

assist coastal yards in the construction of freighters and warships. Also, the strategic importance of the seaway was underlined by the initial German successes in Europe.

In these circumstances, the Great Lakes-St. Lawrence Agreement was signed by Canada and the United States in March, 1941. It was very similar to the 1932 Treaty, but was drawn up in such a form as not to require a two-thirds majority for approval in the United States Congress. While the President made a strong recommendation to Congress in June, 1941, the bill introduced in Congress to obtain approval of the Agreement was delayed in committee. In view of this, approval of the Agreement was not sought in the Canadian Parliament, although the Agreement was tabled there and no further action was taken on the Agreement during the War.

The 1941 Great Lakes-St. Lawrence Agreement

The 1941 Agreement provided for the construction of the remaining links of a 27-foot waterway from the head of the Lakes to Montreal (capable of being deepened to 30 feet later if required) and for a combined power-navigation scheme in the International Section of the St. Lawrence.

The International Section

The International Section of the St. Lawrence comprises the Thousand Islands and International Rapids to the point south of Cornwall Island where the international boundary cuts across the south bank of the River. The principal engineering works of the Controlled Single Stage Project planned for this area are:

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.

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