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THE AMERICAS

1. The United States

The worldwide concern felt as a result of the heart attack suffered by President Eisenhower in September has emphasized the importance of his personal influence in international affairs. His favourable progress during the latter part of the year was noted with great satisfaction.

Work on the St. Lawrence power and navigation projects was undertaken on a substantial scale, and by the end of the year the form of the seaway and power systems was well developed. Few political questions remained for settlement between the two governments but many administrative problems had to be ironed out.

During November the two governments reached agreement on the relocation of the south span of Roosevelt Bridge, a railway and highway bridge which crosses the main channel of the St. Lawrence River between Cornwall Island, in Canada, and the United States mainland. Relocation of the bridge is necessary to allow headroom for ships entering or leaving the canal south of Barnhart Island (built by the United States). The agreement provides for the relocation of the bridge as a joint undertaking of the St. Lawrence Seaway Authority in Canada and the St. Lawrence Seaway Development Corporation in the United States.

The two governments also accepted, during December, recommendations by the International Joint Commission affecting the related problems of the levels of Lake Ontario and the control of the flow of water down the St. Lawrence River. Lake Ontario is subject to variations in elevation resulting from a number of factors, among which are variable flows of water into the lake and out of the lake through the St. Lawrence. Levels which are too high and levels which are too low can both cause damage to property along the lakeshore. The rock obstructions which create the Long Sault Rapids have, in the past, acted as a natural mechanism to control the flow of water down the St. Lawrence River. With the disappearance of these obstructions during the development of the St. Lawrence projects, it is necessary to substitute some form of man-made controls; the principal control structure will be the Iroquois Control Dam. On the recommendation of the International Joint Commission, the two governments accepted certain basic principles to which any plan for operating the man-made controls must conform. They also accepted the Commission's recommendation that the levels of Lake Ontario should range between 244 feet (navigation season) and 248 feet as nearly as may be. This range of elevations will conform to the same average elevation as in the past, 246 feet, but will reduce the high levels and raise the low levels which have been experienced in the state of nature. Finally, the two governments accepted, for the purpose of planning the excavations in the river for power and navigation purposes, the Commission's recommendation on a plan for operating the control structures.