

enter the Seaway. I know that you are planning for the future now, and I am sure that the future will be right.

The Toronto area is by no means the only one that may be expected to benefit. The benefits will not be confined to one centre or even one region. I might mention the lusty competition of nearby Hamilton, or the gratifying prospect for Montreal and other river cities. I would draw your attention also to the whole waterfront area from Cornwall to Prescott. It will be near to the new source of power, it will have low-cost water transportation at its door, and it is close to the two mass-markets of Toronto and Montreal. There are other factors than these three that influence industrial location, but these are enough to warrant the suggestion that eastern Ontario can look for a very considerable expansion.

Is the project urgent from the point of view of defence?

From the point of view of national defence, I believe that the development of the St. Lawrence deep waterway is of the greatest importance. Without the construction of the Seaway, the large deposits of high-grade iron ore in Labrador cannot be moved economically and expeditiously to the Great Lakes steel centres. Shipbuilding and ship repair could not be increased advantageously in the relatively well protected Great Lakes shipyards and no relief could be afforded in times of emergency to land transportation between Montreal and the head of the Lakes.

Look at the map of North America, and you will find that the Great Lakes-St. Lawrence Seaway lies almost in the centre of the five physiographic regions of the North American continent. The upper end of the Seaway links the Canadian West to the Atlantic seaboard and the American West to the Port of New York. It joins the wheat fields of Western Canada to the United Kingdom market.

When one realizes that more yearly tonnage passes through one of the bottlenecks in the Upper Lakes region, namely the locks at Sault Ste. Marie, than through the Panama, Suez, Manchester and Kiel Canals put together, this gives some idea of the tonnage that is likely to come through when the development is completed. 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, no matter at what 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 will be the same. If you were to draw a circle having a radius of 75 miles around the Long Sault Rapids, you would have within this circle no less than 6 million horsepower of electrical energy, most of which has been undeveloped. What this will mean to the Provinces of Ontario and Quebec and the State of New York, I need hardly explain to an audience such as this.

We are indeed a fortunate country. Not only have we vast natural resources but nature has given us great rivers and streams surging with undeveloped water power. We have in Canada a potential of 55 million horsepower. About one-third of this is to be found in the Great Lakes-St. Lawrence basin and 6 million of it is within this radius of 75 miles. The production of electrical energy is not an end in itself. But it is a means to an end. It supplies services and facilitates production. The true significances of electric power lies in