

## SEAWAY BRIDGE

Steel erection for the North Channel span of the Cornwall-Massena International Bridge will begin early in October and the superstructure contract, including the roadway, will be completed by autumn of next year, according to the latest information from The St. Lawrence Seaway Authority. The bridge will provide a crossing of the North Channel of the St. Lawrence River between Cornwall, Ontario, and Cornwall Island.

Substructure work for the construction of 32 concrete piers on the mainland, in the river channel and on Cornwall Island is virtually completed. The Canadian Bridge Division of the Dominion Steel and Coal Corporation, which will build the superstructure and the reinforced concrete deck, is now working on components of the bridge superstructure in its shops.

The firm of H.H.L. Pratley of Montreal has been retained by The St. Lawrence Seaway Authority as consultants for the design, plans and specifications and to supervise the construction of the new North Channel Bridge.

The new bridge and approaches will replace the present Roosevelt Bridge over the North Channel. It will be some one and a quarter miles long. With a new black-top road 3,000 feet long on Cornwall Island and the newly constructed 5,000-foot South Channel bridge between Cornwall Island and the United States mainland, it will provide a first-class crossing of the St. Lawrence River. The two bridges and the joining roadway constitute the Cornwall-Massena International Bridge, operated by the Cornwall International Bridge Company.

It will be the only public crossing of the river between Prescott and Coteau Landing, a distance of some 80 miles.

The new bridge will carry a main for natural gas, telephone and electric cables.

### EXTRA FACILITIES

The St. Lawrence Seaway Authority will also award contracts for the following:

On Cornwall Island the customs and immigration facilities will be enlarged. A bus terminal will be constructed for customs and immigration examination in respect to bus passengers. There will also be a yard for trucks and a warehouse for customs examination of goods.

Administration and maintenance buildings and toll-booths at a toll-plaza will be built on Cornwall Island at the middle of Cornwall Island, so as not to interfere with the customs and immigration facilities.

Differing from the South Channel bridge, which is a suspension bridge, the new bridge will be constructed of a series of continuous truss spans. Clearance of 120 feet will be provided over the location of a possible future ship channel.

The superstructure will require 5,400 tons of structural steel and 4285 cubic yards of concrete and 1,000,000 pounds of reinforcing steel in the roadway.

The roadway will be 27 feet wide, with a two-foot, six-inch walkway on each side. Bright illumination will be provided by mercury vapor lights.

\* \* \* \*

## LAST TRIP FOR YUKON STERNWHEELER

The "Keno", one of the four surviving Yukon sternwheelers, recently made its last trip down the Yukon River.

The 613-ton steamboat, retired from service about six years ago when riverboats were withdrawn from carrying passengers and freight between Whitehorse and Dawson, had been refitted by engineers of the Department of Northern Affairs and National Resources for its last voyage from Whitehorse to Dawson.

The "Keno" left Whitehorse at 2.00 p.m. on August 24 and made the 425-mile trip down the Lewes and Yukon Rivers to Dawson in two days. The last passenger-list numbered 21, mainly newspapermen and representatives of the Canadian Broadcasting Corporation, television and radio.

When the "Keno" arrived at the end of her historic trip, she was beached on a river-lot, where she will be preserved as a relic of the great days of river navigation in the Yukon Territory. Eventually she will be fitted out as a museum.

The "Keno" was built in 1922 and rebuilt in 1937. She is 160 feet long with a beam of 30 feet. As one of the British Yukon Navigation Company Limited's boats, she made regular trips from Whitehorse to Dawson during the navigation season, which was usually from May 15 to October 15. Beached for the past six years at Whitehorse, the fleet was given by the Yukon and White Pass Route to the Federal Government because of its historic importance. "Klondike", "Casca", and "Whitehorse", sister ships to "Keno", are to remain at Whitehorse, where they will be preserved as part of the nation's historical inheritance.

\* \* \* \*

## SPONSORED FILMS

The wealth of space in audio-visual periodicals and the remarkable number of festival awards garnered by sponsored films, in addition to the growth of commercial companies for the express purpose of distributing sponsored films in the United States, is evidence of the increasing importance and quality of this kind of film. Such is the interest in sponsored films in Canada that Crawley Films in the past eight years has printed 80,000 copies of a catalogue of sources of sponsored films. The 1960 edition (5th) lists 325 sources giving access to more than 12,000 free films.