

Supply—Transport

So when an hon. member from Nova Scotia says that the item today is for a preliminary survey, I wish to bring him up to date. I remember well when in 1927 a complete survey was being made under the Canadian chairmanship of the late General Charles Mitchell, then head of the school of practical science at the university of Toronto. I remember the fact that at that time he was working in closest co-operation with the United States army engineers. I believe it was from those surveys it was decided that the Barnhart island dam should be provided for the international section of the St. Lawrence system.

Nothing could more definitely typify the great waste of a great natural resource God has given Canada than to see the mighty waters of the St. Lawrence river flowing by our doors every second of each day, for 365 days in the year.

Mr. Wylie: We also have water going by our doors, in the South Saskatchewan river, that is going to waste.

Mr. Fulford: Can you produce 1,100,000 horsepower of electrical energy at one place out in western Canada? Can you produce that out west? In the county of Leeds we will not benefit materially from the navigation end of the St. Lawrence seaway, but we will benefit tremendously from power development. We hope we are looking at this matter in a broader sense than that of just looking after our own interests. We realize that in bringing shipping of the world up to the head of the great lakes it would be of great advantage to this great dominion of ours. Every farmer in the west stands to benefit from it through lowered freight rates. The manufacturers in the east will also benefit. There is hardly a class or a community in Canada that will not benefit materially.

I have always believed in the old adage that what is good for the whole is good for any one part. I cannot see how the argument we have just heard from the maritime provinces is valid. They say that they fear they will lose their shipping. They will still get the shipping they get now during four months of the year—and that is a virtual monopoly and will continue to get it anyway, when the ports are closed on the St. Lawrence. No system has been devised of keeping the great lakes ports open twelve months of the year.

Then, the great ore deposits in Labrador and northeastern Quebec cannot be properly developed and utilized until the great smelters along the great lakes are utilized to the full, through the ore that will come from that section. We need only think of the tremendous amount of \$360 million invested

[Mr. Fulford.]

in a railway to bring ore from the fields to Seven Islands harbour.

If we can believe what geologists tell us, the development in that Labrador and north-eastern Quebec section represents the greatest iron ore find of the ages. Certainly Seven Islands harbour is much nearer Glace Bay and other ports of Nova Scotia than it is to any port on the great lakes. Naturally all the ore that will be necessary will find its way there, to Nova Scotia. Then, added to that, this vast ore body will be supplying smelters on the great lakes.

In spite of the evidence being given in the United States congress I am told on reliable authority that good grade iron ore is running out in the United States. We know the end is in sight in the great Minnesota Mesabi range. Is it conceivable that a great plan like this can be held up in Canada? We at present are seeing the actions of certain vested interests in our neighbour to the south of us, and I am afraid that some of the arguments I heard this afternoon in the committee sounded very much like the argument we hear to the south of us, in the capital of the great United States of America.

Mr. McCulloch: The maritime provinces have shipped all the year round from Halifax.

Mr. Fulford: I shall clarify what I meant. I meant to say that there will be four months of the year in which the maritime provinces will have exclusive shipping.

Mr. Murray (Cariboo): In British Columbia we would have twelve months.

Mr. Fulford: I do not think British Columbia has anything to fear from the St. Lawrence deep waterways. Indeed, that province has everything to gain from it. I would plead therefore with the minister, in as strong language as I can use, that every conceivable consideration be given immediately, as a result of these surveys, and that through our Department of External Affairs strong representations be made to United States authorities to see that this long-kicked-about football is taken out of the realm of petty politics and placed where it should be placed, for the betterment and well-being of the Dominion of Canada and the United States.

Mr. Stuart (Charlotte): Mr. Chairman, apparently quite a debate is developing on this item. As some maritime members have made a few remarks, I should like to point out that this proposition is causing considerable worry in the maritime provinces. The hon. member who has just resumed his seat has stated that the St. Lawrence waterway must be completed. I do not take issue