

PROBLEMS OF REHABILITATION OF WATERFRONT
COMMUNITIES TO BE AFFECTED BY THE ST. LAWRENCE
DEVELOPMENT

An address by the Minister of Transport, Mr. Lionel Chevrier, delivered to the Mille Roches Chamber of Commerce, at Moulinette, Ontario, March 2, 1953.

I. The History

- (1) 1932 Treaty of Washington;
the two-stage development scheme;
its defeat in the U.S. Senate.
- (2) 1941 Great Lakes-St. Lawrence Agreement;
the one-stage development;
under this agreement the Federal Government
was to construct all the works both power and
navigation.
- (3) The all-Canadian proposal.
- (4) The St. Laurent-Truman conversations, September 1951.
- (5) Legislation:- the St. Lawrence Seaway Authority;
the agreement with Ontario for the development of
power.
- (6) Joint application, Canada and United States, to the
International Joint Commission.
- (7) The exchange of notes by which Canada undertakes to
build the canal on its side of the line.
- (8) The hearings of the International Joint Commission.
- (9) The Order of Approval of the I.J.C., October 1952.
- (10) The removal of the Gut Dam.
- (11) The application of the New York State Power Authority
before the Federal Power Commission.

--Two things remain undone:- (1) granting of the licence,
(2) the naming of the entity. When these two things
have been done by the Americans, the project will
proceed forthwith.

II. The Works

The project approved of by the Order of the International
Joint Commission is the 238-242 controlled single stage project.
Its main features are as follows:-

- (1) A control dam in the vicinity of Iroquois Point.