

on Defence to support so strongly early construction of the St. Lawrence power and navigation project remain not only as valid today as they were then but have, if anything, become even more compelling in the light of present conditions and the ever increasing requirements that must be met if Canada and the United States are to be afforded that degree of defence preparedness which can truthfully be termed adequate.

10. In so far as the purely hydro-electric aspect of the project is concerned, developments have been such during the past few years that, from a defence production point of view, the need for the more than two million horse-power available in the International Rapids Section is much more urgent and pressing now than was the case in 1948 or even in 1951.

11. Nearly one half of Canada's current production of defence goods flows from that area in Ontario to be served by the proposed power development in the International Rapids Section. Unless an almost immediate start is made on the power development, Ontario will face an acute shortage of hydro-electric power by 1957, which is bound to have a direct adverse effect on defence procurement programmes not only in Canada but in the United States as well. From plants in this area, the Canadian Armed Forces receive over 80% of their mechanical transport, about 60% of their electronic and communications equipment, the Orenda jet engines used in both the CF-100 and the F-86E. As is well known, Canada is depending on the CF-100, the all-weather night interceptor, to fulfill her role in the joint air defence of the North American continent and the F-86E is flown in Korea and Europe (NATO). The propulsion units to equip Canadian naval escort vessels are produced in this area in which is also located the only Canadian source of synthetic rubber. In short, from this area comes 55% of the aircraft, 40% of the ammunition and explosives, 25% of the weapons and 25% of the ships required by the Canadian Armed Forces.

12. In line with a policy which has long been strongly advocated by the Permanent Joint Board on Defence, a great volume of defence goods is procured by Canada in the United States and by the United States in Canada. From the area concerned in Ontario, the United States obtains aircraft, ammunition, explosives, airplane sub-assemblies, helicopter power drive gearings, turbine blades and components. Ontario produces practically all the electronic gear and most of the building materials that will enter into the early warning radar screen which is being erected for the joint protection of this continent.

13. Over and above the finished products mentioned above, this area of Canada also produces highly important strategic materials, ferrous and non-ferrous metals, aluminum, magnesium and industrial chemicals. Over 90% of the supply of nickel available to the United States comes from the Province of Ontario. From this area also comes all the cobalt, calcium and platinum group metals produced in and exported from Canada. The United States obtains approximately 10% of its cobalt, selenium and tellurium requirements from Ontario. Half of Canada's copper comes from Ontario where is also located over 90% of Canadian aluminum rolling mill and other fabricating capacity. Furthermore, Ontario plants account for one-half of the brass and copper rod and wire mill capacity of Canada, over one-half of the white metal alloy