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WEEK'S EVENTS IN REVIEW

SEAWAY TO BENEFIT MONTREAL: On October 19, the Honourable Lionel Chevrier, Minister of Transport, predicted that the Port of Montreal was bound to expand in its trade and commerce with the coming of the St. Lawrence Seaway. Addressing members of the Alumni Association of Ste. Marie College, the Minister took the opportunity to outline some of the benefits which would accrue to Montreal with the development of navigation and power under the proposed St. Lawrence Seaway and Power Project.

Pointing out that Montreal was a great railway, aviation and maritime centre, the Minister of Transport said; "Canada's two largest railways have their head offices in this metropolis; many international airlines come down at Montreal, the headquarters of International Civil Aviation Organization and International Air Transport Association; and ships of the world congregate in the harbour."

When the Seaway was opened to deep sea navigation, ships would come to Montreal in greater numbers, the Minister predicted: "The Great Lakes ships will be able to come down directly to Montreal without trans-shipment and new trade will develop from the iron ore traffic, moving upbound with iron ore and downbound with grain and other commodities." Mr. Chevrier said that these were two modes of traffic which Montreal did not enjoy today, but he warned that it could be expected that

some traffic would move beyond Montreal. "Much of it does so today and that is only normal and natural. Montreal cannot expect to have a monopoly of traffic."

Referring to hydro-electric power developments attendant on the construction of the St. Lawrence Seaway and Power Project, Mr. Chevrier asked his listeners to visualize "the industrial development that is likely to follow in the wake of this project. Here you have 1,200,000 horsepower of electric energy lying idle at your door. When this is developed it will give rise to even greater industrial activity than exists today." Additional developments were predicted and the Minister pointed out that "already consideration is being given to the development of the South Shore in the Laprairie Basin Area for harbour purposes." No city in the world, he added, "enjoys the natural advantages of Montreal."

To the pessimists who "even in this day and age fear that the Seaway will harm Montreal," Mr. Chevrier said: "Twenty-five years ago certain individuals here were opposed to the Seaway because traffic would bypass Montreal. Today it is said we can't oppose the Seaway, we can't oppose progress but there is still some doubt in our minds as to its effect upon us. Tomorrow they will say what a great development this has been for our community and for the whole of Canada."