

~~CONFIDENTIAL~~

- 3 -

All had agreed, therefore, with Mr. Dulles concurring, that the Seaway should not be administered by the Corps of Engineers on that account. In discussions with Mr. Quarles and Mr. Wilson, it had been decided that the decision should be delayed because there was something on both sides.

Mr. Dulles' outlook on this, according to Governor Adams, is that logic is on the side of administration by the Department of Commerce since the Seaway is a commercial enterprise and will involve such things as collection of tolls. However, it is expected that Defense will do a better job. The conclusions, then, that Governor Adams reaches are that:

1. The Canal should be administered by a civilian agency.
2. There is no particular need for an early conclusion as to the division of these responsibilities under question.
3. Responsibility may rest with Defense or be transferred to Commerce. In this connection, however, Governor Adams feels that it is better to leave it in Defense because a better and cheaper job will be done. Here he would expect for operation and maintenance that the Secretary of Defense would leave this to civilian agencies. He feels that the Corps of Engineers could give these agencies the benefit of experience but such Engineers as are involved should be under civilian officers. He has not checked with Bureau of Budget in this regard. He further states that the Corps of Engineers should not campaign for operational jurisdiction.

Discussion then turned up that the two viewpoints were essentially the same. Secretary Brucker's plan for Engineer continuation in the Seaway was that they should not be an independent agency but that the Engineers should be limited to operation and maintenance only under direction of civilians.

Some discussion then followed on the point of view of the Canadians in attempting to set up an all-Canadian seaway. This, however, was not directly relevant to the case at hand. The conclusion was that essentially as Secretary Brucker initially recommended. The St. Lawrence Seaway Development Corporation will maintain and operate the Seaway and continue contractual arrangement until it is convenient to take over all responsibilities. Once more both Governor Adams and Secretary



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