

It has been evident that with the opening of the Great Lakes to the sea an ultimate increase in channel depth to 27 feet would be needed, and already channels of 25 feet for down-bound and of 21 feet or better for up-bound traffic have been made available by consistent action, principally by the United States, over a long period during which upwards of 55 million dollars has been spent on this project. This amount includes the cost of construction of the new lock on the United States side at Sault Ste. Marie which is capable of taking the largest ships passing our new Welland canal between Lake Erie and Lake Ontario.

Thus there comes into existence on the Great Lakes system from Lake Superior to Lake Ontario inclusive, facilities for navigation on a basis of 27 feet depth. All locks required have already been built with 30 feet on the sills and so it is only a matter of simple dredging to increase the depth of the connecting channels as this becomes desirable in the future.

From the sea upwards to Montreal, as I have already pointed out, there is in existence a channel of 32.5 feet depth and this channel presents no limitation whatsoever to any ocean ships which we might reasonably expect would wish to use it. Moreover the same steady persistence in the pursuit of the fulfilment of the over-all plan is evident in this section of the river and on up to Beauharnois, where for example, in connection with the development of power (at first 600,000 HP; 800,000 HP is now being added) the channels for a depth of 27 feet required for navigation have been substantially completed; all that remains to be done to carry navigation past the rapids is to finish this excavation and build the locks and approaches which have been designed to fit right in with the existing structures.

Thus at its ends and throughout most of its length the project of a deep waterway is already a reality or is steadily becoming so.

I now turn to the short section from St. Regis opposite Cornwall, where the middle of the river becomes the international boundary, to Prescott, to which deep water extends some 67 miles down river from Lake Ontario. This is the international part of the project between Montreal and Lake Ontario which is the subject of the recommendation for construction made by the International Joint Commission to the Governments of Canada and the United States, and since repeated many times by other competent bodies.

In this portion of the St. Lawrence the presently existing facility for navigation is the system of 14 foot canals built by Canada many years ago to overcome the difference of level between Montreal at 20 feet and Lake Ontario at about 240 feet (244 feet proposed). This 14 foot canal has a total of 21 locks with ruling dimensions of 24 feet length and 45 feet width as compared with the ruling dimension of 30 feet depth, 800 feet length and 80 feet width which will exist eventually on the Upper Lakes and the somewhat greater minimum depth which is now available from Montreal to the sea.

This short section of the St. Lawrence River thus presents a barrier to the commerce and trade of the basin which either prevents its development or at least requires the expensive and time-consuming process of trans-shipment