

PAGE TWO NO. 85

WILL BE UNABLE TO SERVE THIS GROWING COMMUNITY.

SECONDLY, IT WAS CONSIDERED THAT ANY DREDGING DONE IN THE NORTH CHANNEL SHOULD BE DESIGNED TO FIT IN WITH LONG-TERM PLANS FOR POSSIBLE CANADIAN NAVIGATION WORKS IN THIS AREA. IT HAS FOR SOME YEARS BEEN THE CANADIAN GOVERNMENT'S INTENTION TO COMPLETE TWENTY-SEVEN FOOT NAVIGATION WORKS ON THE CANADIAN SIDE AT CORNWALL, IF AND WHEN IT CONSIDERED THAT THE UNITED STATES NAVIGATION WORKS SHOULD BE DUPLICATED. THIS INTENTION WAS CLEARLY EXPRESSED IN THE EXCHANGE OF NOTES OF AUGUST 17, 1954, WHEN THE GOVERNMENT ALSO AGREED TO CONSULT THE UNITED STATES GOVERNMENT BEFORE UNDERTAKING THESE WORKS. THIS POSITION IS MAINTAINED IN THE PRESENT NOTE, AS A TWENTY-SEVEN FOOT CHANNEL NORTH OF CORNWALL ISLAND WOULD BE AN ESSENTIAL PART OF SUCH CANADIAN NAVIGATION WORKS. IT IS MORE ECONOMICAL TO DREDGE A TWENTY-SEVEN FOOT NORTH CHANNEL NOW WHEN SOME DREDGING MUST BE DONE, THAN TO WAIT UNTIL THE DECISION TO BUILD A CANADIAN CANAL AND LOCKS AT CORNWALL IS TAKEN. ALTHOUGH THE CANADIAN GOVERNMENT HAS NO INTENTION OF BUILDING THIS CANAL AND LOCKS AT AN EARLY DATE, IT CONSIDERS IT IMPORTANT TO MAINTAIN THE SAME FREEDOM OF ACTION TO DUPLICATE THAT THE UNITED STATES HAS, SUBJECT TO THE SAME OBLIGATION TO CONSULT.

FOR THESE REASONS, THE CANADIAN GOVERNMENT HAS DECIDED THAT THE NORTH CHANNEL DREDGING SHOULD TAKE THE FORM OF A TWENTY-SEVEN FOOT NAVIGATION CHANNEL, RATHER THAN THE FORM SUGGESTED IN THE UNITED STATES PLANS, WHICH WOULD HAVE MET TREATY REQUIREMENTS BUT SERVED NO OTHER USEFUL PURPOSE. THE CANADIAN ST. LAWRENCE SEAWAY AUTHORITY WILL ACCORDINGLY PROCEED WITH THE NORTH CHANNEL DREDGING CONCURRENTLY WITH THAT BEING UNDERTAKEN IN THE SOUTH CHANNEL.

WITH RESPECT TO THE SOUTH CHANNEL, THERE HAS BEEN SOME QUESTION AS TO WHICH ENTITY WAS TO DO THE VARIOUS PARTS OF THE WORK,