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SEAWAY: 75 PER CENT FINISHED

Charles Gavsie, O.C., C.B.E., President of The St. Lawrence Seaway Authority, has announced that construction of the Seaway now stands at approximately 75 per cent of completion.

On land and water from the Harbour of Montreal to the upper end of the Welland Ship Canal on Lake Erie, a distance of nearly 400 miles, the Authority has awarded a total of 125 contracts, to a value of some \$235,000,000. Twenty-nine of these have now been completed.

Mr. Gavsie pointed out that 15½ months remain until the completion date at the opening of the navigation season in the Spring of 1959 and that the work is progressing satisfactorily.

FIRST LOCK COMPLETED

The most significant event in progress of construction of the Seaway, the Authority President said, occurred on November 22, 1957, with the final test of Iroquois Lock, first of the seven new locks being constructed, and most westerly of the new locks. The Authority is building five and the United States entity, the Saint Lawrence Seaway Development Corporation, is building two.

Mr. George Hees, Minister of Transport, attended testing ceremonies at the Iroquois Lock and moved the lever on the control panel to open the lower sector gates for the first ship, C.G.S. Grenville, a Federal Government lighthouse tender, to enter the lock chamber.

The ship was raised in the lock and passed through the upper gates, and other mechanical features of the lock were demonstrated.

Last mass concrete was placed at the lock on August 28, 1957, three months ahead of schedule, following the excavation of 4,500,000 cubic yards of rock and earth. About 600,000 tons of concrete was used in the lock chamber and its upper and lower approach walls.

This lock, with a six foot lift under normal Seaway conditions, will provide access between the power pool in the International Rapids Section and the stretch of the St. Lawrence upstream leading through the Thousand Islands Section to Lake Ontario.

MOST CONCRETE PLACED

At St. Lambert Lock, most easterly of the locks, last mass concrete was placed in December 1957. Concrete for the main lock structure of the second lock from seaward, the Côte Ste. Catherine Lock, was also all in place before year-end. The main lock structure of Lower Beauharnois Lock, next upstream, is expected to be completed early in 1958 with the Upper Beauharnois Lock in late Spring, 1958.

As of December 31, 1957, The St. Lawrence Seaway Authority reports 1,778,776 cubic yards of concrete placed, out of a total required of 2,010,000 cubic yards. Thus concrete work is 88 per cent complete.

The Authority has contracts in force for