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SEAWAY TO THE WEST

Canada Day, July 1, 1958, will witness a dramatic moment in the development of a project daring in conception, vast in scope, and ingenious in design, one which has attracted the attention of nearly the entire world -- The St. Lawrence Seaway and Power Project.

On that day one thousand and seventy miles up the St. Lawrence River from the Atlantic Ocean, near the Ontario city of Cornwall, the gates of a control dam will be partly closed, a coffer-dam will be blasted and waters of one of the world's great rivers will start to back up. Inundation will spread over the sites of towns and villages, railroads and highways. The flood will cover forever some 28,000 acres of Canadian Territory, whose story is among the longest and richest in the history of our young country. Thousands of acres less settled will be flooded on the United States side of the river too, for the international boundary follows the river channel here.

So will be formed a lake, 35 miles long, from one to four miles wide and averaging in depth some 40 feet. The formation of this Seaway Lake or Power Pool will take but four or five days and then, when the waters stand at 238 feet above sea level behind the dams, the St. Lawrence, flowing at the rate of 240,000 cubic feet per second, will be freed again. But this time entirely under man's control, to run the turbines in a giant international powerhouse, yielding over 2,000,000 horsepower of electrical energy. Flowing slowly and

gently, where once its waters raged in rapids, eddies and cross currents, the flood will form a tranquil basin for the passage of ships.

Ships did pass here, have done so for over a hundred years, but before by means of a system of canals on the Canadian side of the river.

Three new locks -- one Canadian and two United States -- to by-pass the power works have been built in this part of the St. Lawrence Seaway, called the International Rapids Section. These will be used for the remainder of this navigation season and subsequently four other new locks of size to handle a ship over 700 feet long and over 70 feet wide are being built by Canada along the St. Lawrence in the neighbouring Province of Quebec.

Together these seven locks with joining canals and other major works will cost about 450 million dollars. They will replace a system of Canadian canals and 21 locks between Montreal, 1,000 miles from the sea, and usually recognized as head of ocean navigation, west to Lake Ontario, most easterly of North America's six great inland seas.

With the melting of the ice and the opening of navigation in April, next year, the St. Lawrence Seaway will be open from Montreal to Lake Erie, providing a minimum depth of 27 feet for navigation from the Atlantic to the heart of our continent.

Part of this work is being shared by our neighbors, the people of the United States of America. The participation in this billion-

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