

### ANOTHER INTERNATIONAL BRIDGE

The northern span of the Seaway Bridge linking the United States and Canada in the vicinity of Cornwall, Ontario, and Massena, New York, will be officially opened July 3. This bridge consists of two spans, connecting Cornwall Island to the north and south shores of the St. Lawrence River.

The span across the North Channel will provide for two-lane vehicular and pedestrian traffic. The South Channel span, between the United States mainland and Cornwall Island, was opened to traffic on December 1, 1958.

The Cornwall International Bridge Company in making the announcement, pointed out that the Seaway bridge would provide the only crossing of the St. Lawrence River for about 80 miles between Prescott-Ogdensburg and Coteau, Quebec, at the foot of Lake St. Francis.

On the Canadian side, the bridge will offer a connection with Routes 2 and 401 at a point only about two hours from Montreal and one and a half hours from Ottawa crossing into the United States, the traveller will find himself on Route 37 about four hours from Syracuse or two hours from Lake Placid.

### TOURIST ATTRACTIONS

In the immediate area of the bridge on both sides of the border are numerous tourist attractions, including swimming facilities in Lake St. Lawrence, golf, camping sites, boating facilities, sandy beaches and picnic facilities.

The area is the site of two of the St. Lawrence Seaway locks that allow ships to sail from the Atlantic Ocean into the Great Lakes, and of the dams maintained by the New York State Power Authority and Ontario Hydro. Close by is Upper Canada Village, a reconstruction of a typical St. Lawrence Valley community of pre-Confederation days.

The St. Lawrence Seaway Authority of Canada and the Saint Lawrence Seaway Development Corporation of the United States share equally in the ownership and operation of the bridge company.

The new bridge and approaches will be about a mile long and have a roadway 27 feet wide and pedestrian walks two and a half feet wide on each side. This bridge is composed of a series of continuous truss-type spans and gives clearance of 120 feet above water level. It will replace the present so-called Roosevelt Bridge about half a mile upstream. The cost of the new bridge is approximately \$8 million.

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### WHEAT SUPPLIES AND EXPORTS

Supplies of wheat remaining, on or about May 1 this year, in the four major exporting countries for export and for carryover at the end of their respective crop years amounted to 1,967.4 million bushels, smaller by 17 per cent than the year-earlier total of 2,378.2 million bushels; this is the lowest for this date since 1958. May 1 supplies (in millions of bushels) were: United States, 1,466.0 (1,523.3 a year ago); Canada, 366.4 (639.2); Argentina, 26.8 (48.3); and Australia, 108.2 (167.4).

Reflecting, largely, reduced crops in Western Europe and North Africa, as well as the continued

high level of import requirements in Asia, world wheat exports in the first three quarters of the 1961-62 crop year have moved in record volume. Present indications are that the all-time high of 1.5 billion bushels exported in 1960-61 will be passed.

During the August-April period of the current crop year, total exports of wheat and flour in terms of wheat from the four major exporting countries were at the exceptionally high level of 1,044.0 million bushels, some 12 per cent more than the 932.3 million exported in the same months of 1960-61 and 67 per cent greater than the 10-year (1950-51 - 1959-60) August-April average of 627.0 million.

Each of the four countries shared in the increased exports in the August-April period. Canadian wheat and flour exports in the period aggregated 272.1 million bushels, 13 per cent above the preceding year's like total of 240.8 million, and were the third largest on record for the period. Exports from the other three countries were (in millions of bushels): United States, 543.8 (505.2 a year earlier); Argentina, 69.8 (57.5); and Australia, 158.3 (128.8).

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### LAST WINTER'S WORKS PROGRAMME

Last winter's municipal winter works incentive programme was well ahead of that of the previous year and was the most successful since these programmes were introduced in 1958, Mr. Michael Starr, Minister of Labour, said recently. The closing date of the programme was May 31.

Mr. Starr said that, while final figures were not yet available, the programme had provided on-site jobs for more than 145,000 men, 20 per cent more than the year before. These jobs had created a total of more than 5,784,000 man-days of work. The previous year's programme had provided 121,000 jobs and a total of 5,100,000 man-days of work. The number of municipalities taking part had been 2,745, compared to 2,157 the previous year, an increase of 28 per cent.

Mr. Starr pointed out that, in addition to the jobs provided directly on projects approved under the programme, at least as many jobs had been provided indirectly in the industries which manufacture, sell, and transport the materials used on these works projects.

By May 31, 8,247 projects had been approved by provincial governments and accepted by the Federal Government. The total estimated cost of these projects was \$318,941,000, of which \$100,833,000 was direct payroll cost.

During the period of the programme, \$81,395,000 was spent on direct payroll costs; of this sum, the federal contribution authorized amounted to \$40,417,000. In addition, many of the provinces contributed toward payroll costs of projects in their municipalities.

The programme started on October 15, 1961, and ran until the end of May. It was further broadened last winter to include new classes of projects; and, in general, it covered practically any capital undertaking of a municipality.

For all Canada, water and sewer projects accounted for the greatest activity and provided 43 per cent of the man-days of work. Road and sidewalk pro-

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