

"As to Canada's threat to build the Seaway alone, there are commentators who say that any time a country wants to spend its own money, with no contribution from the United States -- that we must see, if strictly from amazement."

A smug and opinionated remark if I ever heard one. The editorial writer does not make that statement as his own, but neither does he indicate whom he is quoting. But if these nameless persons wish to be so easily amazed, let them look at what Canada has already done in this very matter. Canada has invested about \$100 million in the St. Lawrence Ship Channel below Montreal, has spent or committed over \$200 million in harnessing the St. Lawrence River at Beauharnois, and has built the Welland Ship Canal at a cost of \$132 million. These projects are integral parts of the Seaway or related directly to it, and in terms of physical work they outweigh what remains to be done. They all were built without any help from the United States, as were our successive 9- and 14-foot canal systems into Lake Erie and our canal at Sault Ste. Marie. Completion of the Seaway has been prevented only by obstruction from minority groups in the United States. But if these obstructionists wish to be further amazed, let them in fact give us the opportunity to spend our own dollars on this last link in the Seaway.

Canadians in their turn are amazed at the success of the obstructionist minority in a nation that prides itself on broad vision and prompt action on major projects. You have a well-earned reputation in such fields, which you live up to magnificently even in Europe, with great power and navigation developments financed from Marshall Aid. I think, for example, of the Rhone and Rhine developments, described in your local papers on March 6th, costing far more than the Seaway. These costs will never be repaid to you in dollars, but in a stronger European economy better able to share in the defence of democracy. You might well be proud of this vision and statesmanship. But where are these same qualities when it comes to a project that concerns your own economy and Canada's, your own defence and ours? A project that will repay you every dollar you put into it, whether you share in the power alone or the Seaway as well?

We see no great problem in liquidating the capital cost plus interest during construction. If the project proceeds as an all-Canadian Seaway, for example, the cost of all the works necessary for an international power development would be borne by the power agencies in Ontario and the United States. Based on prices obtaining in December of 1950, the cost of adding the navigation facilities from Montreal to Lake Erie would be about \$250,000,000. The annual charges to cover operation, maintenance, interest and amortization over 50 years would be somewhere around \$17,000,000 at current rates of interest. Tolls to recover this sum would impose only a comparatively light burden on the traffic foreseen.

Look at the Panama and the Suez Canals on a map of the world and you will see the overwhelming logic behind them. Their construction was inevitable, and they would have been justified at many times their cost. On this proposed link between the Great Lakes and the Atlantic Ocean the verdict must be the same. More cargo now passes through the locks at Sault Ste. Marie in a season than passes in twelve months through the Panama and Suez Canals combined. The volume to be carried by the new St. Lawrence canals and by the Welland will also outrank that on either of these famous canals.