

Why is the project necessary from a navigational standpoint?

Controlling depths of the seaway at present are 22 feet from Lake Superior to Prescott, 14 feet from Prescott to Montreal, and 35 feet from Montreal to the sea. It is therefore clear that the seaway has been completed except for that portion which lies between Montreal and Kingston including the International Rapids Section. This is the bottleneck which must be removed to allow deep sea vessels to ply between the ocean and the Great Lakes.

The newly discovered iron ore fields of northern Quebec and Labrador can be most speedily exploited only when the St. Lawrence Seaway is completed. For years the backbone of the steel industry in the United States has been high grade iron ores of the Mesabi Range to the south of Lake Superior. The high grade ores from these fields are being rapidly depleted and that factor accounts for the interest in the fields of Quebec and Labrador, where upwards of 400,000,000 tons of high grade ores have been amply proven.

What is the cost of the Great Lakes - St. Lawrence Seaway project?

The latest estimate places the total cost including the full development of power at \$806,000,000 of which \$336,000,000 is Canada's share and \$470,000,000 is the United States' share. Of these amounts Canada has already spent \$132,000,000 for the construction of the Welland Ship Canal, leaving a balance of \$204,000,000 still to be expended.

The United States has already implemented one of the provisions of the 1941 Agreement by the completion in 1943, at a cost of \$15,000,000, of a new lock at Sault Ste. Marie. This new facility was built to conform to waterway standards, and the United States has also invested \$17,000,000 in dredging the St. Clair channels to a depth of 25 feet for downbound traffic and 20 feet for upbound traffic.

A considerable sum of money has been invested by Canada in the present system of canals and in the lower St. Lawrence. Over and above the \$132,000,000 already spent by Canada for the construction of the Welland Ship Canal, mention should be made of the expenditure of \$50,000,000 on the present canals of only 14 feet in depth such as Lachine, Soulanges and Cornwall. These are the present navigation facilities which constitute the bottleneck and would be replaced by new canals providing for 27-foot navigation.

East of Montreal for a distance of about 180 miles, the St. Lawrence River has been deepened to 35 feet at a cost of nearly \$100,000,000. The interest of Canada in the St. Lawrence Seaway is, therefore, not a new venture since nearly \$300,000,000 has already been spent.

These sums of money were invested in the waterway in order to facilitate the movement of Canada's wheat crop by water from the Head of the Lake to the sea, a distance of 2,000 miles. Thus, Canada's wheat was able