

big cities in central Canada which use so much gypsum. That too would expand maritime economy and provide much more employment and much more business. It would provide steadier work for the maritimes; all of which would be equally good for us in central Canada. The more they expand the more we would expand.

Coming back to the canal, it would be about nineteen miles long. Two main plans have been submitted down through the years. One called for locks 300 feet in length by 48 feet in width, with a draft of 18 feet; the other calling for locks 500 feet in length, sixty feet in width, and a draft of 25 feet. The smaller canal would cost, according to the best reports I have been able to obtain, approximately \$23 million, perhaps less. The larger canal would cost up to \$38 million or less. In my opinion the larger canal would be the economical one, because larger boats would then be able to go through, travelling from the maritime provinces to upper Canada and from the maritimes down the east coast of the United States, thus building up a vast volume of trade.

When I think that a short distance of nineteen miles is allowed to block traffic, as we find in the Chignecto, I am amazed that members from the maritime provinces have stood it as they have done for the last seventy-five years. They have spoken repeatedly about it in the House of Commons but they have not got anywhere. They should organize a brigade of delegates from those three provinces and come here and present a programme for the building of that canal. I am going to ask the Minister of Reconstruction and Supply to do what the Minister of Agriculture has done on previous occasions when I have been willing and happy to assist him in his programmes for western rehabilitation. I am going to ask the Minister of Reconstruction and Supply to carry out the same type of programme for the maritime provinces, spread over a period of twenty years, at \$5 million a year. This would represent a total of \$100 million for maritime rehabilitation and construction, one part of which, I suggest, should be the Chignecto canal.

I wish to refer now to the writings of Mr. Ian Sclanders, which I have read carefully. Mr. Sclanders is one of the editorial writers of the *Saint John Telegraph-Journal*. I have never met him but he must be an able man, for his articles are written in an able and convincing style and contain a great deal of information. I suggest to the government that they publish all his articles that have appeared in the *Saint John Telegraph-Journal* about the Chignecto canal. I believe they were pub-

lished in the spring of 1945, in the months of March and April and perhaps May. If the government would publish those articles and circulate them across Canada to the boards of trade, I venture to say that every board of trade in central Canada would be behind the building of the canal.

What would it mean from the standpoint of expansion of trade not only in the maritime provinces themselves but in central Canada as well? A great advance. In one of the articles to which I have referred, Mr. Sclanders tells about the chairman of the Nova Scotia power commission appearing before one of the inquiries held in connection with the canal and telling that board of inquiry that the building of the Chignecto canal would create a reservoir between the two bodies of water, and, owing to the fact that the tides on the bay of Fundy side rise so high, and would rise twice every day for ever, they would provide a never-failing source of water for the reservoir, that would enable the production of 40,000 horsepower of electrical energy. That would pay for the canal, and one result would be that the beautiful town represented by the hon. member for Cumberland (Mr. Black)—I mean Amherst—would double in size in a short time; Sackville and all that surrounding territory would also benefit by it, and they could send a cable carrying electricity across the short channel over to Prince Edward Island, which also needs electrical power.

Now there is a programme that would build up maritime economy and provide employment for many thousands of men and women in those three provinces. I do not know of any other way by which the people in those provinces will be saved from sinking down and down, unless the rest of Canada comes to their assistance and helps them to build these projects. One of the easiest ways of helping them is to provide a large volume of cheap power, and there are two or three sites that I have mentioned.

Another vicious bottleneck, one of the most vicious I have ever seen, is at the strait of Canso, which was mentioned by someone yesterday. I have spent quite a little time on the strait of Canso on several occasions but last September I was fortunate enough to be there when the car ferries were moving in and out. I examined the strait and I said to myself, "This is nothing short of scandalous". It is only 288 miles from Sydney to Halifax, the capital of the province, a very fine city indeed, and that unbridged strait is a menace to trade. It now takes from 15 to 19 hours to travel that 288 miles, provided there is no ice in the strait and the tides are not very high nor the wind strong enough