

II. SUMMARY OF OUTSTANDING FEATURES

Summary of the Outstanding Features of the Great Lakes-St. Lawrence Basin Agreements; History of Project; Events leading up to the Agreement.

GREAT LAKES-ST. LAWRENCE BASIN AGREEMENTS

(NOTE: References are made to the White Paper tabled in the House of Commons, Friday, March 21, 1941, entitled "Correspondence and Documents relating to the Great Lakes-St. Lawrence Basin Development 1938-1941." References will be indicated as follows: W.P. p. 1.)

PART I

INTRODUCTION—HISTORY OF PROJECT—EVENTS LEADING UP TO THE AGREEMENT

1. The Agreement, which was signed March 19, 1941, by Canada and the United States, makes provision for the development of navigation and the power resources within the Great Lakes-St. Lawrence Basin, in the interest of the peoples of Canada and the United States. Generally, it covers the same fields as the Niagara Convention of 1929, and the St. Lawrence Waterway Treaty of 1932. (W.P. p. 1.)

2. For more than one-third of a century, the question of profitably employing the great natural water route of the Great Lakes and the St. Lawrence River has been engaging the attention of public men and engineers in this country. Long before that time attempts to navigate the rapids of the St. Lawrence River and the connecting channels of the Great Lakes had been made. As early as 1700 a great Frenchman, Dollier de Casson, built a small one and one-half foot canal around the Lachine Rapids in the Quebec section of the river. Since then this canal has been repeatedly deepened, and canals in other sections of the river have been built, in accordance with the policy of all Governments of the Dominion, to provide the most economic east and west transportation, feasible of accomplishment.

3. The first concerted action of the Governments of Canada and of the United States, in connection with a deep waterway from the Great Lakes to the sea, may be said to date from 1905 when a joint standing International Waterways Commission was created by the two Governments, the result of whose work led to the Boundary Waters Treaty of 1909 which became effective in 1910 and which, amongst other things, established the International Joint Commission to deal with all matters relating to international waters between Canada and the United States.

4. In 1920 both Governments referred the whole question of navigation and power in the St. Lawrence River to this Commission. One engineer representing each country was appointed to study the problem and in 1921 the Engineering Board, so formed, submitted its report known as the Wooten-Bowden report. The Commission also held hearings in five Provinces and sixteen States, examining exhaustively into the economic features of the proposed waterway. The report of the Commission to the two Governments was entirely favourable but recommended a further extended study.

5. In 1924 an International "Joint Board of Engineers" was appointed, consisting of six engineers, three being appointed by each Government. This Board reported in 1926 and furnished supplementary appendices in 1927. The Board was in general unanimity concerning the method by which the desired end should be attained. In one respect only did any divergence of opinion occur. Whereas the United States members of the Board recommended a single stage development of the International Rapids Section, the Canadian engineers were in favour of a two-stage development. The matter was then referred to