

does not appear to be a matter of right. It is considered as a factor in the compensation and is awarded in proper cases.

How is the problem being attacked?

Under present arrangements this three-fold problem falls to the Province of Ontario and the Ontario Hydro Commission. I want to make it quite clear that anything I have said this evening is not submitted as a solution. It is submitted simply to draw your attention to the magnitude of the problem.

The communities concerned and Ontario Hydro are tackling the problem with vigor and foresight. Most of the communities have committees or organizations canvassing for facts, getting planning advice, assessing requirements and resources. The Hydro Commission has established an advisory committee with representatives from the various provincial departments concerned, and also from the C.N.R., and an authority on community and regional planning has been engaged. With mutual co-operation and understanding the final solution should be a credit to all concerned.

Conclusion

Let me conclude by summing up my remarks in a very few words. Water transportation has played a large part in the growth of Canada from its scattered colonial beginnings right up to the present. It provides a basic support for much of the Canadian economy today, and is particularly important in the bulk movement of grain, ore, coal, and forest products. Low-cost hydro power is the basis of successful Canadian production in many other industries serving domestic and world markets. With its wide significance in both these fields the St. Lawrence Seaway and Power Project is the greatest vehicle of resource development presently before us. Its completion is a matter of urgent necessity if Canada is to realize the full promise of the future. We in the government believe not merely that it can pay its own way, but that the benefits to this country will far outweigh its original cost.

More traffic now passes through the locks at Sault Ste. Marie in a season than passes in twelve months through the Panama and Suez Canals put together. The traffic foreseen for the new canals -- and for the Welland -- will also far outrank that on any of these famous canals. The building of the Panama Canal through the Isthmus of Panama, the construction of the Suez Canal linking the Mediterranean with the Red Sea, were logical projects. They were the inevitable and the right thing to do, and would have been justified even at several times their cost. On the proposal to construct the Deep Waterway in the St. Lawrence River to link the Great Lakes to the Atlantic Ocean, the verdict must be the same.