

**START SEAWAY IN SPRING?** "Canada has given a decisive answer to the long-standing argument as to whether the St. Lawrence seaway and power project should be undertaken" and, "the pertinent question now is when can we start construction", the Minister of Transport, Mr. Lionel Chevrier, told members of the Ontario Traffic League in Hamilton on December 11. The Minister added that he was "... more hopeful than ever that the way might be cleared for a start next Spring."

Mr. Chevrier referred briefly to earlier seaway negotiations with the United States, including a treaty signed in 1932 but rejected by the U.S. Senate and an agreement signed in 1941 but never ratified by Congress. "We now plan to build the seaway as an all-Canadian project, with the basic power development in the international section of the St. Lawrence River undertaken by Ontario Hydro and an entity to be named by the United States," said the Minister, "and events are on the move."

The Minister reminded his audience that the Power Authority of the State of New York had an application before the U.S. Federal Power Commission for a license to develop power in the international section of the St. Lawrence, and that hearings on the application opened in Washington on Tuesday of last week. "Canada is supporting the application of the New York Power Authority," Mr. Chevrier said, "because if granted a license they are in a position to act immediately along with the Ontario Hydro." While thus making it clear that Canada hoped the license would be granted, he remarked that it would be inappropriate for him to speculate on the actual outcome of a semi-judicial hearing.

#### 9,000,000 HORSEPOWER

The speaker dramatized the seaway as consisting of five steps which must be "levelled out" to permit 25-foot craft to ply from one end to the other: St. Mary's falls between Lake Superior and Lake Huron, the St. Clair-Detroit passage, Niagara Falls, the rapids of the St. Lawrence River, and the drop from Montreal to the sea. The same five steps offered a total of about 9 million horsepower, only about one third of which was developed so far, he said.

Mr. Chevrier pointed out that most of the seaway work is done at the fourth step, the St. Lawrence rapids. "Canada has provided a lock at the Sault, the Welland Canal at Niagara, a 14-foot canal system from Lake Ontario to Montreal, and a 35-foot channel from Montreal to the sea. The United States has provided locks at the Sault and dredged channels there and in the St. Clair-Detroit passage. To complete the job it is necessary to break that 14-foot bottleneck in the St. Lawrence River."

The Minister touched on the benefits the combined seaway and power project would bring from coast to coast in Canada, including

cheaper and more efficient movement of prairie grain to market, stimulation to iron ore development in the Labrador-Ungava district, and new power reserves for industrial growth in southern Ontario. He observed that ... "communities on the waterfront will not only benefit from the improved power position, they will have the advantage of access to new water routes offering low-cost transportation" and predicted in particular that ... "eastern Ontario can look for a very considerable industrial expansion that probably will set the pace for the rest of the Province."

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**MANPOWER FOR DEFENCE:** The National Advisory Council on Manpower wound up its two-day meeting on December 11 with a closed session at which it closely examined the manpower situation as it affected the defence programme, and particularly the availability of skilled and highly-skilled manpower for the Armed Forces and defence production.

Federal-provincial vocational training plans are already in existence to train skilled workers. It was planned to broaden these schemes.

The shortage of highly skilled technicians for some of the more complicated defence production processes came in for lengthy examination. The Council learned that because of the great advances in weapon and machine design since World War II, more and more technical skills were being demanded both by defence industry and the Armed Forces.

It was reported that last year at this time, there were about 100,000 workers employed in the plants of prime contractors on defence production, and somewhat similar number were engaged by subcontractors or suppliers. During the past year, combined defence employment in these two groups had increased by roughly 50,000 or approximately 25 per cent.

It was now expected, on the basis of the current programme that the overall manpower requirements would not reach their maximum level until late next year. It was likely that, by that time, an additional 20-25 thousand workers would be involved, most of this increase taking place in the aircraft, weapons, ammunition and electronics programmes.

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**ELECTRICAL APPARATUS PEAK:** Gross factory value of products manufactured by establishments comprising the electrical apparatus and supplies industry reached an all-time peak of \$676,009,000 in 1951, up 16 per cent from the previous high of \$580,578,000 in 1950. Cost of materials used rose 22 per cent to \$316,561,000 from \$260,306,000, salary and wage payments 25 per cent to \$194,749,000 from \$155,334,000, and the net value of products 12 per cent to \$353,603,000 from \$315,136,000.