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Canadian side of the river from Montreal to Lake Ontario as well as in the Welland Canal and the latter authorizing the Hydro-Electric Power Commission of Ontario (HEPCO) to join a United States power-generating entity in constructing the necessary power works in the International Rapids Section of the St. Lawrence River.

In 1952, in order to get the power project under way, 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.

In 1953, the U.S. Federal Power Commission granted a 50-year licence 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 was contested in the U.S. courts, it was not until June 1954 that PASNY had clear authority to join HEPCO in making a start on these works.

In the meantime, however, the United States Congress had enacted the Wiley-Dondero Bill (P.S. 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 round 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. A 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 round 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 Canal. The estimated cost to the United States of these works was about \$100 million, while the estimated cost to Canada was to amount to about \$200 million.

The first sod on the St. Lawrence Power Project was turned on August 10, 1954. Work on the Seaway began in September of that year. The Iroquois Lock was in regular use by May 1958 and the two United

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