

amounts of the low-cost power on which the industry of this area depends. We must also provide increased facilities for transportation in order to cope with the requirements of our growth. The Great Lakes-St. Lawrence Basin Treaty of 1932 and the similar Agreement of 1941 were conceived for these purposes.

We have always hoped and expected that the United States would join with us this enterprise and year after year we have waited for the United States Congress to authorize that co-operation. However, with the increasing strength of the Canadian economy, with the assurance that the navigation facilities will be fully used and that the cost of construction, maintenance and operation can be paid for by tolls, the question of whether the original outlay is shared by the two countries has now become less important. At the same time the urgent need to get on with this job has increased. In September 1951, therefore, the Prime Minister, Mr. St. Laurent, discussed with President Truman the alternative plan for development of the deep waterway entirely by Canada when arrangements have been completed for the construction of the power works by appropriate bodies in the two countries. The President agreed to support this plan if joint action "at an early date" was not possible.

Since then, the "early date" has passed, no progress whatever has been made on the plan of joint development of the waterway. But we have gone a long way toward completing arrangements for the Canadian project. Parliament approved the necessary legislation in December 1951, and the Ontario Legislature approved the arrangements for the construction of the power works. The International Joint Commission has also given its approval, necessary under the Boundary Waters Treaty of 1909, for the development of the power works. In fact, all that remains is that an appropriate entity be authorized to proceed with the construction of the United States share of these power works.

Recently, there has been renewed interest in the United States in participation in the waterway. The Canadian Government considers, however, that we must get on with the whole development as rapidly as possible. The need for power is urgent and must be met, and the St. Lawrence River is the last significant source of hydro-electric power available to the area which it will serve. Once the arrangements for the power development are completed - but only then - we can discuss whatever proposal the United States may wish to put forward for co-operation in providing the navigation facilities, provided such discussions did not delay the development of power, or the completion of the Seaway as a whole. We don't want - and I'm sure nobody wants - another ten years of talk and frustration. We have undertaken in an Exchange of Notes with the United States on June 30, 1952, to provide a deep waterway as quickly as possible once the power development is under way, and we expect to carry out that undertaking.

I know that there are those in both countries who view with doubt and even alarm the completion of this Seaway. To them I should like to quote from a speech recently made by Mr. Peter Moulder, Vice-President of International Harvester Company and who, as a manufacturer of trucks, would have no prejudice in favour of a project which will cause more goods to move by ship.