

*Canadian Centennial*

I regret that the hon. member for York West has seen fit to interject a political note in his discussion of this resolution. I would have thought that following the lead of the hon. member for Winnipeg North Centre who because of the national character of the committee felt that he should cite prominent persons, who are neither of one political faith nor the other, in support of his resolution, the hon. member for York West would find himself in agreement with this resolution.

In any event, I want to take advantage of this opportunity to deal with another matter that has been engaging the attention of the country for some time, a project of national and international importance, a project which has contributed greatly to the social and economic development of our country. I refer, of course, to the great lakes-St. Lawrence seaway. I think the resolution now before the house is an opportune time to deal with it, first, because it took almost a century before it was possible to obtain approval of this great project and, next, because I am sure, and I hope the Minister of Transport (Mr. Hees) will agree with me, that it may be some time before it will be possible for me to discuss a matter of this nature on his estimates. They are not yet before the house and it may be some little time before they are. Let me say at once that I am pleased the minister saw fit to be in his seat while I participated in this discussion.

It seems to me, sir, that arising out of this resolution are some suggestions that I could profitably make. I should like to make to the Minister of Transport and to the government eight suggestions which are offered in no critical sense but in a constructive sense, eight suggestions which I believe will enhance the value of the project now under construction and which too will be of benefit to the country at large. But perhaps, sir, I may be allowed first of all to say something of a general nature about the project itself.

The St. Lawrence seaway is first and foremost a great engineering project. It is a great engineering project because dams are being built across rapids, power structures are being built many feet below the bed of the river, channels are being excavated through islands in the St. Lawrence and the whole regimen of the river in an area comprising 50 miles in length by three or four miles in width is being changed. It is also a great social achievement because in the area that I mentioned we have communities that are being inundated, two towns and six villages, churches, cemeteries, schools, whole communities that are being wiped out. I believe 23,000 acres are being flooded and

about 6,500 people have to be moved. But it is significant that on a new shoreline on both sides of the international boundary line are arising new towns, new communities, modern and up to date in every sense and, what is equal to that, parks and parkways are being built on both sides of the international boundary line.

But the seaway is still more than that, sir. It is an international project. It is one thing for governments to get together and decide upon a course of conduct but it is another thing to put that governmental decision into execution. In order to do that, there are no less than four and perhaps more international bodies composed of an equal number of Canadians and Americans that are working in co-operation and collaboration with each other to put the decision of government into effect. There is the St. Lawrence river joint board of engineers which has jurisdiction over the construction phase of the power development. Their duties involve the approval prior to construction and supervision during construction of all works proposed to be constructed by the Hydro Electric Power Commission of Ontario and the power authority of the state of New York.

There is the international St. Lawrence river board of control whose objectives have been defined in the order of approval of the international joint commission and whose duties relate to water levels, the flow of water in the international rapids section and the regulation of the discharge of water from lake Ontario.

There is also the international lake Ontario board of engineers, appointed by the international joint commission, to study the level of the water. They have recommended a rather technical and complicated plan but one which I believe is being put into effect successfully.

Lastly, there is the international joint commission, a body that has been dealing with boundary water problems of this character for over 40 years, and it was, therefore, only logical that Canada and the United States should finally decide as they did that this was the proper medium through which to launch the power and seaway projects.

I mention these four boards which are putting into effect the decision of the Canadian and United States governments because it gives one an example of the co-operation and good will which can exist between two nations when they want a project of this nature approved. May I say just one word about the benefits which I believe will enure to the Canadian economy before I come to the suggestions. The first benefit is power; 2,200,000