

uninterrupted 27-foot navigation between Montreal and Lake Erie. Approval of this proposal was given by the International Joint Commission in an Order of Approval dated October 29, 1952.

In 1953, the U.S. Federal Power Commission granted a 50-year licence to the Power Authority of the State of New York (PASNY) for the development of the United States half of this power project. Because the Order granting this licence to PASNY was contested in U.S. courts, it was not until June 1954 that PASNY had clear authority to join HEPCO in making a start on these works.

In the meantime, however, the United States Congress had enacted the Wiley-Dondero Bill (P.S. 83-358), which authorized and directed the Saint Lawrence Seaway Development Corporation to construct, on United States territory, all the 27-foot navigation facilities required to get shipping round the navigational barriers in the International Rapids Section. The situation thereby created required close consultation between the Canadian and the United States Governments in order to avoid a duplication of locks and canals. A number of compromises and accommodations were eventually worked out and embodied in a series of exchanges of notes, according to which the United States agreed to build a canal and two locks on United States territory to by-pass the Barnhart-Cornwall generating dam at the foot of the Long Sault Rapids and, in addition, to do some essential dredging elsewhere, while Canada agreed to build a lock and canal round the Iroquois Control Dam some 30 miles upstream and, in addition, to complete to a common standard all the necessary navigation facilities in Canadian territory, i.e. between Montreal and Cornwall and in the Welland Canal. The estimated cost to the United States of these works was about \$100 million, while the estimated cost to Canada was to amount to about \$200 million.

The first sod on the St. Lawrence Power Project was turned on August 10, 1954. Work on the Seaway began in September 1954. The Iroquois Lock was in regular use by May 1958 and the two United States locks from July 4. First power came from the international powerhouses on the latter date. Through-transit of the St. Lawrence Seaway began April 25, 1959, and the Seaway was opened officially by Queen Elizabeth II and President Dwight D. Eisenhower of the United States on June 26 of that year.

#### *Navigation Facilities*

Some idea of the magnitude of the work undertaken can be obtained by taking an imaginary voyage on a ship westbound from Montreal.

##### a) *St. Lambert Lock:*

Opposite the pool of Montreal Harbour can be seen the protecting dyke of the channel giving access to the Seaway, which begins just east of the Jacques Cartier Bridge, passes beneath the bridge and extends for three miles before reaching the first lock of the Seaway, the St. Lambert Lock, at the southern end of the Victoria Bridge. (At Victoria Bridge are lift-spans and a system of rail and road traffic diversion.)