



## STATEMENTS AND SPEECHES

INFORMATION DIVISION  
DEPARTMENT OF EXTERNAL AFFAIRS  
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### CANADA'S VIEWPOINT ON THE DEVELOPMENT OF THE ST. LAWRENCE SEAWAY

Text of an address by the Minister of Trade and Commerce, Mr. C. D. Howe, at the annual dinner of the Washington Society of Engineers, made in Washington, D.C., on November 28, 1951.

In looking about for a subject of mutual interest, it has occurred to me as worthwhile to give you the Canadian viewpoint on the development of the St. Lawrence Seaway. The subject is timely, in that Canada has introduced legislation to establish an authority to undertake the building of the seaway as an all-Canadian project, located in Canadian territory. You will recall that, more than ten years ago, Canada and the United States negotiated an agreement which provided for the building of the seaway as a joint enterprise. Canada has let ten years go by waiting for the United States Senate to approve the agreement "next year", so we could get on with the job. Canada now finds that the limitations of the present canal system are hindering the development of the Canadian economy to an extent that immediate action seems necessary in order to remove a serious bottleneck in water transportation between the Great Lakes and the Atlantic Ocean. Canadian demands for hydro-electric power are increasing at a rate that urgently requires the development of the Canadian power resources that will be made available by the development of the seaway. We in Canada feel that the building of the seaway and the development of the power cannot be longer deferred.

There is no lack of desire on the part of Canada to proceed with the joint project, and the door will be left open for participation by the United States, should there be ratification of the 1941 agreement early in the year 1952. It will be necessary in any event that we ask the United States to designate an authority to develop the United States' side of the International Rapids Power Development. We think we have the right to expect co-operation to that extent from your Government, having in mind the long interval during which lack of ratification by the United States has delayed the project.

It has seemed to me that the project to deepen the St. Lawrence River access to the Great Lakes, and to develop the hydro-electric power incidental thereto, has suffered more from the enthusiasm of its friends than from the opposition of its enemies. Too often the project has been represented as something new and revolutionary, so immense as to stagger the imagination. Too often has the picture been painted of great ocean ships travelling up the waterway to ports on the Great Lakes. Quite naturally, this enthusiasm, however sincere, arouses a good deal of skepticism from those who do not stand to benefit directly from the project, as well as an unreasonable fear on the part of those who feel that their interests would be adversely affected.