

**T**HIS booklet is a continuation of the first edition entitled "Historical Sketch of the Proposed Great Lakes to Ocean Route", copyright Canada, 1919 (copies of which may be obtained upon application at the office of the Great Lakes and Atlantic Canal and Power Company, Limited, Montreal), outlining the most feasible and practical water route available to create, operate and maintain, a speedy navigable waterway, with a clear depth of not less than thirty-five feet, and a width of not less than four hundred feet at low water line, connecting Lakes Champlain, Ontario, Erie, Huron, Michigan and Superior, with the Atlantic Ocean via the St. Lawrence and Hudson Rivers as follows:—

### **Proposed Route—The Sea to Lake Ontario**

**First.**—By improving the ship channel of the St. Lawrence River to a depth of thirty-five feet up to the point where the Richelieu River flows into the St. Lawrence. (18.23 feet above sea level).

**Second.**—By building three locks to raise the waters of the Richelieu River to the level of Lake Champlain, (from 18.23 feet above sea level to 96.05 feet above sea level), at a point forty-five miles inland from the St. Lawrence River, said locks to be situated as follows:

**First lock,** four miles inland from the St. Lawrence River on the Richelieu River near Sorel, P. Q.

**Second lock,** forty-one miles further inland following the Richelieu River near Locks Nos. 5, 6, 7, 8 and 9 of the Chambly Canal.

**Third lock,** one mile still further inland following the Richelieu River near Locks 2, 3 and 4 of the Chambly Canal.

**Third.**—Beginning at a point on the Richelieu River below St. Johns, there will be a Canal with two locks; one lock at or near St. Johns and one at or near St. Etienne, connecting with the St. Lawrence River above Valleyfield (about 154 feet above sea level).

**Fourth.**—Between that point, above Valleyfield (where the canal will connect the St. Lawrence with the Richelieu River) and Prescott, Lake Ontario (244 feet above sea level), there will be but two locks, as most of this section will be through the St. Lawrence River except where it will be advisable to straighten the channel or avoid the excessive cost of working in River Rapids. At such places the Canal will skirt the St. Lawrence River from which it will be separated by a massive sea wall, similar to that of the Manchester Ship Canal in England, which skirts the Mersey for the first 15 miles from Eastham to Runcorn.