

The navigation facilities in this part of the waterway include a 10-mile canal from Lake St. Louis to deep water in the Port of Montreal. This canal will be built overland from the Lake at a point above Caughnawaga eastward to Cote Ste. Catherine, and thence in Laprairie Basin itself, following its south shore. In its course, turning basins are to be constructed to allow ships, both deep sea and Lake carriers, to manoeuvre freely in and out of the canal. There are to be two locks, on which work is well advanced - one at Cote Ste. Catherine, a little below the Lachine Rapids, and the other at St. Lambert, a little above Victoria Bridge.

The entrance to the Seaway - or the exit, depending on which way you are travelling - will be a short distance to the east of the Jacques Cartier Bridge and will provide direct and convenient access both to the heart of Montreal Harbour and to the St. Lawrence ship channel itself. In fact, the location of the eastern end of the Seaway was chosen so as to facilitate the movement into the harbour of traffic coming down the seaway.

The works to be carried out in the Lachine section are expected to cost about \$125,000,000, according to the latest estimate. This is attributable not only to the extent of the navigation facilities which I described in a summary way a moment ago, but also to the works that must be carried out as a consequence of building these navigation facilities. I refer, of course, to the subsidiary expenditures that have to be made to provide for the water supply and the sewage systems of the municipalities on the south shore of the river between Lake St. Louis and the eastern extremity of the Seaway, and to the extensive works which have yet to be carried out so that the Seaway will not disrupt the movement of the railway and the highway traffic which now crosses the river by means of the railway bridge at Caughnawaga, the Honore Mercier Bridge, the Victoria Bridge and Harbour, or Jacques Cartier Bridge. The problems which arose in this connection have been exceedingly complex and the provision of facilities to prevent the disruption of this traffic by the Seaway will involve the expenditure of very substantial sums.

This concludes my description of the various works which are now in course of being carried out by the Seaway Authority. I should perhaps go on to tell you that the new locks are to be of the same standard dimensions as those of the Welland Ship Canal, with 30 feet of water over the sills; and that all the new channels, that is to say, as far up the waterway as Lake Erie, are to be dredged to a depth of 27 feet. In due