

4) Thousand Islands Section -

Completion is now scheduled for July 1, 1959. Except for a half-mile stretch in the Brockville Narrows which will have a limiting width of 280' and, as such, has been in use during past years by large upper lake vessels, a safe channel of 450' minimum width and 27' depth will be available at the opening of navigation.

Clean-up dredging, to remove scattered high spots, remains to be completed over fairly extensive areas. However, based upon a conservative determination of the lowest water levels likely to occur during the spring and early summer, 27' depth will be available in all channels after June 1 and, prior to that date, in all channels except the following where the indicated depths will govern:

- 1) Lake St. Louis -
24½ feet minimum depth extending over some 6,000 lineal feet of channel at the lower end of the lake.
- 2) Lake St. Francis -
24½ feet minimum depth extending over approximately 1,000 lineal feet of channel located opposite Summerstown, some 10 miles below Cornwall.
- 3) Upper Approach to Iroquois Lock -
24½ feet minimum depth.
- 4) Welland Ship Canal -
Until about June 1, 1959, navigation will be restricted to half channel widths in two short reaches located in Port Colborne Harbour and upstream from the Guard Gate. The available depth will, however, be 27'. This condition will be similar to that under which upper lake vessels transited the canal in 1958 but the 1959 restrictions to shipping will be much less extensive. All uncompleted production and clean-up dredging will be carried out in a manner that will cause little interference with shipping and will be scheduled so as to remove progressively the highest obstructions until full project depth has been made available. It is planned that shipping interests be kept posted as improvements develop.

CHANNEL EXCAVATION

All navigation channels required for 1959 operations which were scheduled to be excavated in the dry, or by use of land based equipment, have been completed.

LOCK STRUCTURES AND EQUIPMENT

Except for the paving of some service roads, the trimming of disposal areas, the dressing of concrete surfaces, the clearing of sites and landscaping, the construction of all lock structures has been completed. None of the items referred to will interfere with the efficient operation of the locks.

Except for minor alterations and adjustments, all lock equipment and its operating mechanisms, including sector gates, mitre

gates, taintor valves, wire rope fenders, stop logs and their derricks, regulating gates, bulkheads, unwatering and sump pumps, electrical control equipment and the like, have been installed, operated and successfully tested.

BRIDGES

The modification and reconstruction of the Jacques Cartier and Honoré Mercier bridges to provide fixed, high level crossings of the Seaway, have been virtually completed and are in service. But a relatively small percentage of painting remains to be done on the Mercier Bridge.

The rolling lift bridges providing service roadways across the Iroquois and Côte Ste. Catherine Locks have been completed, tested and accepted.

The combined railway and highway vertical lift bridges crossing the upper and lower ends of the St. Lambert Lock have been erected, tested and, except for some painting and minor adjustments, have been accepted.

The twin, single-track, vertical lift railway bridges at the Canadian Pacific Railway crossings of the canal at Caughnawaga have been completely erected and successfully operated under auxiliary mechanical and electrical power. No difficulty is expected under final tests which will be carried out in late January 1959.

The swing span at the New York Central Railroad crossing of the Upper Beauharnois Lock has been completely erected and tested. Subject to minor adjustments and the verification of interlocking railway signal equipment, the bridge is acceptable.

The combined railway and highway vertical lift bridge crossings of the Beauharnois Canal near St. Louis de Gonzague and Valleyfield are now scheduled for completion by mid-March, but two weeks later than the specified contract date.

The high level bridge crossing the Cornwall South Channel, for which the substructure was constructed by the Seaway Authority and the superstructure by the Saint Lawrence Seaway Development Corporation, was officially opened to public use, as scheduled, on December 1, 1958.

The projected high level bridge crossing of the Cornwall North Channel is presently in the design stage. It is expected that tenders for the substructure will be advertised by the end of February 1959 with those for the superstructure to follow soon after. It is not expected that the bridge will be completed ready for use until late 1960.

PUBLIC UTILITIES, ETC

The modification, re-location and construction of public utilities, including water intakes, sewers, drains, pumping stations, telephone lines, power lines, roadways, railway trackage and the like, have been substantially

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