

The Address—Mr. Dumas

Railway Act which will give effect to the recommendations of the royal commission on transportation, and a bill to give effect to certain recommendations of the royal commission on national development in the arts, letters and sciences.

Included in the speech from the throne are many other measures, of no less importance, too numerous to mention here.

Mr. Speaker, we shall realize, on prorogation day, that the government was wise indeed in calling the members for a second session in 1951.

Of all the measures I have mentioned, with the exception of the old age security act, the most important is undoubtedly the one relating to the St. Lawrence waterway project. Everyone is aware of all the difficulties involved, both in the past and now, by the construction of a seaway in our great river. The federal government has done more than its share of the preliminary steps; today, this same government gives us the assurance that the project will soon become a reality.

That gigantic project, to be undertaken at an estimated cost of \$700 million, will permit the development of considerable hydro-electric power and a better use of that great waterway.

The St. Lawrence river can be compared to a first-class highway, but unfortunately certain obstacles prevent us from benefiting fully from it. The development of the deep waterway will permit the transportation, among other things, of iron ore from Labrador and eastern Quebec. The transportation of that ore will create considerable traffic in the direction opposite to that of the existing traffic, thus bringing about a better balance which should be greatly beneficial to our economy.

On the orders of the day we find a government motion providing for the setting up of a crown corporation called the St. Lawrence seaway authority.

The administration of this corporation will no doubt be entrusted to men of proven competence. I am no seer, but I do not think I am mistaken in assuming that engineers will be included in the executive of this most important corporation or will at least be attached to it. I will make so bold, Mr. Speaker, as to express the wish that one of them will be a surveyor.

Here is why, Mr. Speaker, I make that suggestion. Some of the powers which the St. Lawrence seaway authority will have,

and which are set out in the motion I have just mentioned, are as follows: to expropriate; to construct, maintain and operate all necessary works.

In the exercise of those powers, the corporation will often be faced with border problems, either international or interprovincial. Property limits, the preservation of monuments and many other complex surveying problems will also be involved. The commission's prestige would grow and its work be greatly facilitated if a member of the corporation were to be a qualified surveyor. It will also create a feeling of confidence among owners of adjoining properties, whether it be the government as represented by the two provinces concerned, or the farmers.

In addition, even if the members of the corporation are to be paid for their services, as will certainly be the case, the honour of being a member of so important an executive body will reflect upon the professional groups to which these men belong.

What a wonderful opportunity is offered our country to acknowledge the services rendered in the past by the land-surveyors. They played a great part in the development of our country and blazed the trail for the explorers. They were explorers themselves and true pioneers.

For these reasons I hope that land-surveyors will be represented on the St. Lawrence seaway authority.

The building of a causeway across the strait of Canso is a project long awaited by the people of the maritimes. This project will facilitate the transport of goods from Nova Scotia as it will make it easier to carry into that province goods from the central and western provinces. Everybody will gain by it.

Our friends from the west, more particularly those from the southern part of Saskatchewan, will see before long the carrying out of a project on which they set a high value.

As a matter of fact, the building of one or several dams on the Saskatchewan river will allow our friends to reclaim large tracts of unproductive land.

The three projects I referred to, namely the St. Lawrence river project, the building of a causeway across the strait of Canso and the improvements along the Saskatchewan river, are nationally important even though each