

within the powers that we have we will develop them. We will assist, in every way we can, any particular community that can justify the need. I think that is our job.

Mr. FISHER: Just for the sake of the record, I was wondering if that kind of an answer was satisfactory to the gentleman representing those areas that will be affected.

Mr. HEES: I hope it is satisfactory.

Mr. SMITH (*Simcoe North*): I do not think you can make any accurate estimate. We have people who want large package freight docks and such facilities. However, I do not think that until enough traffic begins to move through the canal that we will have any accurate knowledge in respect of the necessary facilities, except in certain obvious places such as at the Lakehead.

However, in regard to the small communities I do not think, until the traffic starts moving through the canal, that you can get an accurate picture of the needs.

Mr. HEES: That is right.

Mr. SMITH (*Simcoe North*): We have had in our own town a very similar case in respect of a controlled access highway—the famous “400” highway. When that was being built the municipal officials at the time cried “ruination”, and said that the businesses were all going to move out and that everyone would be broke. The situation did not develop at all as was expected. It turned out to be the best thing that ever happened to Barrie. All the businesses that were supposed to go bankrupt are expanding.

I feel that we will have a similar experience in respect of the seaway. Except, in respect of Fort William and Port Arthur, which are the vessel terminals, which they have to compete with the traffic from Duluth, I do not think you can really say what is going to happen that will affect places like Collingwood and Midland.

Mr. RYNARD: In regard to that point, would not the fact that we have storage space for wheat in Midland and Collingwood have a reasonable effect on the expected traffic there?

Mr. HEES: I think that the people of those communities themselves are in as good a position to forecast the business that is liable to accrue than we are. If you would like to check with the people in the Department of Transport, I am sure they will discuss the situation with you, and will be able to tell you what the situation is. However, we do not possess, a crystal ball which would enable us to forecast with any accuracy what will take place in the future. I am sure that the officials of the department will give you all the help they can regarding the technical details of this St. Lawrence waterway.

Mr. RYNARD: We all know there is a shortage of elevator space. In these areas of which I speak they sell and store wheat. I would think that it would therefore be possible to pretty well know what ships are likely to come there. In other words, I would assume that there will not be too much effect. That would be my assumption.

I am of the opinion that a survey should be made. I think you will eventually have to make a survey, Mr. Minister, either through your department or through the Department of Trade and Commerce in order to be sure of that point. I certainly am not asking you to give us an answer this morning because I know that would be impossible, but I wondered if an investigation could be carried out along those lines.

Mr. CAMPBELL (*Stormont*): I made the boast in my previous remarks that I did not want to pinpoint the hon. gentleman down to answering, but