

The Treaty provided for the construction of a deep waterway not less than 27 feet in depth from Lake Superior to tidewater; for a combined power-navigation project on the St. Lawrence river providing for 2,000,000 horse-power on the International Reach of which 1,000,000 horse-power goes to the United States and 1,000,000 horse-power to Canada and which will permit of the development by Canada of 3,000,000 horse-power in the purely Canadian Reach below Cornwall, all of which is and remains wholly Canadian; and for the clearing up of outstanding international waterway problems, such as the Chicago diversion, the conservation of the Great Lakes levels and the authorization of diversions into the St. Lawrence watershed from points outside that watershed, such as from the Ogoki and Long Lake areas, with retention for power purposes all down the International Reach of all water so diverted.

A copy of the Treaty is attached as.....Appendix I. The relationship of the St. Lawrence Deep Waterway to Empire Trade Routes is shown on the attached.....Plate 1; the general location of the waterway is shown on the attached.....Plate 2; and the details of the project from lake Ontario to Montreal are shown on the attached.....Plate 3.

(2) The Canada-Ontario Agreement 1932

The Canada-Ontario Agreement was signed on July 11, 1932. It automatically lapsed on July 11, 1935, under a clause which provided for such lapsing in the event of the St. Lawrence Deep Waterway Treaty not being concluded between and ratified by the High Contracting Parties within three years.

W.L.M. King Papers, Memoranda and Notes, 1933-1939  
(M.G. 26, J 4, volume 210, pages C143987-C144597)

**PUBLIC ARCHIVES**  
**ARCHIVES PUBLIQUES**  
**CANADA**

