Niagara	3,600,000 h.p.
International Rapids Section of St. Lawrence	2,200,000 h.p.
Soulanges Section	2,000,000 h.p.
Lachine Section	1,200,000 h.p.

About two-thirds of the total power is Canadian, one-third American.

It is the three power sites on the St. Lawrence River that are of interest in connection with the Seaway. Here the United States concern is confined to the International Rapids section, where each country will have 1,100,000 horse-power. It is this section that gets most of the publicity, favourable and otherwise.

But in Canada we are concerned with two other sections of the river, Soulanges and Lachine, that lie wholly within our own borders. In each of them we can harness even more power than we will get from the International Rapids. Soulanges will develop 2,000,000 horse-power, Lachine 1,200,000. Harnessing of Soulanges power has not waited on the Seaway. The basic work for a full-scale development was done twenty years ago, installations now in place or under way exceed 1,500,000 horse-power, and a final expansion will involve little more than an additional powerhouse. Now Lachine in turn appears about ripe for development, especially if done in conjunction with the Seaway. Do you wonder then that we are puzzled by all the fuss over the International Rapids?

As for navigation, deep canals and channels have long since been available past the first three steps, making deep draught navigation an accomplished fact throughout the Great Lakes. Canada has built the Welland Ship Canal through the Niagara Peninsula, with locks 30 feet deep. The newest lock at Sault Ste. Marie was opened by the United States in 1943 with a 31-foot depth. The United States also has deepened the various river channels in successive programmes, both here and in the St. Clair-Detroit passage. Now, from Duluth and Fort William to Prescott, the various downbound channels provide approximately 25 feet, and the shallowest upbound channels 21 feet. They serve a great inland fleet that is said to provide the cheapest transportation in the world. The largest vessels load more than 20,000 tons.

Again, at the fifth step, you will recall that the St. Lawrence Ship Channel to tidewater is 35 feet deep. It has made Montreal one of the busiest seaports in the world, attracting any but the largest of ocean vessels.

But at the fourth step, in the 115 miles between Montreal and Prescott, the rapids of the St. Lawrence River are at once an obstacle to navigation and a reproach in unharnessed power. They are passed only by 14-foot canals with small locks, and this bottleneck keeps the ocean vessels on one side, the lake vessels on the other. The largest vessels that come through these canals carry less than 3,000 tons, most of them about 2,500 tons. In this same stretch of 115 miles, barely a quarter of the available water power has been developed.