

"This is nothing new to the St. Lawrence River which, from the times of Cartier and LaSalle, of Wolfe and Montcalm, has been the scene of so much of North America's history.

"Depuis le jour où les intrépides explorateurs et colons français ont établi les bases du Canada sur les rives de ce fleuve, des hommes prévoyants ont rêvé d'une voie navigable en eau profonde depuis le port à marée de Montréal jusqu'à la tête des Grands lacs. Plusieurs générations de Canadiens, tant de langue française que de langue anglaise, ont travaillé à la réalisation de ce projet grandiose.

"Même au dix-septième siècle, il y eut déjà des projets visant à contourner les rapides de Lachine. Ces rapides doivent, incidemment, leur nom à la croyance générale de l'époque qu'ils bloquaient la route vers la Chine. Dollier de Casson, dès mil six cent quatre-vingt, avait déjà envisagé la possibilité de surmonter cet obstacle. Sa tentative hardie était cependant vouée à l'échec, car il était bien en avant de son siècle. Il demeure cependant le pionnier de la canalisation du Saint-Laurent et nous nous devons aujourd'hui de lui témoigner notre reconnaissance.

"Since the time of Dollier de Casson, men have dreamed and worked for two and a half centuries to make this river navigable, and now at last it is a reality. This waterway will carry ocean shipping from tidewater to the very heart of the continent, a distance of more than two thousand miles. It will affect the lives of many generations of our peoples; and it is bound to exercise a profound influence on the maritime trading nations of the world.

"It is right we should acknowledge the foresight of those who first conceived this great plan. But we should also acknowledge the courage and persistence of those men in public life, in both countries, who brought about the political agreement essential to putting the project in hand.

"When their work was done, it rested on the engineers to design these vast and complex works, which finally began to take shape in the hands of the men who drove the trucks, poured the concrete and performed all the other tasks to complete the seaway. To each and every one of them I offer my congratulations and the congratulations of their fellow citizens.

"Just 99 years ago my great grandfather, King Edward VII, then Prince of Wales, came to open the Victoria bridge. In those days that bridge was regarded as a tremendous feat of engineering. It was obviously a good bridge because nearly 100 years later it is still in use. In fact I shall sail under it shortly. It was also the final link in a new railway line more than 2,000 miles long. So in 1860 people thought of the Victoria bridge as a striking symbol of Canadian progress and achievement.

"Today, within sight of the spot where the Prince of Wales stood in 1860, we are opening a project with exactly the same significance for our own age. In the context of a much larger and stronger Canada, this enterprise reflects the same confidence and determination. The same creative vision has conceived and built a highway which will open the middle of this continent to the commerce of the world.

"Je vois dans l'achèvement des travaux de la canalisation du Saint-Laurent, une signification qui dépasse les avantages économiques qui en découleront. Cette réalisation ouvre, en premier lieu, un nouveau chapitre de l'histoire de la confédération en établissant de nouveaux liens entre les deux principaux groupes ethniques dont la présence donne à la nation canadienne un caractère particulier. Le succès de cette entreprise démontre, en outre, qu'il est possible pour deux États voisins de coopérer dans un esprit de confiance mutuelle à l'édification d'une oeuvre commune.

"This vast undertaking has been a cooperative effort of Canada and the United States, of the Power Authority of the State of New York and of the Hydro-Electric Power Commission of the Province of Ontario. The two nations built it together and the two nations will share its benefits. Power will flow from the new turbines to drive factories on both sides of the river. Ocean going ships will go up and down this waterway, taking goods to and from American and Canadian ports, and exchanging the products of North America for those from the rest of the world.

"More than all this, it is a magnificent monument to the enduring friendship of our two nations and to their partnership in the development of North America. That partnership is most agreeably symbolized, Mr. President, in the fact that you and I have joined together to perform this ceremony today."

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#### SEAWAY CRUISE

Following the ceremony the Queen and the President embarked on the *Britannia* for a five-hour cruise through the first three sets of locks from St. Lambert to Beauharnois. The *Britannia* passed through specially constructed ceremonial gates spanning the approaches to the St. Lambert lock. This passage symbolized the opening of the waterway. Naval sirens sounded, guns were fired and fireworks launched. As the Royal Yacht entered Lake St. Louis, midway on the cruise, her route was lined with 16 ships, eight of the Royal Canadian Navy and eight of the United States Navy. Two escorts, one from each navy, accompanied the yacht to Beauharnois. Small privately-owned craft formed an unofficial escort. President Eisenhower, the Prime Minister and other members of the party disembarked at Beauharnois and proceeded to St.

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