

the United States to turn to alternative transportation projects harmful to Canadian ports and prejudicial to any further St. Lawrence development - i.e., the all-American canal from Oswego to Albany, extensive new rail connections between the same areas, and the Mississippi project. The economic feasibility of the St. Lawrence plan, so far as Canada is concerned, would depend largely on the proportion of the cost which the United States would assume. (Its political feasibility may depend on the outcome of United States tariff legislation now pending).

As to power, there is no question of the value of the power available and of the eventual need of Canadian industry for all that can be developed. The chief point requiring consideration is whether it would be required and marketable in Canada when developed. So far as the power in the national or Quebec part of the river is concerned, it may be urged that there are other and possibly cheaper sources available elsewhere in Quebec; so far as Ontario is concerned, there is no doubt that the alternative sources will not long keep pace with the growing demands. In view of the facts⁽¹⁾ that the Canadian market is expanding with great rapidity⁽²⁾, that the construction of the St. Lawrence project would require say ten years to complete, and that⁽³⁾ it would be possible to postpone full development of the Lachine area in Quebec and the Barnhart Island area in Ontario, if desired, and in view of the relatively low estimated cost of the power, the advisability of the project from a power standpoint appears conclusive.⁽⁴⁾

W.L. Mackenzie King Papers

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