

What, then is the Present Position?

After more than eleven years, the United States Congress has failed to approve the 1941 Agreement. The growing urgency for the project has led Canada to advance the alternative of an all-Canadian Seaway. Co-operation from the United States is required for the basic power development in the International Section of the St. Lawrence, but Canada will build the navigation canals in Canadian territory.

The new approach has been pressed with vigour and with notable success to date. In saying that I do not mean to imply that the last obstacle has been overcome, for it has not. But a big step forwards was made last June 30th when, at our instance, United States joined Canada in requesting the International Joint Commission to approve the construction of works for the development of power in the International Rapids Section of the St. Lawrence River. The approval of the Commission is required if such works are to be undertaken by other than the two federal governments.

The Commission has held hearings on the reference in Rochester, Toronto, Ogdensburg, Cornwall, Albany, Watertown, and Montreal. The Commission is sitting in executive session today in Montreal to consider the engineering aspects. The vast majority of submissions received so far have favoured the project. A final hearing is to be held in Washington on October 20 and it is to be expected that some opposing witnesses will be heard there. However, I wish to emphasize that we have had full co-operation from the Administration in Washington, not only in the preparation of the reference to the International Joint Commission but in the hearings before that body. We are most grateful for that co-operation.

How will the project affect the area in the International Section of the river?

It will change the whole front on both sides of the international boundary line, for a distance of fifty miles. The project approved of is what engineers term the 238-242 controlled single stage project. It consists of:

- 1 - A dam in the Long Sault Rapids and two power-houses a short distance below this, one on the Canadian side, one on the American side, each capable of developing 1,100,000 horsepower. This dam will flood communities on both sides of the River and on the Canadian side for a distance of approximately thirty miles by a width of one to three or four miles.
- 2 - A control dam in the vicinity of Iroquois Point, the object of which will be to control the level of the pool and to protect the down river interests at Montreal.
- 3 - A side canal to carry navigation past the Long Sault Dam and a side canal to circumnavigate the control dam at Iroquois.
- 4 - Dikes where necessary.

The 238-242 single-stage project means that, after its completion, it will be 238 to 242 feet above sea level. The average elevation along the front from Cornwall to Prescott is 220 feet. It is easy then to visualize that, upon completion,