

## ANNEX

## I

*The Ambassador of the United States of America to the Secretary of State for External Affairs*

Embassy of the  
United States of America,  
November 16, 1955.

No. 127

SIR:

I have the honor to refer to discussions concerning the St. Lawrence Seaway project which have recently taken place between representatives of the Embassy and representatives of the Department of External Affairs regarding the problems arising from the necessity to relocate that part of the Roosevelt Bridge which crosses the Cornwall South Channel.

It was concluded as a result of these discussions that the present bridge should be dismantled and a new bridge built at Polly's Gut; that the St. Lawrence Seaway Development Corporation of the United States and the St. Lawrence Seaway Authority of Canada should agree on plans and build the new bridge as a joint undertaking, sharing the costs in proportion to the amount of the structure in the territory of their respective countries; that contracts for the construction of the bridge should be shared equitably between United States and Canadian contractors or, if this is not feasible, that United States and Canadian contractors should be given the opportunity to tender for contracts for part or all of the bridge on an equal basis; that waivers of customs and immigration regulations should be granted, on a reciprocal basis, by both Governments to facilitate the construction of the bridge; and that the Corporation and the Authority should make arrangements for the operation and maintenance of the bridge.

It was further concluded that the Corporation and the Authority would each have the responsibility for the relocation and construction of related facilities, including railway and highway approaches to the new bridge, and of meeting all requirements and procedures arising from the relocations in their respective territories, although the Corporation and the Authority may jointly make agreements with interested parties if they so desire. The Corporation and the Authority will ensure, each in its respective territory, that provision is made for the maintenance of relocated facilities. The dismantling of the existing south span of the Roosevelt Bridge will be a matter for agreement between the Corporation and the Authority.

In the course of the discussions on this subject, the Canadian authorities stressed the importance they attach to the provision of facilities for uninterrupted traffic between the bridge at Polly's Gut and New York State Highway No. 37, via the Grass River, the Grass River Lock, and the Raquette River Bridges as part of the joint plan for the displacement of the south span of Roosevelt Bridge. I am authorized to state that, to meet the wishes of the Canadian authorities, the St. Lawrence Seaway Development Corporation is prepared to construct a supplementary bridge for two-lane highway traffic at the eastern end of Grass River Lock, in addition to the presently planned bridge for railway and highway traffic at the western end of the lock.