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No. 16.

From the Governor General to the Secretary of State for the Colonies

No. 41.

CANADA,
GOVERNMENT HOUSE,
OTTAWA, February 6, 1924.

SIR,—I have the honour to inform you that it has been represented by my Prime Minister that important public considerations have arisen which, in the opinion of the Canadian Government, render it advisable to change in part the Canadian representation on the International Joint Commission, constituted under Article VII of the Boundary Waters Treaty with the United States of the 11th January, 1909. While that Article provides that the British Commissioners shall be appointed by His Majesty on the recommendation of the Governor in Council of the Dominion of Canada, my Government would be glad to receive from His Majesty's Government a formal assurance that its wishes as to any change in the Canadian personnel will be carried out in so far as His Majesty's Government has to do with the matter. It may be pointed out that changes in the personnel of the American section from time to time have been made by the American Government.

I have, etc.,

BYNG OF VIMY.

The Right Honourable
JAMES H. THOMAS, M.P.,
Secretary of State for the Colonies.

No. 17.

From His Majesty's Chargé d'Affaires at Washington to the Governor General

No. 52.

BRITISH EMBASSY,
WASHINGTON, February 7, 1924.

MY LORD,—I have the honour to transmit to Your Lordship, herewith, copies of the paper mentioned in the subjoined schedule.

I have, etc.,

H. G. CHILTON.

His Excellency
The Governor General of Canada.

Name and Date	Subject
From the <i>New York Times</i> of February 6, 1924.	St. Lawrence River improvement scheme.

Reference: Mr. Chilton's telegram No. 11 of February 5, 1924.¹
¹ No. 15.

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11

ENCLOSURE IN No. 17

Clipping from *New York Times*, February 6th, 1924.

CANADA TO HASTEN WATERWAY ACTION

AGREES WITH UNITED STATES THAT THE ST. LAWRENCE PROJECT SHOULD BE SETTLED QUICKLY

PROPOSES A LARGER BOARD

WILL FORM A COMMITTEE TO STUDY "THE WIDE QUESTIONS INVOLVED" IN THE MATTER

Special to *The New York Times*.

WASHINGTON, Feb. 5.—The State Department received to-day from the British Embassy a reply to a note sent by the department on November 17, 1923, regarding recommendations made by the International Joint Committee concerning the improvement of the St. Lawrence River between Montreal and Lake Ontario for navigation and water power.

The British reply recommended that before any work should be carried out the joint engineering board should be enlarged and further consider the technical aspects of the problems and decide on the plan which should be adopted; that the Government of Canada should form a committee to inquire fully from a national standpoint into the questions involved, and that the Dominion Government should appoint additional engineers to the joint engineering board.

TEXT OF BRITISH REPLY

(See enclosure in No. 10.)

United States Wants Quick Action

It was learned to-day in official circles that the United States Government is anxious to have the St. Lawrence deep waterway question settled as soon as possible. More than fifteen States will be affected by the proposed development.

The question was taken up more than a year ago with the Ottawa authorities, when the United States announced its readiness to negotiate the necessary treaty for carrying through the project. At that time, the Canadian Government stated that the project was so extensive, and the amount of money involved so large, that it was not prepared to proceed with the matter.

Considerable pressure has been brought to bear upon the Canadian Parliament and upon Prime Minister Mackenzie King to induce them to revive the subject, delegations from Western Canada and Ottawa having advocated the project. For this reason, officials here are hopeful that the Canadian Government will find it feasible to do something in the near future.

Another consideration which makes officials more hopeful that the waterway project will go through is the fact that New York interests heretofore opposed to the project, on the ground that it would be injurious to the Port of New York, apparently are now coming to view the project favourably. According to Secretary of Commerce Hoover, New York is coming to see that the benefits obtained from the project would more than offset the temporary disadvantages from which the port might suffer.

Says New York Would Benefit

Secretary Hoover bases his conclusions that New York would benefit from the waterway on the grounds that the 1,250,000 to 1,600,000 horsepower developed would be available for use in New York State, especially

W.L. Mackenzie King Papers
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