

In the far north, on the east coast and on the west coast of our country, we are co-operating with the United States in the defence of this continent. It is incomprehensible to us why the same effective co-operation is not forthcoming with respect to the Seaway, a project that has been declared by the Permanent Joint Defence Board, a United States and Canadian body - to be urgent from the point of view of national defence.

Here let me pause to say that we in Canada were greatly heartened and encouraged in the last few days by President Eisenhower's statement. His endorsement of the project in the interest of national security confirms the thinking of our two governments down through the years.

No undertaking has been more thoroughly investigated in the last 30 years by our two countries than this one. Engineers, economists and experts from both countries have made studies and surveys and have found it to be feasible from an economic and engineering standpoint. During that time the project has been supported by each succeeding President of the United States and Prime Minister of Canada.

But there is more to it than this. The development of the Seaway is the right thing to do. It is the logical and the prudent thing to do and it is my profound conviction that the judgment of history will condemn those who oppose it. The building of the Panama Canal through the Isthmus of Panama was a logical project no matter at what cost. The construction of the Suez Canal linking the Mediterranean with the Red Sea was equally logical. On the question of opening the heartland of North America to the trade and commerce of the world the verdict must unquestionably be the same.

Certain interests may be powerful enough to stop it for a time but in the long run common sense must prevail. We would like to see it prevail now. Not in a year's time or two years' time but now, because each and every day Canada is being hampered in her efforts to expand her economy and to grow to greater strength.



Canada proposes to pay on a self-national Repulse Section. Why then this delay completion of this vital that I do not know the answer.

It is reported that certain airport, railway and coal operators are strong opponents of the Seaway. I do not for one moment contest their right to oppose this project, but surely it means something that in my country these same interests are strongly in favour of it.

It is said that it would be a mistake for the United States to allow Canada to build the Seaway alone, but it is a mistake, then we made it some time ago. In 1952 the Government of the United States agreed to join with Canada in an application to the International Joint Commission for the development of power on the district understanding that Canada would at the same time construct the Seaway. This we have undertaken to do by an exchange of Notes between our two Governments.

It is said that Canada may not always be a friendly nation. I cannot conceive of our two countries living on other than friendly terms, nor of Canada becoming powerful enough to be able to afford to be unfriendly. However, it is felt that United States interests would be safeguarded by the construction of a canal on your side of the International Sector, why not go ahead and build and let us do likewise on our side? This might appear foolish at this time but we have done this at the Sault where there are two canals, one on each side of the boundary line, and both are pretty fully used. I am confident this would soon become true here too.

It is said that this would not be a profitable venture and that therefore it would be unwise for the United States to waste funds on the project. But we are not asking for any funds from you, Canada is not seeking financial aid on the St. Lawrence Seaway. On the contrary, Canada is ready, willing and anxious to proceed with the Seaway at her own expense without cost to the American taxpayer. Canada has passed legislation both provincially and federally and could start the project tomorrow. The Ontario Hydro Electric Power Commission will develop the power jointly with an American entity and the Federal Government at Ottawa will build the navigational facilities. All that is required is the granting of a licence by the Federal Power Commission and the naming of an entity by the Canadian entity in the development of power. If their undertaking to join with the Canadian entity in the development of power, and it is felt that the Seaway is an uncommercial investment for the United States, and since more than 1,000 miles of the St. Lawrence is wholly within Canadian territory, this appears to me to be a good case for encouraging independent action by Canada.