

we are to have progress. Then, too, we must protect the rights of individuals, including the right to succeed.

Under the heading of prevention of idleness I think it would be appropriate to refer to yesterday's press report of a message that President Truman sent to the United States Congress. The report said, in part:

Seeking approval of a Canadian-United States agreement of March 19, 1941, to build the Great Lakes-St. Lawrence seaway and develop hydro-electric power from the project, he said experience had shown beyond question that the prosperity and defence of the two countries "are closely linked together".

His message followed joint resolutions introduced in the Senate and House of Representatives Tuesday, proposing approval of the agreement.

In a message to the legislators, Mr. Truman said that opening the Great Lakes to ocean navigation and developing 2,200,000 hydro-electric horsepower, as the project envisions, would:

1. "Furnish lucrative employment to many thousands of our people."
2. "Make it possible to utilize our war-expanded factories and shipping facilities in the development of international economic co-operation and enlarging world commerce."
3. Increase consumption of electricity which "will mean more jobs, more income and a higher standard of living".

Mr. Truman noted in his message that Canada, in expectation that the United States would go through with the agreement, has already built more than half its share.

Down in the Maritime Provinces our people are not sure how they regard the St. Lawrence waterways scheme, but I think that under certain conditions it might be greatly to their benefit. In coastwise shipping Canada is controlled by the merchant shipping agreement, which provides for reciprocity with low-standard-of-living nations. We have no reciprocity with the United States in coastwise shipping, but I do not see how we can carry on the commerce of the St. Lawrence waterways in future without such reciprocity. Nova Scotia is a province surrounded by the sea. Many of her young men, especially those who are being demobilized from the Navy, are naturally looking for employment as sailors. In the past it was her sea-going trade that made her great, and in my opinion that will be necessary to make her great in the future. If we can make with the United States a reciprocal agreement for coastwise shipping, Nova Scotia may again come into her own as a very prosperous province on the eastern coast of Canada. I believe this is an opportune time at which to negotiate with the United States for such an agreement. I regard the matter as being very important, and I commend it to the attention of the honourable leader of the Government (Hon. Mr. Robertson).

Hon. Mr. KINLEY.

An important problem facing us just now is that of Dominion-Provincial relations. We all are familiar with that wonderful document known as the Sirois report. I believe that the persons who prepared it rendered a great service to Canada. Nevertheless, I feel that because of the extensive wartime changes in the financial burdens as between the Dominion and the provinces, that report is now a bit outmoded. During the war the activities and responsibilities of the provinces were much restricted, and as a result provincial treasuries were able to build up surpluses. It seems to me that the first duty of Canadians is to make Canada a great country. When the representatives of the provinces come here for the next Dominion-Provincial conference it should be made clear to them that the wartime expenditures assumed by the Federal Government constitute a burden which, but for the virility of our citizens and the vastness of our natural resources, would stagger a country much larger than Canada. I hope that at the conference the provincial premiers will not permit any matter of political advantage to outweigh considerations designed to make our country strong.

Now I want to say a word about labour. For more than thirty years I have been an employer, and I have always had cordial relations with labour. I think that readjustment is going to be difficult. Labour is asking for shorter hours. Well, it seems to me that science and machines should make shorter hours possible. I do not see why under modern conditions men should have to work throughout daylight in order to make enough to live. We have advanced too far for that, and we ought to try to reduce the daily working hours in Canada. In endeavouring to make it possible for men to earn a living wage, as I think they should, there are certain conditions which must be taken into account. It is necessary, for instance, that a price ceiling be maintained. So you must co-ordinate the price ceiling with wages; you cannot have them out of line.

During the six years of war, conditions were such as to almost amount to the bonusing of industry. Many companies were carrying on their peacetime production to a limited extent, but they all had to take war contracts. These contracts of necessity were largely on a cost-plus basis. When a manufacturer went to the Prices Board and said, "I am manufacturing peacetime goods at a loss," he would be told, "Yes, but your over all profit is all right and we are not going to change." The manufacturer could say, "Yes, but the day will come when we cannot lean on this war con-