

when Canadians went over to London to demonstrate that we in Canada were not able to settle our own affairs at home.

Mr. Green: May I ask the Prime Minister a question? Has he the figures for the appeals direct from the provincial courts to the privy council? Many of the appeals from British Columbia go right from the court of appeal to the privy council.

Mr. St. Laurent: I know. I have long deplored this apparent tendency of the litigants of British Columbia to take their disputes to the privy council instead of taking them to the supreme court at Ottawa, but I did not go into that because that did not appear to me to have any bearing upon this fear that what we were proposing was something that was going to be a menace to the autonomy or the prerogatives of the provincial governments.

Mr. Drew: I just want to put the record straight. It has nothing to do with the merits of the proposition that is being discussed. I am interested in the statement that there were no constitutional issues involved, in view of the fact that I have a vivid recollection of the Canada Temperance Act appeal being decided within a very recent period.

Mr. St. Laurent: I said that in the five cases where the appeals were successful there were no constitutional issues between the dominion and the provinces. In all cases where there were constitutional questions between the dominion and any of the provinces the judgments of the supreme court were affirmed as rendered here in Canada.

The next paragraph of His Excellency's speech has to do with navigation and power of the great lakes-St. Lawrence basin, and I am very glad to know that the leader of the opposition is in full agreement with our policy to press forward for that as speedily as results can be hoped for. Here I wish to compliment the hon. member for Essex West (Mr. Brown) on his modesty when he was speaking of the results of this development with respect to the Canadian economy. He spoke of there being a drop of 85 feet which would be capable, in addition to its benefits to navigation, of producing 2,200,000 horsepower, to be divided one-half to our United States neighbours and the other half to the good people of the province of Ontario. That is quite true, but it is only a part of the truth. That drop of 85 feet is the drop in the international section; but the complete drop from lake Superior to the port of Montreal is something over 550 feet, and the horsepower

The Address—Mr. St. Laurent

involved in the project to develop this basin for navigation and power purposes is of the order of something like five million.

There has already been developed in the Soulanges section by the Beauharnois power company, now controlled by the Quebec hydro, 750,000 horsepower, which has been at work for a number of years, and there is in process of development there an additional 500,000 horsepower, which will be ready at a very early date, making the power for the Quebec hydro from that development a million and a quarter, which can be increased by using over that head in the Soulanges section some of the water that is now being used less efficiently in existing plants. That will be done some day, so that the Beauharnois project will then be turning out two million horsepower.

At the time the project was considered, and even at the time the agreement of 1941 was entered into with the United States government, subject to ratification by congress and by this parliament, the Lachine section was looked upon as offering too costly a proposition for economic development.

Just about a year ago a commission was set up by the federal government to inquire again into the possibilities of developing the Lachine section. In October last the Minister of Transport (Mr. Chevrier) distributed the report obtained from that commission which was presided over by Mr. Henry and composed of Dr. T. H. Hogg, Mr. Arthur Surveyer, Mr. Guy Lindsay and Mr. C. W. West. In this report they came to the conclusion that there is 1,200,000 horsepower which can be developed just below the Victoria bridge in the city of Montreal at capital costs a little higher than the costs of the capital installations in the other section of the St. Lawrence, but that, in view of the fact that it will not be necessary to have huge transformers to step up or step down this power, and it will not be necessary to have transmission lines to make it available to consumers, and there will be no losses in transmission, the cost of that power to the consumer will not be any higher than the cost of the power from the international section to the consumer of Ontario. So that here we have in this project, in addition to the navigation facilities, the opportunity of there being made available to the industries of these two central provinces of Canada something over three million horsepower.

The leader of the opposition knows better than I do that the increasing demand for power in his province is at the rate of one hundred thousand horsepower a year, and that, without the one hundred thousand horsepower a year, the development which is