

Perhaps the best known cases in recent years have been those which had to do with our two greatest rivers, the St. Lawrence and the Columbia.

The role of the Commission in relation to the vast St. Lawrence developments of the past ten years arose from the desire of Ontario and New York to develop the International Section of the river for electric-power production. Also involved, of course, was the construction of the Seaway. In addition, the Commission was directed by the two governments to study Lake Ontario levels with a view to reducing extremes of stage by appropriate regulation in the interests of all concerned - riparian owners, navigation and power.

Most of this is ancient history. The Seaway, the hydro-electric plants and related works are built and in operation. The St. Lawrence Valley above Montreal has, literally, been remade. But the Commission retains an important function in relation to levels and flows. These are regulated weekly under the Commission's scrutiny and according to a plan designed best to serve all legitimate interests - above and below the dam at Cornwall and on both sides of the boundary. Nor do we ignore, in this complicated equation, the important Canadian interest in the Port of Montreal - although the Commission's jurisdiction does not extend to the national section. It is worth noting that, in the course of the regulatory process, your great harbour has not infrequently been above the levels existing before the Seaway and power development. The Commission is meeting again this very week to review once more, in the light of our experience, this whole complicated business of regulation, to see whether we cannot devise further improvements for all concerned.

The development of the great Columbia River basin is a matter of wide current interest, and comment, in both Canada and the United States. The International Joint Commission was directly involved in various aspects of this immense and complicated problem over a period of 15 years.

The Columbia is no longer actively before the IJC - has not been since December 1959, when it recommended "principles" upon which agreement might be made. It is now being dealt with by governments directly, on the basis of the treaty negotiated in 1960 and signed at Washington by President Eisenhower and Mr. Diefenbaker on January 17, 1961.

Another case, of special interest to Quebec, is the recent reference to the Commission on a proposed Champlain Waterway. Some months ago, the two governments asked the Commission to examine and report upon the feasibility of developing the historic St. Lawrence-Lake Champlain-Hudson River route. Here our preliminary investigations are now going forward, in accord with our usual practice, through a joint board of Canadian and