

With the flooding of the International Rapids Section of the river, a huge lake has now been created. Dimensions are still rather difficult to give to the decimal point until the water has reached its final height, but it is roughly estimated that the lake is 32 miles long, extending from Cornwall to the Iroquois dam, and has a width varying from one to four miles.

The navigational facilities provided in this power pool, which forms part of the Seaway project, have in most cases been placed during the past few days and a wide and well-marked channel today replaces all canals which formerly served the International Rapids Section of the St. Lawrence. Today, these rapids as well as the canals themselves lie under many feet of water.

Shortly before navigation closed last year, the completed Iroquois Lock was officially opened with the first ship entering the lock chamber. The ship was raised in the lock in five minutes, and passed through the upper gates, indicative of the speed of operation when larger "lakers" will be able to use the Seaway in its entirety.

The Iroquois Lock has a depth over sill of 30 feet, a width of 80 feet, and a usable length of 768 feet. The Dwight D. Eisenhower and the Bertrand H. Snell locks, like the other Seaway locks, have the same dimensions. The safety features of these locks, when approaching downstream from the Great Lakes is of interest to all. There is a wire-rope fender strung across the entrance and attached to huge drums. Should a vessel by some misadventure go out of control and strike the fender boom, the boom may sheer apart, but the wire rope fender will absorb in 70 feet the shock of a ship of as much as 40,000 tons, travelling at a speed of three miles per hour. There are four fenders at each lock, two to protect each set of gates from upstream and downstream. However, it is only in extremely rare cases of accident that the fenders will be called into play.

Perhaps it is almost a case of "Taking Coals to Newcastle" to tell a Cornwall gathering such as this about the St. Lawrence river in general and the Seaway project in particular. But I would like to draw attention to a few historic facts about navigation on the St. Lawrence.

From the early days of Canada, this river of yours has played a major role in transportation and the accounts of the travels of the intrepid adventurers, explorers and traders, whether French or English, are filled with excitement and interest and are a fruitful source of Canadian history.