

At the Welland Ship Canal about one-fifth of the work has been completed. The value of dredging and excavation contracts is \$20,961,370. On this work 500 men are now employed.

The St. Lawrence Seaway Authority President then gave details of the progress in each particular section from Montreal to Lake Erie.

LACHINE SECTION

This section extends from Montreal Harbour to the head of Lake St. Louis and is 31 miles in extent. Here activity is most varied and intense. The entrance to the Seaway channel from Montreal Harbour is being dredged and a channel for 10 miles provided by this method in Lake St. Louis. In this section are being built two locks, three turning basins, and some 18 miles of channel are being constructed in the dry. Major modification is underway at four major bridges which will substantially increase the facilities for road traffic between the Island of Montreal, and the South Shore of the St. Lawrence. Here also some railroad diversion is under way and the relocation of telephone and other communication lines as well as the construction of a collector sewer and several modern water intakes for South Shore municipalities.

In this section two major channel excavation contracts have been substantially completed -- Contract No. 1 for 7600 feet near St. Lambert and Contract No. 12 for 4200 feet at Cote Ste. Catherine.

The St. Lambert Lock is rapidly taking shape just upstream of Victoria Bridge. The Cote Ste. Catherine Lock which will by-pass the Lachine Rapids is 55 per cent complete.

The raising of the Jacques Cartier Bridge, to provide for 120 foot clearance over the Seaway channel, is being carried on night and day under the continuing liveload of the motor traffic. The whole southern part of the bridge must be raised some 50 feet.

At the south approach to the Honore Mercier Bridge the construction of the concrete pillars to carry the future motor traffic 120 feet above the Seaway channel is progressing rapidly.

SOULANGES SECTION

The works already completed and still to be done in the Soulanges Section are also of considerable magnitude, the Seaway Authority President pointed out. Here the purpose is to link Lake St. Louis and Lake St. Francis (the latter at the same level as the water in the Beauharnois Power Canal) by means of two locks with a lift together of 84 feet, and a short joining canal. Here also, must be constructed and installed three movable spans in the three existing bridges over the Beauharnois Canal, between the Upper Beauharnois Lock and Valleyfield, at the Lake St. Francis end of the canal. The New York Central Railroad line must be relocated in three succes-

sive steps and a four-lane highway tunnel has been built underneath the Seaway channel, just upstream of the Lower Beauharnois Lock.

This tunnel was partially opened to traffic at the end of May, this year, Mr. Gavsie said. Seven hundred and twenty feet long, it forms part of Quebec Highway No. 3 and is in the form of two tubes with two lanes each, one tube of which is finished. Contracts for the movable spans were awarded several months ago and the fabrication of them is under way.

The construction of Lower and Upper Beauharnois locks and their approaches, of which the total cost will be in the vicinity of \$29,000,000, is proceeding at a rapid pace, he continued. Excavation is largely completed and concreting has begun at both locks.

LAKE ST. FRANCIS SECTION

In the Lake St. Francis Section the work consists entirely of dredging and two of the three contracts are more than three-quarters completed.

INTERNATIONAL RAPIDS SECTION

The set piece in the International Rapids is the Iroquois Lock and it is largely completed, Mr. Gavsie stated. It will probably be finished several months ahead of schedule, almost exactly a year from the date of first placing of concrete in the forms.

Of the five locks which the St. Lawrence Seaway Authority is building it is expected that Iroquois Lock will be the first to be completed. Dimensions of this lock, as of other Seaway locks, will be 859 feet outside length and 768 feet useable length between breast wall and upper gate fender; the width will be 80 feet and the depth over sills, 30 feet. Approached are 27 feet deep, the minimum depth of the Seaway channel.

Construction of the Iroquois Lock requires the excavation of 4,500,000 cubic yards of rock, glacial till and overburden and the placing of over 300,000 cubic yards of concrete, or 600,000 tons. The contract for the construction of this lock was awarded early in 1955.

Also in the International Section the north and south channels at Cornwall Island are being enlarged to provide proper navigation for shipping in the south channel, at the same time to maintain the natural distribution of the flow of the St. Lawrence waters around Cornwall Island.

Over the south channel the Authority is building the substructure of a high-level suspension bridge between Cornwall Island and the United States-the Saint Lawrence Seaway Development Corporation of the United States is building the superstructure, Mr. Gavsie said.

WELLAND SHIP CANAL SECTION

Six contracts have been awarded by the St. Lawrence Seaway Authority in the Welland Ship