

Removing this bottleneck and harnessing the untamed water is the essence of the Seaway project today. Major works are required in the three sections of the river that I have referred to already.

The first of these three is the International Rapids section. Here the basic power development would include an upper control-dam near Iroquois and a main dam and powerhouses near Cornwall. Side canals would carry navigation past the dams. In 1941 it was proposed that the canals be on the United States side. But there is nothing to prevent them being put on the Canadian side, and general plans have been prepared for this possibility.

The second of the three sections is Soulanges. Here the basic power development already exists at Beauharnois, and the power canal offers a wide channel for 27-foot navigation -- provided as part of the cost of the power, incidentally. Little more is necessary than to add the locks and short access channels.

The third important link is 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, as I have indicated. Discussions have been opened with the Government of Quebec, out of which may come an agreement for a combined power and navigation undertaking.

I pass now to the Great Lakes. In order to achieve Seaway standards, it will be necessary to deepen further the various connecting channels to provide a minimum of 27 feet. The work would be mainly dredging. Except for the Welland Canal, it would be done by the United States. This was a provision of the 1941 Agreement, but in any event it would be a logical continuation of a development carried on by the United States for over a hundred years.

Let me now outline the benefits of the project as we in Canada see them.

In the first place, the international power development would provide low-cost energy to southern Ontario, New York and perhaps neighbouring States. That energy is in immediate demand on both sides of the border. The St. Lawrence is the only major source of hydro power remaining to serve southern Ontario. The market here is growing so rapidly that, in a province which has grown up on cheap hydro power, two large steam plants are under construction to provide almost 900,000 horse-power, one of them right across the river from you here. Without the St. Lawrence power, resort must soon be had to still more steam generation at more than twice the delivered cost. Neither in our country nor in yours can we afford to pass up this block of hydro power in favour of more costly steam power.

Secondly, a power development at Lachine would serve great industrial markets in the Province of Quebec, where demand also is growing rapidly. This province is fortunate in that other hydro sites remain to be developed besides Lachine. Nevertheless, Lachine power will be required in due course anyway, and a development in connection with the Seaway would offer a considerable economy in overall costs.

With respect to navigation, it is the significance of the Seaway for the iron ore development in Labrador that is receiving most attention today. In spite of a welter of