

How it was done



Canada and the United States jointly began construction of the multi-million dollar St. Lawrence Seaway in 1954. Major projects were undertaken at Montreal and Beauharnois; south of Cornwall in the American section, and at Iroquois.

As the Seaway was built in conjunction with the international power project at Cornwall, a lock was needed at Iroquois to take ships past the control dam, and into the new lake which the power project created. The lock is situated north of the control dam which governs the flow of water from the Great Lakes. The Iroquois lock is three times as long, twice as deep, and nearly twice as wide as most of the half-dozen locks it replaces. In a day it will pass as many as 30 ships, each carrying up to 25,000 tons.

First, the ninety-foot canyon was dug, throughout the mile-long stretch. Nine million tons of limestone and glacial till were carted away before the concrete could flow. And flow it did, bucketful upon bucketful, until over 600,000 tons were poured.

To bypass the power installations at the other end of the pool, ships now

The Twin Locks at Beauharnois were carved through almost solid rock