

St. Lawrence Seaway Authority Act

these estimates were revised to the December 31, 1950 cost level. In this case the estimated cost of the navigation works was increased to \$119,575,000, and that of the power and common works was increased to \$389,025,000. In September of 1952 a comparative estimate was prepared of three alternative canals based on December, 1950 price levels, and the canal selected for all practical purposes, providing for twinning of locks at Cornwall, was estimated to cost \$119,515,000.

In 1951 Canada negotiated an agreement with Ontario, which agreement contemplated the development of power in the international section of the river. By article 2 of this agreement Canada said it would do all in its power to obtain the approval of the international joint commission of an application to be made by Ontario, in a form to be approved by Canada for works to develop the power resources in the international section of the St. Lawrence river in accordance with the plan known as the single stage control scheme 238-242. The agreement was approved by parliament and the application duly launched by both countries.

I would like to refer at this stage to the application which was made by Canada dated Ottawa, June 30, 1952, signed by the then secretary of state for external affairs, Right Hon. Louis St. Laurent, and ask the house to look at paragraphs 1, 2, 3 and 4. I have not time to deal with them, but reference should be made particularly to that part of paragraph 8 which deals with the manner in which the work shall be done in the international section. What I want to bring to the attention of the house is that this application made by the government of Canada in June of 1952, in so far as section 8 is concerned, compares almost identically with the manner in which the 238-242 single stage control project was described by Mr. Lindsay in his brochure, referred to earlier, entitled "The Great Lakes-St. Lawrence Deep Waterway".

In August of 1952 there was prepared, again by Mr. Lindsay, an estimate of the 238-242 single stage control project for power alone and the navigation works, this time on the Canadian side but to be done at a later date. This estimate totalled \$402,677,000 excluding interest during construction. In 1952 the United States corps of engineers, the body responsible for the construction of the seaway on the United States side and the body also responsible for the operation of the Panama canal, submitted estimates to the international joint commission of the cost of power development in the international section. At United States

prices as at December, 1950 this estimate was in the order of \$493,620,000 excluding interest during construction.

On August 10, 1954, the power authority of the state of New York issued a brochure containing the estimate made by the consulting engineers engaged by them, Messrs Sanderson and Porter of New York city and Messrs Uhl, Hall and Rich of Boston. These estimates indicated a total construction cost of \$561,730,000 divided as follows between the power authority of the state of New York and the Hydro-Electric Power Commission of Ontario: the power authority, \$310 million and Ontario hydro, \$251 million.

Appendix C of the international joint commission order of approval dated 1932—the order of approval of the power contract in the international section—provides that the cost of power works is to be divided equally between Ontario Hydro and the power authority of the state of New York; and while at the moment there are no final figures available it would appear that the final cost excluding interest during construction will exceed \$650 million. Thus in so far as this aspect of the project is concerned I say that as the actual construction of the power project will not be completed until 1960, it would appear that the construction costs exclusive of interest and financing will be at least \$600 million as compared with the estimate made by Mr. Lindsay, to which I referred earlier, of \$402,677,000.

Now I should like to deal with the purely navigational aspect of the St. Lawrence seaway. The act to establish the St. Lawrence seaway authority was assented to on December 21, 1951 and it provided for the financing of an all-Canadian seaway from Montreal to lake Erie up to, but not exceeding, \$300 million. At the time the act was passed it was hoped that an all-Canadian seaway could be built, but provision was made for United States participation. As it was not known at the time whether or not the United States would participate, the \$300 million figure could only be approximate. The latest estimate of cost available at that time indicated that the figure would be \$260,328,000 to which should be added, of course, the \$15 million which Canada agreed to contribute toward channel enlargement in the upper regions of the St. Lawrence in accordance with the exchange of notes dated June 30, 1952, which brings the cost at that time up to \$275,328,000.

On December 11, 1951 I stated in the House of Commons—and this will be found at page 1787 of *Hansard*—

It is estimated that the navigation features of the project will cost \$245,993,000, which is broken