

At our instance the two federal governments joined in requesting the International Joint Commission on June 30 last to approve the construction of works for the international power development. The Commission completed its deliberations in less than four months, issuing its order of approval on October 29. On September 22, meanwhile, the Power Authority of the State of New York renewed an earlier application to the Federal Power Commission for a license to develop the United States half of the power. The Federal Power Commission has not yet announced its decision.

May I remind you that the new plan was first broached to the United States by Canada on September 28, 1951, when our Prime Minister paid an official visit to the President. At that time the President undertook to give the Canadian proposal his full support, if Congress failed to give early approval to the 1941 agreement. The matter was followed up last Easter when the Honourable Mr. Pearson and myself saw the President. He then agreed to the preparation of the power applications to the International Joint Commission, since made and approved. We now look for the final move that will give effect to the President's undertaking, that is, the authorizing of an entity to develop the United States share of the power in the International Rapids section of the St. Lawrence River.

Here I would like to record what Canada has done to expedite the new plan. The original Canadian proposal, apparent in the Canada-Ontario agreement of December 3, 1951, contemplated among other things that the entities developing power would either provide works to continue the present 14-foot navigation or make a cash payment in lieu thereof, a matter of something over \$14 million. Canada has now agreed to waive this requirement, since new and deeper canals on the Canadian side would make the 14-foot ones unnecessary.

Secondly, Canada has agreed to contribute \$15 million towards the cost of channel enlargements by the entities developing power, in consideration of the benefit which will accrue to navigation in an all-Canadian seaway.

Thirdly, Canada has removed the Gut Dam, which we built in 1903 between two islands in the St. Lawrence. Law suits are pending in United States courts concerning the effect of that dam, and hence I do not wish to comment on the matter here. But Canada did offer to remove the dam as soon after the power works were approved as river conditions would permit, and subsequently the I.J.C.'s order of approval was made conditional on the removal of the dam. Removal was completed on the sixth of this month.

Fourthly, Canada and Ontario together have offered to supply the Aluminum Company of America with power for its Massena plant during the construction period. This was a matter of concern to the company, which draws power from a smaller development on the river and feared interruption of operations.

These and other things Canada has done to show its willingness and its anxiety to get on with the project.