

the question of whether sufficient traffic would make use of the seaway to justify its construction costs.

Physical Features of the Proposed Seaway

The main natural barriers to navigation on the present Great Lakes-St. Lawrence waterway are the rapids and shallow depths in the St. Marys River (between Lakes Superior and Huron), the shallow stretches in the St. Clair River, Lake St. Clair and Detroit River (between Lakes Huron and Erie), the Niagara Falls and rapids in the Niagara River (between Lakes Ontario and Erie) and the rapids in the St. Lawrence River between Prescott and Montreal.

Locks in the St. Marys River and in the Welland Canal, that connects Lakes Erie and Ontario, have been enlarged to enable them to carry bigger ships with the result that the shallow channels between Lakes Superior and Erie and the 119-mile stretch of the upper St. Lawrence between Prescott and Montreal are the only remaining barriers to such vessels. The canals that have been built to overcome the Galop and Long Sault Rapids between Prescott and Cornwall, the Soulanges Rapids between Lake St. Francis and Lake St. Louis, and the Lachine Rapids between Lake St. Louis and Montreal, are navigable only by ships of less than 14-foot draft.

The aims of the proposed seaway project are the deepening of the Upper Lakes channels, the replacement of the St. Lawrence canals by ones capable of passing larger vessels and, at the same time, the development of the large power potential of the International Section of the St. Lawrence River.

History of Canadian-United States Negotiations

A Joint Standing International Waterways Commission was established in 1903 to study questions of mutual interest to Canada and the United States. This body assumed permanent status as the International Joint Commission set up by the Boundary Waters Treaty of 1909. The question of a deep waterway in the St. Lawrence was discussed by the two Governments in 1914, but was dropped because of the war.

After 1914 a number of factors strengthened the movement to construct a deep waterway in the St. Lawrence. New industries established during the conflict began to feel the need of cheaper transportation to competitive markets. The opening of the Panama Canal to commercial traffic in 1914 diminished the competitive advantages of the Middle West in terms of transportation costs in relation to the Atlantic and Pacific seaboard.

The severe congestion of rail facilities during World War I, and the general increase in foreign trade from the Great Lakes economic area underlined the importance of cheap water transportation. The increased need for power during the war period became a significant aspect of the seaway project.

Although there had been no joint canal construction in the Great Lakes and the St. Lawrence River, both Canada and the United States had spent considerable sums in independent development, on dredging and canals. The desirability of future co-ordination and careful planning in accordance with economic necessity and equitable division of costs became

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