



## STATEMENTS AND SPEECHES

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### THE ST. LAWRENCE SEAWAY PROJECT

Text of an address by the Minister of Transport, Mr. Lionel Chevrier, delivered over the Trans-Canada Network of the Canadian Broadcasting Corporation on January 8, 1952.

Tonight I would like to report to you on the St. Lawrence Seaway Project, and to tell you of the recent steps taken by the Canadian Government to bring it closer to reality.

The Seaway Project, in one form or another, has been the subject of negotiation between Canada and the United States since before the turn of the century, when Canada's 14-foot canal system was completed through the St. Lawrence River. Early in the negotiations the project became one for the development of both power and navigation. The proposals were formalized in a treaty signed in 1932, and in an executive agreement signed in 1941. The 1932 treaty was defeated in the Senate of the United States. The 1941 agreement, after more than ten years, still awaits Congressional action one way or the other. It has not been rejected, but neither has it been approved.

Meanwhile the Seaway has progressed from being highly desirable to becoming extremely urgent. The urgency stems from both internal development and external tension in the post-war period. It applies to both the power and the navigation aspects of the project. In the face of continuing uncertainty as to United States action on the 1941 agreement, therefore, the Canadian Government is preparing an alternative course. That alternative is the all-Canadian Seaway.

Two steps in this alternative course have been approved by Parliament last month. One is the creation of a St. Lawrence Seaway Authority. The other is the conclusion of an agreement with the Government of the Province of Ontario respecting the development of power in the International Rapids Section of the St. Lawrence River.

First let me describe what the proposed St. Lawrence Seaway is, what work has been done on it already, and what remains to be done.

The proposed St. Lawrence Seaway is a twelve hundred mile channel, twenty-seven feet or more in depth, extending from Montreal to the head of the Great Lakes. Together with the St. Lawrence Ship Channel, already provided by Canada, it will permit large vessels to navigate more than two thousand miles from the Atlantic Ocean to the heart of the North American continent. Coupled with this navigation channel is the large-scale development of power at two sites at least and possibly three. The first is the International Rapids Section of the St. Lawrence River, where it is proposed to develop 2,200,000 horsepower, divided equally between Canada