

ST. LAWRENCE SEAWAY: Speaking in Quebec City on January 21, the Minister of Transport, Mr. Lionel Chevrier, envisaged opening up a new waterfront area along the south shore of the St. Lawrence River at Montreal which "would stimulate industrial development there", as a result of the construction of the St. Lawrence Seaway and Power project. The Minister was addressing a dinner meeting of the Canadian Electrical Association and described the various hydro-electric possibilities of the whole project.

Stating that "Canada now proposed to build the Seaway herself from Montreal to Lake Erie", Mr. Chevrier said that "present plans assume a power development in the International Section of the St. Lawrence, and hence the whole project hinges on the authorization of New York to act with Ontario in that development."

"The United States Federal Power Commission has approved the necessary licence to the Power Authority of the State of New York, but opponents have appealed that decision to the courts. The matter is presently before the Court of Appeals for the District of Columbia, and from there we expect that it will be taken to the Supreme Court." In these circumstances,

pointed out Mr. Chevrier, he could make no comment "other than to say we hope it is disposed of by both courts in time to permit a start on actual construction next summer".

Mr. Chevrier reiterated the Government determination to build an all-Canadian seaway. He pointed out that "we are committed to consider any firm proposal for U.S. participation that would not upset present power plans and would not unduly delay completion of the seaway", and referred to the Wiley bill as being "such a measure". But, the Minister added that unless it is approved by both Houses of Congress before Canada is in a position to start her own canals, "the long history will end with an all-Canadian seaway".

Discussing the overall plan of the St. Lawrence Seaway and Power project, Mr. Chevrier pointed out that some 10,200,000 horsepower could be developed in the Niagara and St. Lawrence Rivers. All of this power, he said, was Canadian "except for 2,400,000 horsepower at Niagara and 1,100,000 horsepower in the International Rapids Section". He pointed out that "out of the total potential of 10,200,000 horsepower, about 3,500,000 have been developed, or about one third".

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AVERAGE WAGE RISE: Wage increases in some industries and seasonal changes in industrial distribution resulted in a small rise in average weekly wages in manufacturing at the beginning of November to \$56.88 from \$56.69 a month earlier, according to an advance statement released by the Dominion Bureau of Statistics. The average work-week was insignificantly lower at 41.4 hours as compared with 41.5, and average hourly earnings rose to 137.4 cents from 136.6 cents.

STRIKE TIME LOSS LESS: Time loss through work stoppages arising from industrial disputes in 1953 was less than half the figure for 1952, according to a preliminary summary of strikes and lockouts for 1953, released by the Minister of Labour. He pointed out that total time loss in 1953 was 0.13 per cent of the estimated working time of non-agricultural wage and salary workers in Canada, as compared with 0.29 per cent during 1952.

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