Of the Canadian total, $122,000,000 in contracts will be awarded in the Lachine Section, for it is there that the major construction works for Seaway navigation facilities will be brought into being.

At present the navigation picture is as follows: (1) from the Gulf of St. Lawrence to Montreal, a distance of 1,000 miles, controlling navigation channels are 35 feet in depth; (2) from Montreal to Lake Ontario, a distance of 180 miles, controlling navigation channels are 14 feet; (3) from Lake Ontario to Lake Erie, a distance of 200 miles, controlling navigation channels are 25 feet; (4) from Lake Erie to the head of the Lakes, a distance of 970 miles, controlling navigation channels are 25 feet downbound and 21 feet upbound.

Between the highly developed inland route through the Great Lakes which has a minimum channel depth of 21 feet and the ocean port facilities of Montreal lies the 114 mile International section of the St. Lawrence River navigable only through a chain of outmoded 14 foot canals capable of handling ships with a maximum capacity of but 3,000 tons. The Seaway project is basically designed to break this bottleneck and to extend deepsea facilities into the heart of industrial North America.

For practical purposes the Seaway has been divided, from Lake Ontario to the Port of Montreal, into five sections: (1) the Thousand Islands section; (2) the International Rapids section; (3) the Lake St. Francis section; (4) the Soulanges section; and (5) the Lachine section. To these may be added a sixth section—from the Welland Canal to Lake Erie. The progress in each of these six sections is given briefly in the following paragraphs.

Thousand Islands Section.—A small amount of dredging is necessary at an approximate cost of $2,500,000; this work is to be undertaken by the United States.

International Rapids Section.—This key section is in international territory and here $600,000,000 will be spent, the greater part of it for hydro power installations undertaken jointly by The Hydro-Electric Power Commission of Ontario and the Power Authority of the State of New York. The project consists of: (1) A dam in the Long Sault Rapids and two powerhouses a short distance below the rapids, one on the Canadian side and one on the American side, each capable of developing 1,100,000 h.p. This dam will flood communities on both sides of the River—on the Canadian side for a distance of approximately thirty miles by a width of one to three or four miles. (2) A control dam near Iroquois Point to control the level of the pool and to protect the downriver interests at Montreal. (3) Side canals on the United States mainland to carry navigation around the Long Sault dam and a side canal on the Canadian side to circumnavigate the control dam at Iroquois. (4) Dykes where necessary. The average elevation along the front from Cornwall to Prescott, now 220 feet above sea level, will be raised to between 238 to 242 feet. Therefore when work has been completed 20,000 acres of land will have been flooded, two towns and six villages will have disappeared and 6,500 persons will be established in entirely new towns now rising along the projected shoreline.

The Canadian share in the work in the International section at the present time is the construction, by the St. Lawrence Seaway Authority, of a canal and lock at Iroquois required to bypass the control dam. Work has now been going on for over a year and 40 p.c. of the excavation has been completed. The work is slightly behind schedule. Also near Cornwall, Canada is co-operating with the United States in the construction of a combined railway and highway bridge across the international channel of the St. Lawrence River at Polleys Gut.

Lake St. Francis Section.—In the Lake St. Francis section which includes about 15 miles of river, dredging will be undertaken in three locations at a total cost of $6,000,000 for the purpose of deepening the channels in these locations to a depth of 27 feet. Thirty per cent of the excavation has been completed and the work is ahead of schedule.

Soulanges Section.—The Soulanges section covers that portion of the River between the upper end of Lake St. Louis and the lower end of Lake St. Francis. The work to be done includes the construction of two locks separated by a three-quarter-mile intermediate