

20. Following the submission of the joint report of the two Temporary Committees negotiations were continued between representatives of the two governments with a view to securing a satisfactory Great Lakes-St. Lawrence Agreement and on March 19, 1941, the Agreement was signed at Ottawa.

21. The Great Lakes-St. Lawrence Agreement of 1941 includes in one document substantially the same features as the 1929 Niagara Convention plus the 1932 St. Lawrence Deep Waterway Treaty. It provides for the construction of the remaining links of a 27-foot waterway from the head of the Great Lakes to Montreal; for a combined power-navigation scheme in the International Section of the St. Lawrence River, the power to be developed in a Controlled-Single Stage Project yielding about 2,200,000 horse-power divided between the two countries; for the preservation of the scenic values of Niagara Falls combined with increased utilization of Niagara power; for the stabilization of the situation in regard to the Chicago diversion; and for the utilization for power purposes of waters which may be diverted into the Great Lakes System from other watersheds, such utilization being granted to the country making the diversions. (W.P. p. 1).

## PART II

### COMPARISON OF AGREEMENTS WITH 1929 NIAGARA CONVENTION AND 1932 TREATY AND AGREEMENT

22. The principal points of difference between the two previous treaties, the Niagara Convention of 1929 and the St. Lawrence Deep Waterway Treaty of 1932, and the Great Lakes-St. Lawrence Basin Agreement of 1941 are as follows:—

- (a) Under the 1932 Treaty the method of control of joint development in the International Rapids Scheme of the St. Lawrence was by a Temporary St. Lawrence Commission empowered to construct all works except certain power works.

Under the 1941 Agreement the construction of works is to be undertaken by the Governments and a Great Lakes-St. Lawrence Basin Commission is to prepare plans, to allot work to be done by each Government; and to approve Government control and supervise construction.

- (b) Under the 1932 Treaty, power was to be developed in two stages; at an upper dam and power-house at Chrysler Island and at a lower dam and power-house at Barnhart Island.

Under the 1941 Agreement, power is to be in a Controlled-Single Stage Project with all power developed by a dam and power-house at Barnhart Island and a dam constructed near Iroquois Point for the purpose of river control only.

- (c) In the 1932 Treaty the navigation canal passing the Chrysler Island dam was to be built in Canadian territory and that passing the Barnhart Island dam in United States territory.

In the 1941 Agreement the navigation canals to pass the Iroquois Point Control Dam and the Barnhart Island Dam are both to be constructed in United States territory.

- (d) Under the 1929 Niagara Convention remedial works were to be built in the Niagara River above the Falls to improve scenic qualities on lines recommended by the Special International Niagara Board's Report of 1927 and upon completion of these works a temporary diversion from the Niagara River above the Falls was to be authorized for seven years during the period October 1 to March 31 of each year, of 10,000 c.f.s. extra for power, on each side of the Boundary.