

The proposals hereunder demonstrate how entirely unfounded are the apprehensions as to what is involved by the Dominion in financing the project, and how unnecessary is any over-dependence upon the United States in the sharing of the cost.

The proposal hereunder will provide a national or as nearly an "All-Canadian" project as is practicable. It provides for the development of the deep waterway St. Lawrence project along exactly the same lines as have been followed to date in the development of the present Great Lakes and St. Lawrence navigation system.

Governing or Major Considerations Affecting the Situation.

The governing or major considerations which influence the St. Lawrence Waterway situation at the present time may be listed as follows:

1. The United States is strongly urging the construction of the deep waterway and will be prepared to co-operate in any manner necessary to complement a deep waterway project undertaken by Canada;
2. Canada has practically completed the construction of the New Welland Ship Canal providing for 30-foot navigation;
3. In view of the completion of the Welland Canal, Canada's most immediate major interest in the St. Lawrence is to complete the deep water route through the St. Lawrence river to connect with deep water navigation at Montreal;
4. In the upper lakes above the Welland, 20-foot navigation is already provided, and the further deepening of this section of the water is not so immediately pressing to Canada;
5. The St. Lawrence reach divides itself naturally into the international reach ending at Cornwall, and the national reach extending from that point to tidewater. In the international reach some measure of co-operation with the United States is essential;
6. The national reach of the St. Lawrence below Cornwall divides itself into two principal sections, i.e., the Soulanges section and the Lachine section;
7. In the Soulanges section the approval of the Beauharnois Light, Heat & Power Company's project has already provided for a 14-mile deep water navigation

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