

MacArthur Lock, opened in 1943 which has a depth of 31 feet. Over and above that, the United States has deepened the river channels in a series of successive programmes. The result has been that today there exists in the upper region a channel for downbound traffic of 25 feet and a channel for upbound traffic of 21 feet, extending from Duluth and Fort William, at one end of the Lakes, to Prescott.

The continued improvements for navigation above Lake Erie came largely in response to the demands of the iron ore trade. Last year the five locks still in service at Sault St. Marie passed a total of some 106 million tons, over 80 million of which was iron ore.

The iron ore ranges near Lake Superior would not have reached their present development were it not for the limestone near Lake Michigan and the coal near Lake Erie. Neither would the present steel centres be producing the great volume of comparatively cheap steel. But something more was needed. It was deeper navigation. It was large channels that were required for the additional trade. It was the canal and channel development which made cheap water transportation a reality.

The boundary line which separates Canada and the United States follows by treaty the 45th parallel of latitude until it strikes the St. Lawrence River at a spot a short distance east of Cornwall, and from thence, for a distance of 115 miles westerly, it follows the middle of the stream until it strikes the foot of Lake Ontario. Because the Long Sault Rapids in the International Rapids Section of the River St. Lawrence—about which much will be said, in this debate—are in what is known as international waters, in order to develop those rapids it has therefore been necessary to seek the concurrence of both countries. Since 1895, Canada and the United States have co-operated in a series of investigations. They have covered both the engineering and economic aspects of the project. No other project of comparable size has had the benefit of such careful scrutiny and such complete engineering data. Every report has favoured the development of deep draft navigation in the St. Lawrence River, and from an early date all have recommended a power development in the International Rapids Section as an integral part of the project.

### **Extent of Project**

What then, sir, is the proposed Great Lakes-St. Lawrence Seaway development? It is a 2,000 mile channel, 27 feet in depth, extending from the Atlantic seaboard to the heart of the North American continent. Coupled with this is a large power development at two sites at least, if not three. The first is in the International Rapids Section of the St. Lawrence River, where it is proposed to develop jointly with the United States 2,200,000 horsepower of electrical energy, one-half of which will belong to Canada and the other half to the United States. The second is in the Soulanges Section, where power development is already far advanced and where the Beauharnois installations will reach 1 million horsepower before the end of this year, with an ultimate expansion to 2 million horsepower when the installations are fully completed. The third site is the Lachine Section, where a projected 1,200,000 horsepower development might well be installed.

The Great Lakes-St. Lawrence Seaway must first of all be distinguished from the St. Lawrence Ship Channel, which is a channel 35 feet in depth extending from the port of Montreal to a point 30 miles east of the City of Quebec. This channel has been deepened at substantial cost by the Federal Government in order to bring deep-sea navigation into the port of Montreal.

The St. Lawrence Seaway should also be distinguished from the Great Lakes-St. Lawrence Basin. This is a vast drainage system covering an area of 678,000 square miles, of which almost 500,000 are in Canada and 185,000 in the United