

Estimates of Cost

In 1941, the total cost of the seaway was estimated at \$544,059,000, including the cost of those works already completed. Canada's share of this cost was estimated at \$264,003,000, which included the \$131,900,000 already spent on the Welland Canal. Increased costs since 1941 undoubtedly necessitate an upward revision of these estimates and the matter is presently being studied.

In 1941, it was estimated that the total future expenditure required by Canada and Ontario would be \$131,632,000. This included the cost of developing Ontario's share of the power in the International Section. Under the 1941 Canada - Ontario Agreement \$89,289,000 of this total would be assumed by Ontario.

For the use of navigation purposes of facilities already constructed in the Soulanges section for navigation and power purposes the Federal Government in 1941 offered to pay the sum of \$7,972,550 to the Province of Quebec.

Developments in 1947

One of the first bills introduced in the 80th Session of the United States Congress, in January, 1947, was one which would serve to approve the 1941 St. Lawrence Agreement with certain modifications. A new aspect of the proposed Agreement is the consideration of making new expenditures for navigation on the St. Lawrence River self-liquidating, involving a system of tolls on shipping.

The Canadian Government, when approached by the United States for its views on the question of making the seaway self-liquidating by means of toll charges, announced in April, 1947, that it concurred in principle with the proposal, subject to the conclusion of arrangements satisfactory to both Governments.

In June, 1947, the Canadian Government set up an Inter-departmental Committee to examine all current questions relating to the seaway and power project.

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