

6,000,000 h.p., of which approximately over 800,000 h.p. has been developed. I have in my hand some notes of the evidence which I gave before the International Waterways Commission in October, 1920. As I am placing on the Order Paper a resolution in regard to the St. Lawrence river, I will not go into this matter at any length to-day except to say that the Western provinces especially, Ontario, and indeed, Canada as a whole, should be vitally interested in this proposition.

Nature provided the St. Lawrence for two reasons: (1) For a great waterway to the sea; (2) for a great power plant to develop trade, commerce and agriculture. The development of this river will bring untold relief to Canadians and Americans. Power will be developed; industry and agriculture made more secure; freight rates cheapened; several million tons of coal will be saved annually. Fourteen western states have come out in favour of this project, and I think all Canada, with the exception of some conscientious objectors in the city of Montreal, are in favour of it.

I was speaking to a member of the Montreal Harbour Commission yesterday and they are not opposing this proposition. In the United States they are having a little family spat between the cautious conservative big interests in the East and the more progressive interests in the West over this project; but the West is going to win. The younger generation in Canada will live to see the day when ocean-going ships will come from the Old Country, go up the St. Lawrence and up the Upper lakes with their cargo. The fact that this scheme is feasible from a commercial and business standpoint is strengthened by what happened in 1911 when the big interests were willing to canalize the St. Lawrence in return for the power privileges. They made a sharp fight before the Rivers and Harbours Committee at Washington. They said they would build a canal if they were given the power to build it. Every year 4,000,000 h.p. of electrical energy, the equivalent of \$800,000,000 worth of coal, is going to waste in the St. Lawrence, and the finest system of inland waterways in the world has been lying idle all these years because of lack of development, as deep draught vessels cannot sail up the St. Lawrence 46 miles on their way to the Upper lakes. The St. Lawrence ranks with the Suez and Panama canals in its magnitude and importance. The cost of this project may reach \$250,000,000 or more, no one yet knows the cost, but there

[Mr. Church.]

will be no great difficulty in financing the work. Private capital stands ready to develop the deep waterway in exchange for the power privileges. The great bulk of the developed power will belong to Canada. Some say that Canada wants to take it all, but that is not so; they can dispose of the power in other ways and sell some abroad. A large part of the power will belong to the province of Quebec. Abundant evidence will be found in the report of the International Joint Commission that this project will be a success. Sir Adam Beck, of the Hydro-Electric Commission, who investigated this project on behalf of the Ontario Government, has made his report.

1. The report sets out clearly the position of the province in relation to the improvements. It pointed out that in all discussion and consideration of the work the important facts of navigation and power could not be separated; that in all consideration and in all determination as to the future of the river, the fact that navigation and power were so intimately connected that one could not be sacrificed to the advantage of the other.

2. This report stated that there could be developed at conservative estimate power equivalent to 20,000,000 tons of coal per year—more than the total importation of Canada now. It advocated the construction of the proposed improvements to the St. Lawrence, which it said was the most important economic question before the people of Canada.

3. The final aim of the policy of the Hydro-Electric Commission is, first the complete development of the available power at Niagara, and following that the joint development with the aid of the federal governments of Canada and the United States of the great international water powers on the St. Lawrence River.

The Hydro served 344 municipalities, every one of whom had a big surplus. If the St. Lawrence scheme materializes, as it must, large industries will inevitably move into Canada and the United States to take advantage of the cheap and abundant power thus made available, and no more ideal location for the exploitation of these enormous industrial activities can be imagined than that portion of Ontario and New York lying adjacent to the shores of the St. Lawrence River. With nearly two million horse power available and with deep draft navigation to tide water the industrial future of this territory would be assured. The canalization of the St. Lawrence is the most important matter to come before the people of Canada since Confederation and the building of the Canadian Pacific railway. I propose to discuss this further when my motion comes up on the Order Paper.