

10. In 1952, in order to get the power project underway, the Canadian and United States Governments submitted joint applications for the approval of the International Joint Commission to the proposed power development, on the understanding that the Canadian Government would undertake to construct, more or less concurrently, and to operate all the works necessary to insure uninterrupted 27 foot navigation between Montreal and Lake Erie. Approval of this proposal was given by the International Joint Commission in an Order of Approval dated October 29, 1952.

11. In 1953, the U.S. Federal Power Commission granted a 50-year license to the Power Authority of the State of New York (PASNY) for the development of the United States half of this power project. Because the Order granting this licence to PASNY was contested in U.S. courts, it was not until June of 1954 that PASNY had clear authority to join HEPCO in making a start on these works.

12. In the meantime, however, the United States Congress had enacted the Wiley-Dondero Bill (P.L. 83-358) which authorized and directed the Saint Lawrence Seaway Development Corporation to construct, on United States territory, all the 27 foot navigation facilities required to get shipping around the navigational barriers in the International Rapids Section. The situation thereby created required close consultation between the Canadian and the United States Governments in order to avoid a duplication of locks and canals. The number of compromises and accommodations were eventually worked out and embodied in a series of exchanges of Notes according to which the United States agreed to build a canal and two locks on United States territory to by-pass the Barnhart-Cornwall generating dam at the foot of the Long Sault Rapids and, in addition to do some essential dredging elsewhere, while Canada agreed to build a lock and canal around the Iroquois Control Dam some 30 miles upstream and, in addition, to complete to a common standard all the necessary navigation facilities in Canadian territory, i.e. between Montreal and Cornwall and in the Welland Ship Canal. The estimated cost to the United States of these works was of the order of \$100 million while the estimated cost to Canada was to amount to about \$200 million.

13. The first sod on the St. Lawrence Power Project was turned on August 10, 1954. Work on the Seaway began in September of 1954. As already stated, all the works are to be ready for more or less full scale operation by June of 1959.

Description of Navigation Facilities

14. Some idea of the magnitude of the work undertaken can be obtained by taking an imaginary voyage on a ship west-bound from Montreal.

a) St. Lambert Lock:

More or less opposite the pool of Montreal harbour can be seen the protecting dyke of the channel giving access to the Seaway. This channel begins just east of the Jacques Cartier Bridge, passes beneath the bridge and extends for three miles before reaching the first lock of the Seaway, the St. Lambert Lock, at the southern end of the Victoria Bridge. (At Victoria Bridge are lift spans and a system of rail and road traffic diversion.)