St. Lawrence Seaway

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OFFICE OF INFORMATION
WASHINGTON 25, D. C.

SLSDC-24

FOR RELEASE AT WILL July 1, 1955 EX 3-3111 Ext 568-569

A folder and four-color map of the St. Lawrence Seaway and Power Projects, on which are spotted three overlooks which will afford good views of excavation, earth-moving, and construction activity, has been published by the St. Lawrence Seaway Development Corporation and the Power Authority of the State of New York for the 1955 tourist season.

The folders are available at the Massena, New York, Chamber of Commerce office and information centers nearby the job sites in the International Rapids section of the St. Lawrence River northeast of Massena.

The overlooks will be provided with parking and other facilities. No. 1 Overlook provides views of the Seaway Development Corporation's excavation for the Robinson Bay Lock construction and adjoining operations on the Long Sault Canal, principal unit in the U. S. phase of Seaway construction.

From No. 2 Overlook will be seen steel cofferdams, excavation and construction operations for the Long Sault Spillway Dam, the famous Long Sault Rapids upstream, and construction of a permanent bridge to Barnhart Island downstream. These project units are being built by the Power Authority of the State of New York.

Overlook No. 3, which will be ready in late summer of 1955, and located adjacent to the northeast end of the Massena power canal, will afford a good vantage point for viewing power project construction of the permanent intake works across the head of this power canal, as well as construction of earthen dikes designated on the map as Richards Landing Dike. The latter is being accomplished in connection with Seaway excavation for the upper end of the Long Sault Canal.

Tourists and "sidewalk superintendents" are urged "to proceed with extra caution, obeying road signs and speed limits, and giving moving construction equipment the 'right of way' at all times." They are warned that they "should not enter the construction area unless they are willing to accommodate themselves to construction conditions."

According to the folder, "This is the year of preparation insofar as much of the work is concerned. Large scale concrete operations will not be under way until 1956."

Lewis G. Castle is Administrator of the St. Lawrence Seaway Development Corporation, and Robert Moses is Chairman of the Power Authority of the State of New York.

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PM RELEASE September 7, 1955 EX 3-3111 Ext. 568-569

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today that the Seaway Corporation is seeking a site at Massena, New York, on which to build its Administration Building.

The Seaway Corporation, according to Mr. Castle, has requested an appearance before Mayor Ralph M. Johns and Village of Massena officials at their annual meeting on Monday, September 12.

Representing the Corporation, L. M. Hale, its resident engineer at the Seaway project area northeast of Massena, will formally apprise the Mayor and Village Board of the Corporation's intentions to locate its Administration Building in the Village.

Among various building sites that have been under consideration during the past several months, a parcel of the so-called Henry P. Clark farm property, on the north side of Andrews Street, inside the Village of Massena, appears to be the most advantageous and likely location.

The Seaway Corporation does not anticipate any obstacles in the negotiations for the purchase of approximately six acres of the Clark property, Mr. Castle stated.

Constructing an Administration Building on the Seaway or near one of the locks would be less suitable, according to Mr. Castle, because of lack of municipal services in such distant areas.

The proposed Administration building site on the Clark property is located on a State highway, affording convenient access to city transportation services, railroad and airport facilities, post office, banks, restaurants, medical, and other services. Police and fire protection would be provided by the village.

Architectural rendering of the Administration Building will be available to the Seaway Corporation at an early date. The Corporation's aim is for a headquarters building that will be harmonious in appearance with the residential zoning requirements of the village.

The Seaway Administration Building would be scheduled for occupancy by Corporation officials and employees sometime during 1957, well ahead of the opening of the Seaway for 27-foot navigation in the Spring of 1959.

Canada's St. Lawrence Seaway Authority office building, now under

way, will be located in the business district at Cornwall, Ontario, in close proximity to the Massena offices of its American counterpart.

