

Summarizing the above, we get the following:-

International Section

Thousand Island Section . . . . .	\$ 550,000.
International Rapids Section . . . . .	31,096,000.
<u>Lake St. Francis Section</u> . . . . .	980,000.
<u>Soulanges Section</u> . . . . .	21,600,000.
<u>Lachine Section</u> . . . . .	<u>50,848,000.</u>
Grand Total for Navigation to be borne by Canada	<u>\$105,074,000.</u>

Upon the above basis of estimating, therefore, the additional moneys to be provided by the Dominion Government to complete the Waterway Project is \$105,074,000. This provides for Canada's building all the structures on the Canadian side in the International Reach of the St. Lawrence river. Should Canada decide to place the navigation canals and locks at Crysler's Island dam and at the Long Sault dam on the Canadian side of the river, the above cost would be increased by some \$35,000,000., i.e., a total of \$140,000,000.

Conclusion in Respect to Financing.

While a more exhaustive review of the figures might change the above total to some extent, it serves the purpose of this memorandum which is to demonstrate that the amount for which the Dominion Government must become responsible for navigation purposes reduces to a very small figure in comparison with the amounts which have been loosely used in connection with the waterway. When it is remembered that the construction period will probably extend over ten years, it will be apparent that no particular financial burden will be imposed upon the Dominion in undertaking the waterway if the policy with respect to power set forth in the earlier part of this memorandum

**POOR  
COPY**

W.L. Mackenzie King Papers  
Memoranda & Notes

**PUBLIC ARCHIVES  
ARCHIVES PUBLIQUES  
CANADA**