

The Hydro from the Niagara district exported from Canada 90,000 horse power. Each horse power represents from six to twenty tons of coal according to the character of the industrial plant which is supplied. I have attended as a Toronto Harbour Commissioner the convention of the Port Authorities and heard the arguments for the St. Lawrence scheme. Those against it were all founded on a fallacy. To sum up in a few words the advantages of the St. Lawrence route:

1. It is one of the great natural waterways of the world.
2. The cost of improvement is less than that of other routes. Moreover, it would be divided between the two nations sharing its benefits.
3. It is a high-speed highway avoiding long passages by canals.
4. It would accommodate the large vessels of commerce, opening the Great Lakes to ocean freighters and avoiding the cost of rehandling goods.
5. The improvement would develop vast water power, more than any other project—develop it where wanted.
6. It would be jointly owned and used by Canada and the United States, and such joint ownership and use would cement the friendship of these two great peoples.
7. If, failing to join with the States, we insist on an all-Canadian route, then we may expect an American route as well; we should then have two costly waterways paralleling the way to the sea, where one less costly and more efficient than either would suffice. It is a practical and sensible plan.

We believe there is a distinct advantage in joining hands with our sister nation to the south, the United States.

Millions of horse power are available, that, while incidental would more than repay the entire cost of the improvement.

This development would represent a saving of coal running into tens of millions of tons annually. Coal miners may strike, but the St. Lawrence never goes on strike. Yet this great development is but a by-product incidental to the greater object to be achieved.

Nature has done so much to afford the Great Lakes a flowing road to the sea that it seems to me utter folly that we should neglect to improve the short stretches that bar the modern freighter from the Canadian lake ports.

Without a deeper St. Lawrence our whole harbour expenditure rebuilding the Port of Toronto of over twenty-six millions will be in jeopardy and founded on a wrong foundation.

The St. Lawrence is Nature's highway to the sea. Give us a great water highway, a flowing road down which the products of the west may float from the Great Lakes to the Atlantic.

In seeking a better water route to the Atlantic, we must have the best highway that can be obtained.

It is a national duty—a Canadian duty—an International duty—to develop water power wherever possible. Give us this mighty co-laborer with coal in keeping the wheels of industry revolving and you will put the country beyond the power of any man or group of men

to cripple and imperil as the country is crippled and imperiled to-day.—Pamphlet T. L. Church on St. Lawrence.

We have engineering and commercial assurance of these three facts:

1. It can be done; it's practical.
2. The cost will be less than other routes proposed.
3. There would be developed water power running into millions of tons of coal per annum and millions of horse power available for trade and commerce and industrial development.

The people of Ontario believe that one joint route for Canada and the United States is better than two rival routes. We believe that such a route can be accomplished more cheaply, that it provides a more direct way to the markets of Europe, that it is more practicable, more serviceable, better than any other plan yet offered.

We believe that this improved St. Lawrence will bring great commercial development to our own country and corresponding benefit to the peoples of the world with whom we shall trade.

The St. Lawrence route has long appealed to my interest. I am hopeful that we are going to get a report which will give us in concrete form the cost and the possibilities that will grow out of this great international waterway.

The water has been running to waste through all the ages, and at a time when this country is suffering for want of fuel for producing and short of power for our industries and our railways.—T. L. Church Pamphlet.

Water-borne traffic is going to be a very important factor in solving the transportation question in Canada, and I hope the Minister of Railways will bring down some scheme in that connection, especially as we have the findings of President Harding of the United States and the findings of the International Joint Commission. I understand some interests in Montreal are opposed to this scheme. The Premier of Quebec, Hon. Mr. Taschereau, is opposed to the St. Lawrence canal for some reasons; but I think his objections can be met by agreement with the United States, for his arguments are based principally on anti-American prejudice. He claims that the navigation feature of the project is but a cloak for an attempt by our neighbours to grab the power; that the Americans expect to get international control of about 2,700,000 h.p. of energy. But there will be the same amount or a little more belonging to Canada, and Quebec will have its share. He goes on to refer to the position of the high-level dam which, he says, will be located in the United States. That location has not yet been fixed; it is a matter for agreement with the United States Government. The broad fact for Mr. Taschereau to answer is that 4,000,000 h.p. of electrical energy is going to waste every year, and he has no suggestion