Lake St. Francis Section; the Soulanges Section; the Lachine Section. The second of these sections, namely in the International Rapids Section, is the area where the most of the works referred to in the agreement will have to be performed. Here the basic power development would include an upper control dam near Iroquois and a main dam and powerhouse near Cornwall. The project is what is known as the 238-242 single stage control project. This means that, when the project is completed, the elevation will be from 238 to 242 feet above the level of the sea. When one considers that the present elevation along the highway extending from Morrisburg to the city of Cornwall is 225 to 230 feet, one will immediately realize that, when the project is completed, all those communities extending along that highway will be submerged to the extent of from 10 to 15 feet. It will be necessary, too, to construct short canals around both the control dam at Iroquois as well as the main dam in the Long Sault Rapids. In the 1941 agreement it was proposed that the canals be on the United States side, but there is no problem about putting them on the Canadian side. As a matter of fact, general plans have been prepared for such Canadian canals.

The other section that I had reference to a moment ago is Soulange. Here the basic power development already exists at Beauharnois, and a wide power canal is available for navigation. Little more is necessary than to add the locks and short access channels.

In the Lachine Section the minimum development will be a 10-mile canal and considerable channel enlargement. But a large-scale power development is possible in this section too. Discussions have been opened with Quebec, out of which may come an agreement for a combined power and navigation development in the Lachine Section.

As for the work required in the Great Lakes, it will be necessary to enlarge the various connecting channels and deepen them to 27 feet. Except for the Welland Ship Canal, the work would be done by United States. This is no more than a continuation of a development that has been going on for over a century, it will be observed. And it is worth noting that this development could proceed independent of the 1941 Agreement.

Power Requirements

Why is the project necessary from a power standpoint? I need hardly dwell on the need for power, for the case has been clearly put by those who are interested in that part of the project. However, let me say in general terms that as a result of the rapid post-war expansion of industry, together with a constantly rising domestic consumption, the Province of Ontario has been, for the past few years, faced with an acute shortage of power to meet demands. The House will recall that Canada negotiated a treaty last year with the United States, ratified early this year, permitting a larger diversion of water for power at Niagara. The Ontario Hydro Electric Power Commission lost no time in beginning a redevelopment there that is expected to harness another 600,000 horsepower or so before the end of 1954. But demand cannot wait in Ontario till 1954. In a province that prides itself on cheap hydro power, two large steam plants have already been started at Toronto and Windsor, and in each case the planned installation has been increased before the plant could be completed. I believe that the ultimate capacity now planned for these plants is nearly 900,000 horsepower. It appears that still more steam capacity will be required in the near future if the international hydro site is not developed. It comprises the one large block of undeveloped hydro power that now remains available in the southern part of the Province. The *Financial Post* in its issue of November 10 quotes Mr. R. H. Saunders, Chairman of the Ontario Hydro Electric Power Commission, to the effect that present estimates show demands for power can be met up to the end