

communities such as Mille Roches, Moulinette, Wales, Dickinson's Landing, Farran's Point, Aultsville, Iroquois and one half of Morrisburg, will in some cases be from 18 to 22 feet under water. All along the front, for a distance of thirty miles, communities will be submerged. Farmhouses, schools, churches, cemeteries and homes will disappear. These, it is hoped, will rise again on the new shore line, where modern and up-to-date communities will relocate.

What are the regional implications of the Project?

From a human interest point of view one may think first of what it means to the communities that I have just mentioned and the rebuilt communities that may be expected to take their place. One may think too of the magnificent opportunity for parks and landscaping to enhance the scenic beauty of the new shore, and the opportunities for recreational facilities to enthrall residents and tourists alike. It is a great challenge to planning on an unprecedented scale. If the project proceeds on the present basis, with the Canadian power works built by Ontario Hydro, I appreciate that the initiative in this field will be with the provincial authorities. I have no doubt that they will take full advantage of the situation.

One may think too of the impact of the Project on the river-front area during the construction period alone. The basic power development is expected to cost more than \$400,000,000, and the Canadian part of this work will lie entirely within Ontario. The navigation works from Montreal to Lake Erie will cost at least another \$250,000,000 and of this not less than \$110,000,000 will be for works in Ontario. These are large expenditures to be focussed on a comparatively small region. I have outlined to you what they mean in physical works. I leave it to you to picture what they will mean directly and indirectly to the near-by communities.

Looking a little wider afield and a little further into the future, I have no need to emphasize to a group such as yours what this Project will mean to southern-Ontario and particularly to southeastern Ontario. Above all there is the importance of this new reserve of low-cost power. Much of it may come to be used in the eastern part of the province nearer the development site. But at the same time it will relieve the pressure on other power sources and hence release ample reserve supplies throughout the southern hydro-system. Existing and prospective power supplies are important factors in determining the location of many industrial plants, and so is access to low-cost water transportation.

Toronto may expect to benefit on both counts, but perhaps mainly from the assurance of additional supplies of power to meet rapidly growing needs. It is already established as a major industrial centre and as a mass market. The new reserves of power will reinforce this and other advantages offering a great attraction to industry.

The Toronto harbour already is a busy one. Vessel arrivals and departures totalled 4,506 last year, with a record volume of nearly 4,600,000 tons of cargo passing over the wharves and docks. Overseas shipments accounted for 43,000 tons, and the entries and clearances of vessels engaged in the overseas-package freight traffic numbered 236. Port growth should be accelerated with the new traffic that will