."

DISSENTING VIEWS.

42. Two of the members of the National Advisory *Council* Messrs. Beaudry Leman and Adelard Turgeon - filed dissenting observations in regard to some of the features of the Report. Their observations are in part as follows:

"The project is of broad national importance to the whole of Canada in its relation to navigation, whilst affecting more particularly the provinces of Quebec and Ontario in its relation to the development and marketing of power."

"Canada should distinguish between improvements wherein the interests of navigation predominate (although power will be developed incidentally thereto) and which