

there compete favourably with the wheat of other countries. Again, these sums were spent to provide an alternate route for Canadian wheat exported to European countries vis-a-vis that provided by the United States through the Erie Canal and the Hudson River to New York City. The completion of the Welland Canal permitted our wheat, along with other products, to flow through this natural course down the Lakes into the St. Lawrence River and on to the British market. The completion of the Great Lakes-St. Lawrence Seaway to a full depth of 27 feet would guarantee forever an all-water route for our commodities at a substantially reduced transportation cost, through the elimination of transshipment at such points as Prescott, Port Colborne and Port McNicoll.

From a power point of view, 100,000 horsepower have been developed at the Sault; 1,800,000 horsepower at Niagara, 93,000 horsepower at Massena, N.Y., and 1,000,000 horsepower at Beauharnois. Therefore, out of a total potential of 9,000,000 horsepower, barely 3,000,000 horsepower have been developed, or approximately one-third.

Why is the project necessary from a power standpoint?

As a result of the rapid postwar expansion of industry in Canada, together with a constantly rising consumption of domestic power, the Province of Ontario has been, for the past few years, faced with an acute shortage of power to meet demands. This is further accentuated by the present increasing activity in defence production. The International Rapids Section with its 2,200,000 horsepower potential -- one-half of which belongs to Canada -- constitutes the remaining large block of undeveloped hydro power available to Ontario in the southern portion of the province.

Insofar as the Province of Quebec is concerned, with the increased output at Beauharnois to be available in the near future, the power situation in the large industrial area adjacent to Montreal will be satisfactory for but a few years. I am credibly informed that some of the power will be required from the Lachine Section fairly soon if the present rate of growth in power demand continues.

Why is the project necessary from a navigational standpoint?

The Seaway as it now stands has a depth of 32.5 feet from Montreal to the sea, 25 feet from Prescott to Lake Erie, 21 feet downbound and 25 feet upbound from Lake Erie to the head of the Lakes and only 14 feet from Prescott to Montreal. It is therefore clear that the Seaway has been largely completed on both sides of the St. Lawrence River Section. This is the bottleneck which must be removed to allow deep sea vessels to ply between the ocean and the Great Lakes.

The newly discovered iron ore fields of northern Quebec and Labrador can be most speedily exploited only when the St. Lawrence Seaway is completed. For years the backbone of the steel industry in the United States has been high-grade iron ores of the Mesabi Range to the south of Lake Superior. The high-grade ores from these fields are being rapidly depleted, and that factor accounts for the interest in the fields of Quebec and Labrador, where upwards of 400,000,000 tons of high-grade ores have been proven already.