Offices of the St. Lawrence Seaway Development Corporation are now located in the Lafayette Building, Washington, D. C. Field offices are located in Buffalo, New York, and Massena.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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SLSDC-31

PM RELEASE September 19, 1955 EX 3-3111 Ext. 568-569

U. S. SEAWAY LATERAL CANAL EXCAVATION ABOUT 15 PERCENT COMPLETE

By Lewis G. Castle, Administrator
St. Lawrence Seaway Development Corporation

In the five months from April through August 31, excavation of the 10-mile Long Sault Canal and its two lock sites designated as Robinson Bay and Grasse River, together with construction of adjacent pool-retaining dikes, has been about 15 percent completed. This lateral canal near Massena, New York, is the chief feature of the U. S. section of the St. Lawrence Seaway project.

With about 22.8 million cubic yards of material to be excavated, contractors have removed 3.0 million cubic yards. This material consists primarily of glacial till, a mixture of silt, sand, gravel, and boulders, weighing about 135 pounds per cubic foot. There is also a substantial yardage of marine clay to be excavated. According to schedule, the remaining 19.8 million cubic yards will be removed entirely early in 1958.

Completion of the overburden excavation for both the Robinson Bay and the Grasse River Locks is scheduled for February 1956.

Field operations are being conducted generally on a two-shift, 20-hour-a-day basis.

Under the present construction schedule, the new Long Sault Canal will be open to 14-foot navigation in July 1958, and to 27-foot navigation in the Spring of 1959 after the ice breaks up in the river. The St. Lawrence is normally open to navigation eight months of the year between April and December.

All design and construction scheduling is geared to fit in with the plans of the Power Authority of the State of New York and the Hydro-Electric Power Commission of Ontario for commencing the creation of the power project pool on July 1, 1958.

The Corps of Engineers, U. S. Army, design and construction agent for the St. Lawrence Seaway Development Corporation, reports the progress of contractors, as follows:

1. Jack and Jim Maser, Inc., of Brownstown, Pa., contractors for the Robinson Bay Lock overburden excavation and adjacent dike construction, have a total of 2.7 million cubic yards of excavation. They have to date removed 966,000 cubic yards, and are 39 percent complete. Their contract completion date is February 1956.

2. Dutcher Construction Corporation of Queenstown, Md., contractor at the Grasse River Lock site, has removed 1,263,000 cubic yards in a total contract calling for moving 3.6 million cubic yards. It has completed about 39 percent of this work. This contract completion date is February 1956.

3. At the west section of Long Sault Canal, Badgett Mine Stripping Corporation of Madisonville, Ky., with a contract calling for removal of 3.9 million cubic yards, together with adjacent dike work, have removed 653,000 cubic yards. The Badgett firm's contract completion date is January 1957, and is 21 percent complete.

4. The firms of Peter Kiewit Sons' Co., Inc., Omaha, Nebr., and Morrison-Knudsen Co., New York City, working on the major portion of the Long Sault Canal excavation and adjacent dikes, only recently started on their contract to remove 12.7 million cubic yards, and through August 31 they had moved 179,000 cubic yards. Their contract completion date is in the Spring of 1958.

5. Construction of the easterly 2-mile section of the East-West Highway, leading to a proposed new bridge across the international boundary at Polleys Gut, was commenced on July 27, 1955, by D. W. Winkelman Co., Inc., of Syracuse, New York, and is 13 percent complete. The contractor's completion date is scheduled for November 24 of this year.

6. Construction of a materials testing laboratory is 69 percent complete. The contractor is A. Friederich & Sons Co., Rochester, New York. Work was begun July 14, 1955, and the scheduled completion date is next month, October 11.

The Maser firm, by the way, possesses the distinction of being the first contractor to break ground for the American Seaway on April 11, within a year after President Eisenhower signed the Wiley-Dondero Seaway Act on May 13, 1954, and 38 years after the first Seaway bill was introduced in Congress on April 24, 1917, by Representative Bertrand H. Snell of Potsdam, New York.

Congressman Snell, former owner and publisher of the Potsdam Courier-Freeman, also is credited with making the first speech in Congress on behalf of the Seaway in introducing his bill. Only Seaway supporter in Congress in 1917, he retired after 24 years in the House of Representatives in January 1939.

