

7.

of the amount of money which is involved to meet this responsibility. These figures are based upon the estimates appearing in the Joint Board's report on the St. Lawrence Waterway and upon the conclusions of the Departmental Board acting on the application of the Beauharnois Light, Heat and Power Company for the right to develop power between Lake St. Francis and Lake St. Louis recently before the Dominion Government. The figures hereunder do not include interest during construction.

The Joint Board's estimates have been divided between power and navigation on the basis mentioned earlier in this memorandum, i.e., all purely power structures have been charged to power, all purely navigation structures have been charged to navigation, and common structures have been very approximately divided in proportion to their respective utility for these two purposes. The figures should preferably be reviewed with Mr. D. W. McLachlan of the Department of Railways and Canals, or with someone more familiar than the undersigned with the details of the estimates. However, they are sufficiently close for the purpose of this memorandum, which is to demonstrate how reasonable is the amount which, under the suggestions made herein, the Dominion will be called upon to meet to complete the Deep Waterway Project for navigation purposes.

Attached hereto as Exhibit B is a tabular statement which forms the basis of the figures hereunder.

In the International Section of the St. Lawrence, Project No. 5, or the Crysler's Island Two-Stage Scheme, i.e., the scheme approved by the Canadian Section of the Joint Board of Engineers, has been taken as the basis of the figures. The total estimated cost for securing navigation on the basis above outlined is \$96,543,000. In this project, the canal and locks

**POOR
COPY**

W.L. Mackenzie King Papers
Memoranda & Notes

**PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA**