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WEEK'S EVENTS IN REVIEW

SEAWAY DISCUSSIONS: The Secretary of State for External Affairs, Mr. L.B. Pearson, on June 23, tabled in the House of Commons copies of notes exchanged between the United States Ambassador and himself on June 7 and June 16, respectively, on the subject of the St. Lawrence Seaway. He said that he expected the talks suggested by the United States Ambassador would get under way in Ottawa in the very near future.

The Leader of the Opposition, Mr. George A. Drew, said that he was inclined to think that perhaps one of the most valuable features of the undertaking was "the unique evidence which will be given not merely of our verbal and very real expressions of understanding between Canada and the United States, but one of the most remarkable and practical examples of international co-operation the world has ever seen. . . ."

Agreeing with Mr. Drew on this point, the Leader of the C.C.F. Party, Mr. M.J. Coldwell, said that he hoped there would be no delay, "and if there is any disposition to delay I hope the Government will proceed to build this as a Canadian project. . . ."

The text of the discussion was as follows:

Mr. Pearson: "Hon. members will see from these notes that the United States Government, in transmitting copies of the Wiley Act recently adopted by Congress, stated that it was anxious to undertake discussions with the Canadian Government on the subject of the

seaway. Canada is prepared to do so at the earliest date convenient to both Governments.

"Because it may not be very clear why discussions between the two Governments should be held at this time, it might be useful for me to add a few words of explanation. In 1951, the Canadian Parliament enacted the St. Lawrence Seaway Authority Act which allows a Canadian corporation to build the seaway from Lake Erie to the port of Montreal in Canadian territory. By exchange of notes dated June 30, 1952, and tabled in Parliament on July 1, 1952, Canada and the United States agreed that the power project in the international rapids section should be built jointly by Canada and the United States and that this project should be separated, as far as is possible, from the seaway project.

"As for the seaway project, the exchange of notes of June 30, 1952, between Canada and the United States embodied an arrangement whereby Canada would build the seaway between Lake Erie and the port of Montreal on its side of the boundary. This was, of course, before the passage of the Wiley Act which provided for United States participation.

"With the passage of the Wiley Act, the situation could be summed up as follows: Canada is fully empowered by its own legislation to build the seaway from Lake Erie to Montreal; an international agreement or arrangement between Canada and the United States has recorded the agreement of both countries to this