

Members of the Canadian Manufacturers' Association will be well aware of the long history of the endeavours of the Government of Canada, in the closest association and agreement with successive Presidents and in full accord with the Executive Branch of the Government of the United States, to bring about the development of the St. Lawrence for power and navigation in the International Section between Lake Ontario and Lake St. Francis.

There are in the archives of the diplomatic services a number of stillborn treaties and unratified agreements to this end, and these are accompanied by a long series of reports from engineering boards, advisory committees, and the like, which have endeavoured, by well-marshalled facts and careful logic, to bring conviction to those in Congress who had the authority to accept the proposals made by Canada and so launch this great project for the benefit of their fellow inhabitants of this continent. There are also the reports and propaganda of special interests opposed to the projects, whose arguments, even when disproved, have been repeated and repeated in weary succession. In all the long years which have passed since the favourable report made by the International Joint Commission in 1921 till the present, not one of these draft treaties was accepted by the 2/3 majority required in the U.S. Senate, nor was any agreement adopted by the required simple majority of the Senate and House of Representatives meeting jointly.

In 1952 a new approach based on the Treaty of 1909 was initiated by the President and the Prime Minister, and on June 30, 1952, applications in similar terms were addressed to the International Joint Commission by the respective governments, asking for the Commission's approval, under the authority vested in it by the Treaty of 1909, for the erection of the planned power works at Barnhart and the regulating works at Iroquois. The Canadian Government undertook that when these works were started they would add, at their own instance, the additional works or facilities required to open the channels to navigation, on a 27-foot basis, from Montreal to Lake Erie inclusive.

The extensive series of public hearings in Canada and the United States required by the Commission's methods of procedure in order that "everyone concerned should be given a convenient opportunity to be heard", was completed in Montreal on October 29, 1952, at which time the Commission issued its "order" approving the works and defining the arrangements both for their construction, and later, for their operation. Two days afterwards, the Canadian Government notified the United States Government that, in their view, the Commission's order superseded the draft Agreement of 1941 which, the Canadian Government stated therefore, would not be submitted to Parliament for ratification. The President of the United States accepted this position, and thus the way became clear for the further procedures required in the United States to name an "entity" which would be associated with the Ontario Hydro-Electric Power Commission in the construction of the power and related works. This duty fell on the United States Federal Power Commission which in its turn held prolonged hearings on the aspects of the matter pertinent to its jurisdiction within the