

With the authorization to proceed with the development of the International Rapids Section of the St. Lawrence River, this project becomes the sixteenth new source of power in the Commission's construction program. It is the last major source of hydro-electric power available to the Commission within economic transmission distance of large load centres.

The frustrating delays which dogged the project for more than twenty years were, in part at least, attributable to the unavoidable association of the navigation and power aspects of the scheme, to which reference already has been made. Economically and physically the two aspects were very closely related, and uncertainty or postponement regarding the one necessarily involved the other. The power development must be a joint undertaking by Canada and the United States; the seaway, though interdependent with the power project, could be constructed by either country or by both countries entirely within their own national boundaries, or it could be constructed as a single international undertaking.

In 1951, Canadian spokesmen, aware of the urgent need for the development of power from the St. Lawrence River, and faced with seemingly insurmountable obstacles in the United States to the combined seaway and power project, began urging the construction of an all-Canadian seaway in association with the international power development. On Dec. 3, 1951, the Canadian Government signed an agreement with the Government of Ontario delegating to the Province the authority for the development of Canada's share of the power in the International Rapids Section of the St. Lawrence River. This agreement, which clarified and firmly established the Canadian policy regarding power, was later ratified by both Governments, and the Provincial Government in turn enacted legislation in October 1952 assigning to the Hydro-Electric Power Commission of Ontario the responsibility for constructing, operating, and maintaining the Canadian half of the power development.

Power aspects of the development were further clarified at the international level in October 1952 when the International Joint Commission approved an application by Canada and the United States to develop power from the International Rapids Section. More than two years were to pass, however, before United States policy regarding the power and navigation development was clearly defined. In July 1953, the Federal Power Commission announced its decision to grant a licence to the Power Authority of the State of New York to undertake the United States share of the power development. Appeals against this decision by opponents requesting a re-hearing were dismissed. A final appeal was taken to the Supreme Court of the United States. On June 7, 1954, the Supreme Court rejected the appeal and thereby removed the last legal obstacle to the power project. It was then possible for Canada to proceed with an all-Canadian seaway. However, since the United States Government had, early in 1954, approved a measure of United States participation in the seaway, negotiations were continued by the two countries with regard to the navigation features of the scheme.*

The flow of the St. Lawrence River provides one of the most dependable sources of power in the world. The principal structures of the new development on the St. Lawrence River consist of two power-houses and two dams. The structure

* See the special article on "The St. Lawrence Seaway", Chap. XIX.