

binds us together by the joint development of its power and transportation potentials.

It has become a commonplace with planners that electricity will be to the twentieth century what steam was to the nineteenth century. To the world of tomorrow, the world of electricity and of light metals, the power resources of the St. Lawrence can make an enormous contribution. Again, as with the Alaska Highway, this must be a joint contribution - this will be a joint contribution. Could there be a more deeply reassuring symbol of our joint future than this - that we hold between us, in the St. Lawrence River, one of the tools for building tomorrow's world? Once more, however, the truly thrilling thing is the cooperative idea that makes all this projected engineering possible.

I have spoken of the mental environment, surrounding our cooperative economic enterprises, and of two of the historic ideas which typify that environment, because, I think, it is only against such a background that we may adequately appraise the Hyde Park Declaration, and all the actions resulting.

The Declaration which the Prime Minister of Canada and the President of the United States issued at Hyde Park on the 20th of April, 1941, is the Magna Carta of our wartime economic cooperation. It is clear, short, and to the point. The essence of it is contained in one direct, unambiguous sentence.

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