

Effect of Conditions

The inclusion of these or other alterations or reservations in an approving measure adopted by the United States Congress would not, in itself, affect the status of the Agreement. For the Agreement to be effective and binding between the two countries, under International Law, it would of course be necessary for the Canadian Government to approve and ratify any changes put forward by the United States Government.

Furthermore, it need not necessarily follow from the inclusion of such reservations that the features of the over-all St. Lawrence problem, which are to be deleted, have thereby ceased to be regarded as important. On the contrary, the United States Government has made it clear, that in its view, each of these features should be subject to special agreement.

Work Required Under Agreement

At this point it may be of interest to consider, in some detail, the actual work which would be undertaken if the 1941 Agreement received the approval of the legislative bodies of Canada and the United States.

In the Upper Lakes, channel dredging would be required to provide a minimum depth of 27 feet over the entire navigation route. This work would be the responsibility of the United States.

Between Lake Erie and Lake Ontario, Canada would be responsible for dredging work in the Welland Canal to increase the minimum depth from 25 feet to 27 feet.

The principal engineering works of the controlled single-stage project planned for the International Rapids Section, above Cornwall, Ontario, are the following:

1. A control dam in the vicinity of Iroquois Point.
2. A dam in the Long Sault Rapids at the head of Barnhart Island; and two power houses, one on either side of the international boundary, at the foot of Barnhart Island.
3. A side canal, with one lock on the United States mainland to carry navigation around the control dam; and a side canal, with one guard gate and two locks, on the United States mainland south of Barnhart Island, to carry navigation from above the main Long Sault Dam to the river south of Cornwall Island.
4. Dykes, where necessary, on the United States and Canadian sides of the boundary to retain the pool level above the Long Sault Dam.
5. A channel enlargement from the head of Galop Island to below Lotus Island.
6. A channel enlargement between Lotus Island and the control dam, and from above Point Three Points to below Ogden Island.
7. The necessary railroad and highway modifications on either side of the international boundary.
8. The necessary works to permit the continuance of the 14-foot navigation on the Canadian side around the control dam and from the pool above the Long Sault Dam to connect with the existing Cornwall Canal.