

works, as we move downstream, are those being undertaken at Beauharnois. As you know, power has already been developed at Cedars Rapids on the north side of the river and by means of the Beauharnois Power Canal on the south side. In this part of the river about 2,000,000 H.P. can be developed. Quebec Hydro has already developed some 1,500,000 H.P. and has plans for the development of additional power. To provide communication between Lake St. Louis and the Beauharnois Power Canal the Seaway Authority is already well advanced in the construction at the eastern end of the canal of two locks which, with incidental work, are expected to cost some \$50,000,000.

As we continue to move down the river, we come to the Lachine section, where it is possible to develop some 1,200,000 H.P. The development of this potential could have been started at the same time as the Seaway but as the Province of Quebec in 1954 seemed not to be ready to proceed with the power development, the present works being carried out in the Lachine section are solely for the purpose of navigation.

These works for navigation involve the building of a lock near the outlet of Lake St. Louis, a canal several miles in length, extending overland from Caughnawaga to the Laprairie Basin and then eastward in the Laprairie Basin to another lock at St. Lambert which is being built just above Victoria Bridge. The canal then extends eastward past St. Helen's Island and will afford easy passage for shipping either across the river to the Port of Montreal or downstream by means of the St. Lawrence Ship Canal.

### Lachine Section

The works in the Lachine section will be by far the most costly of all of those for navigation and are probably the most complex because of the other transportation facilities lying across the path of the Seaway. I refer, of course, to the four bridges which you all know very well. May I tell you briefly something of the problems which have had to be faced and what the Seaway Authority or other agencies are planning to do.

The first bridges to be encountered were the railway bridge at Ville LaSalle and the Honore Mercier highway bridge. At this point in its course, the seaway canal lies inland and therefore to the south of these two bridges. In consequence, the railway bridge itself will not be affected but as the seaway canal cuts through the railway embankment a lift span for railway traffic is to be built over the Seaway at this point.

So far as the Honore Mercier bridge is concerned, the Seaway Authority, in co-operation with the provincial government, has worked out plans for a bridge to be built at a height of 120 feet over the seaway canal. This new