

2. OBSERVATIONS UPON THE REPORT OF THE CANADIAN NATIONAL ADVISORY COMMITTEE, BY CERTAIN OF ITS MEMBERS.

The undersigned, members of the Canadian National Advisory Board on the St. Lawrence Waterways Project, although in accord with many of the recommendations made by a majority of the members of the Board, regret their inability to concur in certain essential features of the report of the majority. They beg leave to respectfully submit their views and advice as follows:—

1. This project has been investigated by Mr. W. A. Bowden and by Col. Wm. P. Wooten, who submitted their report in 1921; after study of this report the International Joint Commission made its recommendations to the Governments of Canada and of the United States; the question was afterwards referred to a Joint Board of Engineers, comprising three Canadian and three American Engineers, which has submitted its report, dated November 16th, 1926, and from which report the conclusions and figures hereinafter submitted have been drawn.

2. 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.

TECHNICAL FEATURES

3. Geographic and physical conditions would indicate that the St. Lawrence River is the natural channel through which the vast territories tributary to the Great Lakes should find an outlet to the sea.

4. It would appear advisable to follow in their general outline the plans submitted by the Joint Board of Engineers, subject to such changes as further investigations may render desirable.

Differences of opinion exist between the Canadian section and the United States section of the Joint Engineering Board with regard to the best plan of development of the International Rapids Section. A reconciliation of these differences of opinion may be obtained by referring the matter back to the Joint Engineering Board, enlarged by the addition of two or more members. These new members would be selected having in mind their knowledge of the special conditions arising in the Province of Ontario and their general qualifications to advise upon the proper regulation of the St. Lawrence River, as these matters are amongst the important ones upon which the differences of opinion have developed.

In the Soulanges Section various alternative plans of improvement have been investigated. Having in view the most efficient power development in this section it may be considered advisable to cause additional investigations to be made in order to definitely establish whether the three stage plan of development is the best or whether a two stage plan of development at Pointe-a-Biron and Cascades might not be more profitable ultimately. The latter project would eliminate the second stage of development under the recommended plan and would avoid using the canal for both navigation and power purposes.

5. The recommendations of the Joint Engineering Board as to the depth of locks, canals and channels may be accepted as providing for the time being the necessary facilities to navigation, but should the United States Government desire to act upon the suggestions made by a number of its advisers and