

except for a few hours when the new high level span is rolled into place in substitution for the existing span over the Seaway.

I hope that this gives you a good general view of the works that are now being carried out. General as it has been, however, I hope that the description which I have given you has conveyed the impression of magnitude that an actual inspection of the work produces. It is indeed a tremendous undertaking. I have given you one or two figures as to costs in the course of my remarks but not the total. I am sure you will be interested to know that at present it is estimated that the costs of the navigation works are likely to be \$300,000,000, or slightly more; whereas, as I told you earlier, the power works are to cost around \$600,000,000.

When the Seaway is completed and opened for navigation in the spring of 1959, we shall indeed have a waterway in which we can take great pride because the new locks are to have thirty feet of water over the sills and all channels, including even the Welland Canal, are to be dredged to a depth of twenty-seven feet. This will leave only the channels in the upper sections of the waterway with a depth of less than 27 feet and the U.S. government has planned for the improvement of these channels.

The Seaway, when completed, is, of course, going to bring about a change in the pattern of ship movements on the waterway. The time at my disposal is too limited for me to discuss at any length this aspect of the question, but certain obvious things may be said in a few words.

#### New Pattern of Ship Movements

First, there will be an increase in the movement of iron ore up the Seaway and of wheat and other grain down the Seaway. There will be an increased volume of ocean traffic moving from the sea to the Great Lakes and vice versa. A number of small ships are already engaged in this trade but I think that we shall see larger vessels and an increase in the volume of traffic carried by these ships, particularly from U.S. ports on the Great Lakes.

Second, the opening of the Seaway will also see some changes in the Harbour of Montreal and I am sure that you will be glad to know that the National Harbours Board has already taken steps to make sure that the facilities of the harbour will meet the needs arising from the traffic that is in prospect. They are making arrangements to provide berthing accommodation for the lakers that will come down the waterway when the Seaway is opened and, in order to reduce to a minimum the turn-around time of these large vessels, the Board has commenced and is carrying out actively a programme of modernizing the grain unloading facilities of our port. Dredging of the harbour is to be undertaken so as to