

and the Dominion, the Company must provide a dredged channel adjacent to the north embankment 600 feet wide and 27 feet deep. A control dam across the power canal is located about 4 miles from Lake St. Francis.

The project proposed for carrying the deep waterway through the Soulanges Section contemplates the utilization of the Beauharnois power canal for navigation.

The work required to be done to provide navigation throughout the section is as follows:—

- (a) Excavation of an entrance channel, 450 feet wide, from deep water in Lake St. Francis to join the power canal.
- (b) Excavation of a short side canal and the construction of a guard lock to pass navigation by the control dam.
- (c) Excavation of a short side canal and the construction of a guard gate and two twin locks in flight to pass from the power canal to Lake St. Louis.
- (d) Replacement of two fixed bridges over the power canal by two vertical lift bridges, as well as the construction of a railway bridge over the guard gate and a highway bridge over the lower entrance to the flight locks.

33. *The Lachine Section.*—This section, 23 miles long, extends from deep water at the head of Lake St. Louis to Montreal harbour.

The project proposed for the improvement of the Lachine Section is that recommended by the Joint Board of Engineers in 1926, and consists of a side canal with locks for navigation, with control of the levels of Lake St. Louis.

The main features of this project are as follows:—

- (a) A submarine channel, 5 miles long, extending from deep water in Lake St. Louis to Lachine.
- (b) An overland canal, 10 miles long, extending from Lachine to deep water in Montreal Harbour. This canal flanks the north shore of the river.
- (c) A pair of guard gates and three lift locks designed to overcome a maximum difference in level of 53 feet.
- (d) A dam across the river at Ile aux Diable with such other works as will be required to hold the low water level of Lake St. Louis to elevation 71.
- (e) The necessary highway and railway bridges.

## PART V

### FINANCIAL PROVISIONS

34. The Canada-United States Agreement provides for the establishment and maintenance of a Great Lakes-St. Lawrence Basin Commission. The duties are set forth in Article I, and they include design, supervision and regulation in the Niagara River and in the International Section of the St. Lawrence.

The actual construction is to be carried out by the two Governments. In Article II, the Canadian Government undertakes to construct the works in the International Rapids Section allocated to Canada by the Commission, and to complete the Canadian links in the deep waterway, including the deepening of the Welland Ship Canal and the construction of canals and other works in the Canadian Section of the St. Lawrence. The works allocated to Canada would, subject to necessary adjustment, comprise the works on the