

The Address—Mr. MacNicol

pare with the bible, which is written in words of one or two syllables. The second book to it is Bunyan's "Pilgrim's Progress." Some believe it and some do not. I believe it.

Somebody asked, "What is truth?" Anybody who reads the 14th chapter of John will know what truth is:

Jesus said unto him, I am the way, the truth and the life.

That truth will never change. The only thing that is the hope of civilization today is that truth put into practice. I am happy to say that a great many hon. members agree with me in this. A poet has said:

There is a divinity that shapes our ends,
Rough-hew them how we will.

In conclusion I wish to congratulate the Prime Minister on the way in which he finished his speech. This is what he said:

There is something more important than dollars.

I thank him for that. Then he said:

Man shall not live by bread alone.

That is true. If you and I practise that, and if the Prime Minister keeps that to the fore, as the former Prime Minister did, he will lead Canada in a way that is equal to the leadership that any country of the world has ever had.

Mr. John R. MacNicol (Davenport): Mr. Speaker, in spite of the kindly remarks of the hon. member for Fort William (Mr. McIvor) about the great city from which I come, I am proud to be a humble citizen of Toronto. If there are one or two hoodlums in a population of a million, that does not spoil the whole city nor does it spoil the great metropolitan city from which you come, Your Honour.

That is all I am going to say in reply to the remarks of my hon. friend. I rise tonight to take up another subject, namely the marvellous effect that navigation on the great lakes has had on the building up of the economy of Ontario. I shall spend most of my time talking about Ontario. What would we do in Ontario without our great harbours? I do not know. They have had an outstanding place in building up Ontario and also Canada. I would not touch on this subject at all had it not been for something the Prime Minister (Mr. St. Laurent) said when he spoke the other day. I do not intend to criticize what he said, and I am not going to pass comment on it other than to quote one passage. He mentioned the probable implementation of the St. Lawrence canal proposal at Washington. I shall quote from page 66 of *Hansard* of January 28. This is what the Prime Minister said:

I think it is only fair for us to say that if we cannot at this time get implementation of this agreement for the double-barreled purpose of navigation

and power, the value of the power is so great that we shall have to give very serious consideration to going ahead and developing it on the power side alone—which would be amply justified, I think, by the economic benefits which could be derived from the power alone.

I wish to emphasize as strongly as I can that in our dealings with our cousins to the south, while we promote as strongly as we can the production of power in that agreement, we must not under any consideration forget the vast advantages that accrue from navigation.

This province and its great industry are a living example of what has happened because of our ability to navigate the great lakes. In preparing to take part in the debate on the St. Lawrence canal, when and if it ever does occur in this house, I made a very exhaustive survey of everything pertaining to the subject, but one survey was in connection with the fifteen ports in Ontario on the great lakes and connecting rivers. I was much impressed in learning what I did on that journey. I shall try to take the house on an imaginary journey over the course that I took, which should show, if I can properly express it, the vast advantages that have accrued to Ontario, to Canada and to the economy of all of us, as a result of what we have been able to obtain from the navigation of the great lakes. I for one shall not forget the vast place that navigation holds in this whole problem.

I shall first take the house to the head of the lakes from which my hon. friend who has just taken his seat comes. There are congregated elevators whose capacity is greater than that of any other centre in the world so far as I have been able to ascertain. I believe that the elevators at the head of the lakes have a storage capacity of almost 150,000,000 bushels of grain. They are so well equipped with loading and unloading machinery that five or six hundred million bushels of grain are passed through these elevators in some years and sent on down east. I am going to follow the grain east for a while. A large proportion of it goes directly overseas either from ships right to Montreal or by being unloaded at the lower lake ports and then by rail to the ports on the Atlantic ocean. First of all I am going to talk about the ships that go down the lakes, loaded with grain, which unload their cargoes at one of the great Ontario bays, Georgian bay. Therefore after returning from the head of the lakes I shall take the house to the first port that I visited in the course of my survey, the port of Midland.

Midland has more elevator capacity than any other elevator centre on the lower lakes.