Five major contracts not yet initiated, all with completion scheduled for about January 1958, are programmed as follows:

1. Robinson Bay Lock construction including highway tunnel: Bids will be advertised in November 1955. Construction will begin in February 1956.

2. Grasse River Lock construction: Bids will be advertised in December 1955. Construction will begin in March 1956.

3. Channel dredging in vicinity of Alexandria Bay, New York, in the Thousand Islands section: Bids will be advertised in June 1956. Work will be commenced in August 1956.

4. Channel dredging in vicinity of Cornwall Island: Bids will be advertised in February 1956, and dredging will be initiated in April 1956.

5. New York Central Railroad relocation, including highway between Rooseveltown, New York, and the north side of Cornwall Island: Bids will be advertised in February 1956.

Hydraulic model studies for the locks to develop the most suitable filling and emptying system that will, among other things, avoid excessive disturbances to ships while being locked through are nearing completion at St. Paul, Minnesota. Model studies are also under way at Vicksburg, Mississippi, to assist in developing the best plan for channel enlargement in the Cornwall Island area.

A considerable force of engineering designers, draftsmen, and supporting personnel meanwhile are engaged primarily at Buffalo, New York, and Nashville, Tennessee, in finalizing the preparation of the remaining plans and specifications.

All of this engineering design work by the Corps of Engineers is subject to step-by-step approval of the Seaway Corporation.

Some 520 men are now employed at-site on U. S. Seaway construction, including supervisory engineering personnel. This number is expected to increase to a peak of 2200 in the summer of 1957.

In addition to those employed on the American side on navigation works, more than 2400 are being employed by and under the Power Authority of the State of New York, which is building jointly with the Hydro-Electric Power Commission of Ontario the Barnhart Island Powerhouse, Iroquois and Long Sault dams, and related power facilities. Peak employment at-site is estimated at 6,000 during the summer of 1957 according to the New York State Power Authority.

The Canadian Government, through the St. Lawrence Seaway Authority of Canada, has several major contracts under way on its section of the St. Lawrence Seaway project. In Canada, present at-site employment is

estimated at 1,000 on the Seaway phase and 2,000 on the Power phase. The Canadian Seaway and Power agencies estimate peak 1957 figures at about 3,000 and 5,000 respectively.

The two U. S. locks will have a length between upper and lower service gates of 860 feet, a usable length of 768 feet, and a width of 80 feet. Minimum depth over the sills will be 30 feet. Maximum lift will be 49 feet. Height of lower miter gates will be 85 feet.

The five Canadian locks will afford usable dimensions at least equal to those stated above.

Other characteristics of the Lake Erie to Montreal Seaway to be open to full-scale service in 1959:

Minimum channel depth	27 feet
Minimum channel width in canal sections (exposed banks)	190 feet
Minimum channel width in canal sections (submerged banks)	440 feet
Minimum channel width in open river sections	450 feet
Minimum vertical clearance at bridges	120 feet

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SLSDC-32

AM Release September 20, 1955 EX 3-3111 Ext. 568-569

Secretary of the Army Wilber M. Brucker and Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, will fly from Washington, D. C. to Massena, New York, on Thursday morning, September 22, to inspect the U. S. Seaway and Power projects.

Mr. Brucker will make his first inspection tour of the excavation sites of the Long Sault Canal and locks and related works since Secretary of Defense Wilson reassigned to him the responsibility for supervision and direction of the St. Lawrence Seaway Development Corporation, under Executive Order 10534. This responsibility originally had been assigned to Robert B. Anderson, who recently resigned as Deputy Secretary of Defense.

A luncheon will be tendered in honor of Secretary Brucker at the Village Inn at Massena. Officials and prominent businessmen in the Ogdensburg - Massena - Cornwall area have been invited.

Following the luncheon and inspection tour, Secretary Brucker, accompanied by Administrator Castle and party, will fly to Ottawa for an introductory meeting with Canadian officials, at a luncheon to be given on Friday by U. S. Ambassador R. Douglas Stuart.

