

### Cost of Project

When the 1941 Agreement was concluded, the total cost of the project 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. Costs have, of course, increased considerably since 1941. The work of revising estimates and keeping them up-to-date has been continuing in both Canada and the United States. The estimates on the Lachine Section, released at the end of 1948, are an example of this type of work. At the time of writing, however, estimates for all phases of the St. Lawrence project are not available.

### Provincial Participation

Another cost factor, from the Canadian point of view, is the extent of provincial participation in the project. In 1941, an Agreement was entered into by the Governments of Canada and Ontario, under which Ontario agreed to pay \$64,125,000 for the Ontario share of the hydro-electric power development in the International Rapids Section. (This figure did not include the purchase and installation of power machinery and equipment, which was to be Ontario's responsibility). If the project were now to go forward, new arrangements would have to be concluded between the Canadian and Ontario Governments. In connection with the all-Canadian section of the project, the Canadian Government offered, in 1941, to pay the Government of Quebec \$7,972,550 for the facilities already constructed in the Beauharnois development which would be used as an integral part of the deep waterway.

### Developments during 1948

On February 27, 1948, the United States Senate re-committed Senate Joint Resolution 111 to its Foreign Relations Committee. This was the most recent measure designed to approve the 1941 Agreement, and the Senate's action removed any possibility that the Agreement would be approved during the life of the existing Congress.

A few weeks later, Governor Dewey of New York State, and Premier Drew of Ontario announced that their governments were prepared to undertake full power development in the International Rapids Section of the St. Lawrence River at their own expense, leaving navigation development -- which could be integrated with the proposed power development -- for later agreement between the two federal Governments. The plan was that the Power Authority of the State of New York and the Hydro-Electric Power Commission of Ontario would seek an order of approval for the undertaking from the International Joint Commission, under the Boundary Waters Treaty of 1909. The New York and Ontario applications were submitted to the United States State Department and the Canadian Department of External Affairs in July, 1948. The New York Power Authority also made application to the United States Federal Power Commission for a license to carry out its part of the project, and hearings on this application were held in October. In December, the United States Administration decided not to approve the separate power plan, but to urge Congress to approve the combined navigation and power project. Since the new session of Congress opened at the beginning of January, 1949, President Truman has on three different occasions urged the approval of the combined project.