

waters on either side of the line. . . shall be made except by the authority of the United States and. . . Canada within their respective jurisdictions and with the approval of the International Joint Commission."

By these provisions the power to initiate plans for the deepening of channels, the construction of breakwaters, the improvement of harbours, and the like, is left to the respective Governments on their own sides of the line, provided that the results "do not materially affect the level or flow. . . at the other. . ." in which case the plans must be submitted to the Commission for "approval".

Article IX of the Treaty of 1909 provides that "any question. . . involving the rights, obligations or interests of either in relation to the other. . . along the common frontier shall be referred. . . to the International Joint Commission for examination and report, whenever either. . . the United States or. . . Canada shall request. . . ."

It was pursuant to these provisions that, in January 1920, the question of the further improvement of the St. Lawrence River between Montreal and Lake Ontario for navigation and power was referred to the Commission for examination and report; to assist in the consideration of the engineering aspects of the matter, a board of engineers with a representative from each country was set up to report to the Commission.

The Commission and the engineering board gave careful study to the matters which had been entrusted to them and, after the conduct of a most comprehensive series of public hearings in both countries, so that "all parties interested therein" should "be given convenient opportunity to be heard. . .", the Commission reported recommending the project and put forward the principles which should govern the evolution of the final engineering plans, the allocation of costs as between navigation and power, and the incidence of these costs as between the two countries. The Commission recommended that the Governments of the United States and Canada should enter into a treaty for a scheme of improvement of the St. Lawrence River between Montreal and Lake Ontario accordingly.

This report was rendered in December 1921 and since then, that is for 30 years, the matter has been before both Governments in an endeavour to negotiate and obtain approval for the treaty or agreement recommended by the International Joint Commission.

Up to 1928 there was little disposition in Canada to proceed because it was felt that we were perhaps still overburdened financially as a result of World War I. However, from then on the situation changed and ever since the project has had the full support of Canada. Forceful statements to this effect have been made repeatedly by the Prime Minister and other Ministers, which have made it clear that our country continues to stand ready to go on with the St. Lawrence project for navigation and power on the basis of the agreement to share the costs negotiated in 1941 whenever the United States will be willing to proceed.

This procedure is preferred not because Canada might have any difficulty in financing the work which