

## STATEMENTS AND SPEECHES

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INFORMATION DIVISION  
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### THE ST. LAWRENCE SEAWAY

Address by the Hon. George C. Marler, Minister of Transport, to the Canadian Club of Montreal Monday, January 28, 1957.

... Though much has been written about the St. Lawrence Seaway in newspapers and periodicals, somehow or other a good many people have found it difficult to concentrate enough of their attention upon the written material to obtain a clear understanding of all that is involved in the works which are at present being carried out in the St. Lawrence River. I hope that what I am about to tell you will give you a better idea than you now have of the whole project.

Though it would be interesting both to trace the development over the last 150 years of navigation facilities on the St. Lawrence-Great Lakes route and to review the negotiations between Canada and the United States that began in 1905 and culminated in 1954 in an agreement between the two countries to proceed with St. Lawrence Seaway, it would be better, I think, if I were to begin by placing the Seaway in its setting as a vital part of the St. Lawrence-Great Lakes waterway. This ought to make it easier for you to appreciate the purposes and effects of the project.

This waterway, which has been accurately described as the world's greatest inland navigation system, extends from the Atlantic Ocean to the western end of Lake Superior and over its course of more than 2,000 miles rises some 600 feet above sea level by what it is convenient to describe as five separate steps.

The first step - that from the Atlantic to the Port of Montreal - accounts for the first 20 feet of the 600 feet I have just mentioned. We Montrealers have come to take this