

once, and sometimes twice, thus creating a burden which has long been felt to be intolerable, more particularly as the effort needed to overcome it cannot be regarded with present day facilities for construction, as anything which is really of any very great magnitude.

The latest estimates of costs under the 1941 Agreement between the United States and Canada which is the Agreement presently under debate in the Public Works Committee of the United States House of Representatives, give the total cost as 806 million dollars; Canada's share is 336 million, against which it is proposed we should be given credit for an amount of 132 million for the new Welland canal, leaving 204 million still to be expended by us, principally to provide the navigation facilities in the Lachine section. The total to be spent by the United States is put at 470 million, which it is considered would substantially equalize the costs incurred, or to be incurred, by the two countries in this undertaking of mutual advantage. For these expenditures we would obtain the full benefit of 27 feet depth for navigation from Montreal to Lake Ontario, thus eliminating the troublesome and very expensive and time-consuming bottle necks which now hamper existing traffic, and which would be particularly disadvantageous in the movement of iron ore, which is about to become very important in our defence arrangements.

In addition to thus freeing navigation, the expenditures I have mentioned would provide for the construction of the dams and the complete installation of turbines, generators, and power house equipment to develop 1.1 million horsepower on the United States side and a somewhat larger amount on the Canadian side at the Long Sault Rapids on the international section of the River. The unit cost for power to be derived from these installations is very low, probably about one-third of what the equivalent cost would be for steam plants, assuming steam plants of this capacity could be built at this time and kept supplied with fuel.

In the evidence presented before the House of Representatives' Committee on Public Works in Washington last week, Mr. Charles E. Wilson, United States Mobilization Chief and former President of the General Electric Company, stated that the project for the development of the St. Lawrence was so attractive that if he had been free he would have liked to undertake it as a business venture - and well he might take this view because it is evident that, even without the extra needs brought on by the existing international situation, the power to be generated both in Canada and the United States could be absorbed quicker than it could be developed.

And, as for navigation, recent comprehensive surveys show that the savings on traffic will exceed costs, including those for full amortization, in a ratio of more than 4 to 1. And lest anyone should think that the suggestion of this matter as a business venture is fanciful because of its magnitude, I would remind you that the total cost to be incurred over a period of six years (or perhaps a year less) does not amount to as much as Mr. Wilson's Company alone is accustomed to spend in a single year. The total employment to be given to labour on the project is estimated at about 60,000 man years or say an average of 10,000 men employed for six years. This total is very small indeed when it is compared to the number who would be required to man and support the anti-submarine war organization which would be