

Wales to Canada as ballast, and because there is no protection the foreign coal is coming in here? Also, will not the same appeal that my honourable friend makes for slack coal apply to all grades mined in that territory?

Hon. Mr. CASGRAIN: The honourable gentleman is perfectly right. Very often boats do come out with coal ballast, and they are glad to take it too. I have seen wheat used as ballast. I have seen Allan liners leaving Montreal carrying wheat as ballast, and they have gone to Liverpool and have come back carrying the same wheat. But the fact remains that it is a great pity. If the Government could do its share, and the miners could do their share, it would help the situation. It is time we got together. They would get steady employment and at the end of the 365 days they would have more money than they now get working spasmodically. At present no coal company in Cape Breton can work all through the winter stacking coal, as they call it—piling it up—because it has to be moved once more when it has to be shipped. So, during the winter time work is slack because there is no money in it.

With regard to the steel industry, which uses lots of coal, what is the situation? Belgian rods are coming into St. John, N.B., cheaper than they can be made here. When rods were made in Cape Breton it took nearly four tons of coal to make a ton of steel, and now that industry is gone too, and the Maritime Provinces are suffering very much. I take this opportunity of expressing the wish that during the present Session something may be done to relieve that most difficult situation.

Now, as to the ships on the Great Lakes—and I am sorry the honourable gentleman from Simcoe (Hon. Mr. Bennett) is not here—it is not a very pleasant outlook either. People who have paid one hundred cents on the dollar for their stocks have not been getting any dividends for the past four years. This is surely not because these ships are making too much money. Honourable members of this House should understand very well by now that carrying in Canadian bottoms on the Great Lakes is not very profitable. In May, and perhaps for the first week in June, these ships are employed in taking down all the wheat that was left over from the previous fall. It does not take very long to carry that wheat down. At the end of May, or by the second week in June, the wheat is all down, and what are those ships to do all summer? Our ships are not allowed to go to American ports, to the Mississaba range, for instance, and load up; nevertheless, in the fall of the year our Government sometimes suspends the coasting laws and allows the American ships

Hon. Mr. ROBERTSON.

to do what our Canadian vessels are not supposed to do. Only two years ago that was done, and such a congestion was created that the Canadian boats lost a trip.

That is a pretty blue picture. Let us look at the other side of the medal now. That conditions in this country are very much better, there is no doubt. We have witnesses to that in two of our greater institutions, who say they have had the very best year they have ever had. If you read the annual review of the Montreal Herald, you will find letters from secretaries of boards of trade and chambers of commerce, and mayors of various towns, who all agree and write letters speaking of the progress made during 1924. These people never saw each other and could not possibly have conspired together to make false reports. There are letters from British Columbia and from the Maritime Provinces, and there are letters from central Canada. They all say that the year 1924 was the best they have ever had, and they name the improvements that have been made in their particular localities during that time. So things are getting better in the country, and if the few suggestions that I make just now are heard by the Government I think things will be infinitely better.

But there is one question that is paramount, the most serious question that has ever engaged the attention of the Parliament of Canada, and it has to do with what is taking place every day of the year. I am referring to the diversion of water by the Sanitary District of Chicago. That diversion means that our birthright has been interfered with, that the St. Lawrence river has actually been depleted—that the navigable capacity of the Great Lakes and the St. Lawrence river, and of the port of Montreal, is being impaired by a mighty foreign power in order in the first place to provide sewage facilities to the city of Chicago, and eventually to empty the water into the Mississippi river. When I learned that there was a case before the Supreme Court of the United States in regard to this question, I thought that the United States would argue against the Sanitary District of Chicago. I have before me a brief of the case in the Supreme Court of the United States, October term, 1924. It is the Sanitary District of Chicago, Appellant, against the United States of America, Appellee. This document that I have in my hand is the brief of the argument of the appellant. Here I have the brief of the appellee, the United States of America. You can see from the way in which the book is worn that I have gone through it many a time. In it you will find that Harlan F. Stone,