

that greatly increased economic development would result from its completion. In the past, transportation has been one of the basic economic problems on this continent, and the improvement of the natural advantages of the Great Lakes - St. Lawrence System has gone far towards resolving some of the difficulties in this field. The successive deepening of the various canals in the system has regularly been followed by an increased flow of goods, taking advantage of the resulting transportation economies. It is argued that the deepening of the present 14-foot canals in the lower part of the system, to accommodate economical deep-draft vessels, would result in a similar development. Industrially, the joint development of power and navigation would encourage expansion and development in the tributary area, and indirectly throughout a large part of Canada and the United States.

Quebec - Labrador Iron Ore Discoveries

A new and important factor in current consideration of the St. Lawrence project, and one which has secured influential backing for the project in the United States, is the discovery of very large reserves of high-grade iron ore in the Quebec - Labrador region. It is believed that the most economical route for this ore would be via the deepened waterway to Cleveland and other Great Lakes ports.

Defence Considerations

The project has also been receiving recent consideration from the standpoint of defence. The arguments in favour of it are many: a short, protected route from the heart of the continent to overseas ports; greater industrial development in the less vulnerable inland areas; greater dispersal of facilities vital to the industrial defence potential; greatly enlarged facilities for the construction of naval and merchant shipping. In this connection, it is interesting to note that the Permanent Joint Board on Defence, United States - Canada, has on more than one occasion recommended the early completion of the waterway and power project.

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