

The project approved for this section is what engineers call the 238-242 controlled single stage project.

Lake St. Francis Section: Here dredging will be undertaken in three locations at a total cost of about \$6,000,000. The purpose of this is to deepen the channels in these locations to a depth of 27 feet.

Soulanges Section: As well as considerable dredging in Lake St. Louis, works must be undertaken at Beauharnois. The existing canal here has been excavated to a depth of 27 feet. At Beauharnois, at the eastern end of the canal there must be built twin locks in flight.

Lachine Section: Here it is necessary to build a canal, 10 miles in length, in the Laprairie Basin extending above the Indian reservation at Caughnawaga to the Port of Montreal. Two locks are necessary to bring the level of the Montreal Harbour up to that of the Lachine Rapids. In the canal, three turning basins will be built in order to allow ships to manoeuvre more freely. It will also be necessary to elevate three bridges in order to provide 120 foot clearance as required by the regulations for navigation.

#### Effect of Seaway on Prairie Provinces

What effect will the Seaway have upon the Prairie Provinces and upon the Province of Alberta in particular.

He is an audacious man who will attempt to prophecy with any degree of accuracy the effect of the Seaway upon various communities. Because of this, at least one provincial government and one University are studying the effect of the St. Lawrence Seaway upon provincial and regional economies. We in the Seaway Authority have undertaken a similar study several months ago.

The importance of grain to Canada and especially to the Provinces of Manitoba, Saskatchewan and Alberta need hardly be emphasized. Wheat itself has always been a serious contender for the leading position in the export trade of Canada. The Prairie Provinces account for more than 95 per cent of the country's wheat production.

The ramifications through which Canadian wheat leaves the Prairies en route to internal and world markets are many.

As long as our markets were largely on the periphery of the Atlantic Ocean, the grain flowed through the St. Lawrence Channel to board ocean going ships at Montreal, Sorel, Trois Rivieres and Quebec City, or reached the Atlantic ports by rail at Halifax and Saint John.

The development of markets in Asia and the west coast of South America coupled with low water rates from the Pacific Coast has resulted in a steady increase in the amount of grain shipped via the Pacific Coast.