

have been estimated to reach a rate of 5 million tons a year in 1954, with the output rising to 30 million tons per year, depending on the availability of the St. Lawrence Seaway.

It is evident from the above that Quebec-Labrador and Venezuela are scheduled to supply the bulk of iron ore imports necessary to meet the future requirements of the United States.

The second important fact to be considered can be treated briefly. Our blast furnaces are heavily concentrated in the Ohio and western Pennsylvania area. Location in this area has been supported by large nearby coal fields, nearness to markets, and accessibility to low-cost transportation of iron ore on the Great Lakes. If the steel plants of the Great Lakes were to be shut down as a reflection of increasing costs of obtaining iron ore, many of the industries using iron and steel in this region would also have to move elsewhere. This would mean a colossal economic dislocation which we cannot afford.



The third important fact is the need for supplying large tonnages of ore from new sources. It relates to the questions as to whether the existing facilities on the St. Lawrence are adequate for the transportation of the iron ore to the Great Lakes plants; whether the ore cannot be transported to the Atlantic seaboard and thence by rail to the blast furnaces; and whether the development of this Seaway to meet the steel requirements of the country would otherwise be desirable and in the public interest.

The development of the St. Lawrence-Great Lakes Seaway is not in the nature of a new undertaking. The problem here is that of completing a vital link in a project which has been under way for generations. Major navigation works which utilize the resources of the Great Lakes-St. Lawrence system have been completed and have been operated successfully for years. Before World War II the connecting channels of the upper Great Lakes were improved by the United States to a depth of 26 feet. In the midst of the war the McArthur Lock in the Soo Canal was completed in 1943 with a depth of 30 feet over the lock sills. These improvements made possible the record shipment of iron ore from the Mesabi and other Lake Superior ranges to blast furnaces in the lower lakes steel centers, which sustained our steel industry during the last war.

A different situation obtains in the International Rapids section of the St. Lawrence River. This section, some 46 miles long, is presently by-passed by