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prevented our two countries from making thoughtful provision concerning the ultimate purposes and benefits of the Highway. In the years to come the Highway will mean to us our greatest opportunity for the real opening up of Alaska; to you it will mean an equally great opportunity for the opening up of that great northwest region whose value to Canada is now just beginning to be appreciated.

This is a thrilling enough prospect, but what makes the Alaska Highway an idea rather than simply a project is the fact that these two developments, Alaska and the Canadian Northwest, can and will go on simultaneously without in any way competing with or conflicting with one another. The best thing for the United States and Alaska is also the best thing for Canada; if we fall short of the best thing for ourselves, you will automatically fall short of the best thing for Canada, and vice versa. The Highway is a common venture but the great dividends it pays do not have to be apportioned between us. Automatically they benefit us both, separately and together.

Turning to that other great Continental idea, the St. Lawrence Seaway, we find similar meeting of interests. The mighty St. Lawrence River, flowing through a land hallowed in the history of both nations, does not separate us as the Rhine separates the French and the German people, but, on the contrary, it unites us, binds our destinies inextricably together. We have undertaken to prove for all time how the St. Lawrence binds