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No. 6102

**UNITED STATES OF AMERICA
and
CANADA**

Exchange of notes (with enclosed maps) constituting an agreement relating to channel improvements in Lake Erie (Pelee Passage). Ottawa, 8 June 1959 and 17 October 1961

Official text: English.

Registered by the United States of America on 2 April 1962.

**ÉTATS-UNIS D'AMÉRIQUE
et
CANADA**

Échange de notes (avec plans joints) constituant un accord relatif à des travaux d'amélioration du chenal dans le lac Érié (passage Pelée). Ottawa, 8 juin 1959 et 17 octobre 1961

Texte officiel anglais.

Enregistré par les États-Unis d'Amérique le 2 avril 1962.

No. 6102. EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹ BETWEEN THE UNITED STATES OF AMERICA AND CANADA RELATING TO CHANNEL IMPROVEMENTS IN LAKE ERIE (PELEE PASSAGE). OTTAWA, 8 JUNE 1959 AND 17 OCTOBER 1961

I

The American Ambassador to the Canadian Secretary of State for External Affairs

No. 297

The Ambassador of the United States of America presents his compliments to the Secretary of State for External Affairs and has the honor to refer to navigation improvements being carried out in the St. Mary River, St. Clair River and Detroit River Sections of the Great Lakes connecting channels as a result of agreements between the United States and Canada.

In addition to these projects, the United States Government is now desirous of the authorization of the Canadian Government in order to make channel improvements in Canadian waters along the sailing courses in Lake Erie, east of the Detroit River navigation light and through the Pelee Passage.

Work on the connecting channels, of which the Lake Erie-Pelee Passage project would be a part, was authorized on the United States side by Public Law 434, 84th Congress, March 21, 1956.

The work would consist of the removal of shoals and rock obstacles from the sailing courses shown on the attached maps² in order to ensure the safe operation of deep draft vessels. The authorized project depth is 28.5 feet below low water datum. An additional depth of 1 foot would be provided in the rock areas. The excavated materials would be deposited below a depth of 25 feet in the areas shown on the maps. The maps also indicate the area needed for disposal of material to be dredged from the channel at the mouth of the Detroit River. The total work area will be about two miles wide and twenty miles long.

¹ Came into force on 17 October 1961 by the exchange of the said notes.

² These maps are not reproduced herein for technical reasons. However, duly certified copies have been transmitted by the registering party and remain on file with the Secretariat of the United Nations.

The United States Government would appreciate the consideration of the Canadian Government with a view to granting its permission for this project in Lake Erie.

R. B. W.

Enclosures :

Two Maps of the Pelee
Passage Area of Lake Erie,
prepared by the United States
Army Corps of Engineers (one
copy each).¹

Embassy of the United States of America
Ottawa, June 8, 1959

II

The Canadian Secretary of State for External Affairs to the American Ambassador

DEPARTMENT OF EXTERNAL AFFAIRS
CANADA

Nº 167

The Secretary of State for External Affairs presents his compliments to His Excellency the Ambassador of the United States of America and has the honour to refer to the Ambassador's Note No. 297 of June 8, 1959, concerning proposed channel improvements to be undertaken in Canadian waters along the sailing courses in Lake Erie, east of the Detroit River navigation light and through the Pelee Passage.

It is noted that the work would consist of the removal of shoals and rock obstacles from the sailing courses shown on the maps attached to the Note under reference in order to ensure the safe operation of deep draft vessels. The authorized project depth is 28.5 feet below low water datum. An additional depth of one foot would be provided in the rock areas. The excavated materials would be deposited below a depth of 25 feet in the areas shown on the attached map.² It is noted further that the project area will be approximately twenty miles long and two miles wide.

The Canadian Government agrees to the above-noted proposals subject to the following terms and conditions :

- a) That Canada will be responsible for providing the dumping grounds shown on the attached map in accordance with the conditions outlined in paragraph (2) above.
- b) That the final plans and specifications for the improvement of the channel, including those for spoil disposal areas, shall be approved by the Canadian Government.

¹ See footnote 2, p. 102 of this volume.

² This map is not reproduced herein for technical reasons. However, a duly certified copy has been transmitted by the registering party and remains on file with the Secretariat of the United Nations.