

- 1 - St. Mary's Falls lying between Lake Superior and Lake Huron -- where there is a drop of 21 feet.
- 2 - The St. Clair-Detroit passage joining Lake Huron and Lake Erie -- where there is a drop of 8 feet.
- 3 - Niagara Falls which separates Lake Erie from Lake Ontario and which has a drop of 326 feet.
- 4 - The St. Lawrence River section which includes the International Rapids section, the Lake St. Francis and the Soulanges section, and the Lachine section, where the drop is 225 feet.
- 5 - Montreal to the sea -- the portion which lies wholly in Canadian territory and in which there is a drop of 20 feet.

These five steps will, it is estimated, develop approximately 9 million horsepower divided as follows:

At Niagara 3,600,000 h.p.

In the International Rapids section 2,200,000 h.p.

In the Beauharnois or Soulanges section 2,000,000 h.p.

In the Lachine section 1,200,000 h.p.

All of this power is Canadian with the exception of 1,800,000 horsepower at Niagara and the American share of 1,100,000 horsepower in the International Rapids section.

To what extent have these potentialities been developed?

For navigation, Canada has already spent \$300,000,000 to provide a dredged channel of 35 feet to Montreal; a 14-foot canal system between Montreal and Lake Ontario; a 25-foot channel between Lake Ontario and Lake Erie, and a lock at the Sault. The United States has provided locks at the Sault and dredged channels between Lake Huron and Lake Erie.

Canada has spent \$300,000,000 upon these potentialities to enable wheat from the Prairies to move from the head of the Lakes by water to the sea, a distance of 2,000 miles. Thus, Canada's wheat crop was able to reach the European market and there compete favourably with the wheat of other countries. Again, these sums were spent to provide an alternate route for Canadian wheat exported to European countries vis-a-vis that provided by the United States through the Erie Canal and the Hudson River to New York City. The completion of the Welland Canal permitted our wheat, along with other products, to flow through this natural course down the Lakes into the St. Lawrence River and on to the British market. The completion of the Great Lakes-St. Lawrence Seaway to a full depth of 27 feet would guarantee forever an all water route for our commodities at a substantially reduced transportation cost, through the elimination of transshipment at such points as Prescott, Port Colborne and Port McNicoll.