

heads of government or foreign ministers of Colombo Plan countries, which are being published today in Colombo and the capitals of the member nations. In his message, the Prime Minister of Canada, Mr. Diefenbaker, has stated: "The implementation of the Colombo Plan is an outstanding example of what individual nations can achieve when they unite in their obligations to one another." The Colombo Plan Bureau is publishing on this occasion a number of articles recalling the circumstances of the historic meeting in Colombo, the formative years of the Plan, and describing the forms and amounts of aid administered under the Plan since 1950.

WELLAND CANAL

The Welland Canal became part of the St. Lawrence Seaway and was transferred from the Canals Branch of the Department of Transport to the St. Lawrence Seaway Authority on April 1st, last year. It may be regarded as the first portion of the Seaway to be constructed. It connects two of the Great Lakes and forms an integral part of the recently completed deep waterway, providing facilities for large lakers and ocean navigation between Montreal and the Head of the Lakes.

As the Welland Ship Canal it was officially opened on August 6, 1932, by the Earl of Bessborough, then Governor-General, in ceremonies at the North end of the flight of three locks, Nos. 4, 5 and 6. These overcome the difference in level created by the Niagara escarpment. R.B. Bennett (later Viscount Bennett) was Canada's Prime Minister and the Minister of Railways and Canals was Mr. R. J. Manion. The British Empire Economic Conference was in session at the time at Ottawa and the official opening was attended by representatives of the various Dominions and other British entities attending the Conference.

As Lord Bessborough turned a lever that raised a fender protecting the gates of the east chamber of Lock 6, the S.S. "Lemoyne", then the largest freighter on the Great Lakes, entered the lock downbound. On that occasion she carried 530,000 bushels of wheat. She is 633 feet long and has a beam of 70 feet and was sailing on a draught of 19 feet, six inches.

The present Welland Canal is the fourth constructed as a means of overcoming the obstacle to navigation presented by the rapids and falls of the Niagara River. Figuratively, these canals permitted ships to "climb Niagara Falls". The world-renowned falls were apparently first reported upon by the explorer Etienne Brulé in 1616 or 1617 and shown on Samuel de Champlain's map of 1632.

By order of the International Joint Commission, the level of Lake Ontario is to be maintained between 244 and 248 feet above sea level as near as may be; the levels of Lake

Erie vary in nature between 569 and 575 feet above sea level. The difference in level overcome by the Welland Canal is generally expressed as 327 feet.

The present canal is 27.6 miles long, has eight locks and its alignment is almost exactly North and South. The Lake Ontario or northern entrance is at Port Weller and the Lake Erie entrance is located at Port Colborne.

The successive Welland canals were:
First Canal -- 40 wooden locks, 110 feet long, 22 feet wide, eight feet of water over sills, completed 1829.

Second Canal -- 27 cut-stone locks, 150' by 26½ by 9', completed 1845.

Third Canal -- 26 cut-stone locks, 270' by 45' by 14', completed 1887.

Welland Ship Canal, 8 concrete locks, six of dimensions 859' by 80' and 30 feet of water over sills, completed 1932.

(One lock is 865 feet long and Lock No. 8 at the Lake Erie end of the Canal is 1,380 feet in length).

Inside useable length, between breast-wall and upper gate fender of locks is usually expressed as 765 feet. Lifts vary from 43.7 to 47.9 feet, except at Lock No. 8 where the lift is a maximum of 12 feet, applicable only under special conditions on Lake Erie.

Locks 4, 5 and 6 are twin locks in flight and permit uninterrupted passage of upbound and downbound traffic.

When the construction of the St. Lawrence Seaway was begun in 1954, the available governing depth of the Welland Ship Canal was 25 feet throughout.

Work undertaken by the St. Lawrence Seaway Authority has resulted in a governing depth of water of 27 feet throughout.

Port Dalhousie is still in operation as a port, together with Lock No. 1 of the Third Canal, by means of which vessels may enter the reach that has been common to the Second and Third Canals.

WHEAT MISSION TO FAR EAST

Mr. Gordon Churchill, Minister of Trade and Commerce, recently issued the following statement concerning Canada's participation in the Wheat Utilization Committee's Mission to Japan, India and Indonesia:

"The Wheat Utilization Committee, which was established at the Food for Peace Conference in Washington in May 1959, recommended at its second meeting last October that a technical, fact-finding mission be sent to the Far East to explore possibilities of improving the effective utilization of wheat. The mission would be composed of specialists from member countries, namely Argentina, Australia, Canada, France, the United States, and also from the Food and Agriculture Organization of the United Nations.