

and the United States. The second is the Soulanges Section where the Beauharnois development already harnesses about one million horsepower, and an ultimate expansion to two million horsepower can be accomplished readily. The third site is the Lachine Section, where a projected 1,200,000 horsepower might be installed.

A very large part of the work on this Seaway has been completed already. Deep draft navigation is an accomplished fact throughout the Great Lakes. The locks of the Welland Ship Canal are 30 feet deep, and the lock in one of the five canals at Sault Ste. Marie is 31 feet. From Duluth and Fort William to Prescott the various downbound channels provide approximately 25 feet, and the shallowest upbound channels 21 feet. They serve a great inland fleet that is said to provide the cheapest transportation in the world. The largest vessels load more than 20,000 tons.

Again, below Montreal the St. Lawrence Ship Channel is about 35 feet deep. It has made Montreal one of the busiest seaports in the world, attracting any but the largest of ocean vessels.

But between Montreal and Prescott there is a bottleneck that keeps the ocean vessels on one side, the lake vessels on the other. For a matter of 115 miles the unharnessed rapids of the St. Lawrence River are passed only by 14-foot canals with small locks. The largest vessels that go through these canals carry less than 3,000 tons.

Removing this bottleneck and harnessing the untamed water is the essence of the Seaway Project today. Major works are required in the three sections of the river that I mentioned a moment ago.

The first is the International Rapids Section. Power works would include an upper control dam near Iroquois and a main dam and power-houses near Cornwall. Short canals would carry navigation past the dams. In 1941, it was proposed that the canals be on the United States side of the River. But there is nothing to prevent them being put on the Canadian side, and plans have been prepared for this possibility.

The second of the three sections is Soulanges. Here the basic development already exists at Beauharnois, and a wide power canal is available for navigation. Little more is necessary than to add the locks and short connecting channels.

Thirdly, in the Lachine Section, the minimum development will be a ten-mile canal and considerable channel enlargement. But a large-scale power development is possible in this section too. Discussions have been opened with the Province of Quebec, out of which may come an agreement for a combined power and navigation development.

I pass now to the Great Lakes. In order to achieve Seaway standards, it will be necessary to further deepen the inter-lake channels and canals to 27 feet. The locks already are of ample size for even deeper channels, it will be recalled. Except at the Welland Ship Canal, the work would be done by the United States. This would be little more than a continuation of a development that has been going on for over a hundred years.