Secretary Brucker will be accompanied by Mrs. Brucker and the following members of his department:

Colonel Fred C. Weyand, Executive Officer for the Secretary of the Army.
Lt. Col. John K. Eney, Military Assistant to the Secretary of the Army.
Captain John R. Davies, his Aide-de-Camp.
Mr. Richard A. Hertzler, Chief of the Office of Civil Functions, U. S. Army.

Accompanying Administrator Castle from the Seaway Corporation will be his Assistant, George J. Haering, former U. S. Consul General in Toronto.

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SLSDC-34

PM RELEASE September 23, 1955 EX 3-3111 Ext 568-569

BIDDERS ALERTED TO BID ON FIRST SEAWAY LOCK

Lewis G. Castle, Administrator for the St. Lawrence Seaway Development Corporation, announced today that its construction agent, the Corps of Engineers, U. S. Army, has issued an advance notice to prospective bidders for the construction of the Robinson Bay Lock about 3½ miles northeast of Massena, New York.

The purpose of this advance notice is to alert prospective bidders and other interested parties that plans and specifications will be issued by the Buffalo District, Corps of Engineers, U. S. Army, about the first week in November 1955. This will be the first sizable contract on the United States portion of the St. Lawrence Seaway which is not primarily for excavation and dike construction. The majority of the previous contracts awarded were for excavation and dike construction.

According to the advance notice, this lock, the first to be constructed on the U. S. side, will be 860 feet long from the upper gate to the lower gate, 80 feet wide, and will have a maximum lift of 49 feet. The lock walls and the guard and guide walls will be concrete gravity-type construction. These walls will vary from 105 feet to 115 feet in height. The total length of the upper and lower guide and guard walls (these are the approach walls to a lock) is approximately three-fourths of a mile long, and the guide walls vary in height from approximately 44½ feet to slightly over 53 feet.

In order to construct the Robinson Bay Lock, the contractor will be required to remove about 3.2 million cubic yards of earth, 9,000 cubic yards of rock, placing 525,000 cubic yards of mass concrete and 10,000 cubic yards in thin wall sections. The contractor will use approximately 2,260,000 pounds of reinforced steel, and construct two lock control stations on the upper and lower gate monoliths.

According to the advance notice, the successful bidder will be expected to construct a highway tunnel about 29 feet wide under the lock and approximately 25 feet in diameter through earth sections leading to the lock, and having a total length of some 477 feet with an interior finish of ceramic tile.

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Some other features in the first lock of the U. S. portion of the Seaway may be categorized as follows:

Timber wall protection for approach walls and steel armor protection for lock proper.

Upper and lower miter gates and machinery, tainter valves, and valve machinery.

Vertical lift gate and machinery, for emergency use.

Two derricks and hoists, fender booms, and machinery.

Sewage disposal system and storm drainage system.

Miscellaneous other work such as culvert bulkheads, dike embankments, stone protection, painting, and such other incidental work deemed essential to complete the project will also be expected of the contractor.

Both the St. Lawrence Seaway Development Corporation and its construction agent, the Corps of Engineers in Buffalo, urge that bidders visit the work site to acquaint themselves with conditions incident to the execution of the proposed work.

The Government has set May 15, 1958, as the deadline for completion of this multimillion dollar lock.

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SLSDC-33

PM RELEASE September 23, 1955 EX 3-3111 Ext. 568-569

DESIGN NEGOTIATIONS COMPLETED ON
SEAWAY CORPORATION ADMINISTRATION BUILDING

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today that negotiations have been completed through Buffalo District Corps of Engineers, U. S. Army, with the architectural firm of Sargent, Webster, Crenshaw, and Folley of Watertown, New York, for the design of an Administration Building for the Corporation at Massena, New York.

The modern, reinforced concrete, tile and brick building, which will be located on Andrews Street, Massena, New York, is to be an attractive colonial-type structure suitable for the residential neighborhood.

Work on designs will begin immediately, and it is contemplated they will be completed by December 14, 1955. Construction is scheduled to start in May 1956, with final completion scheduled for June 1957. The total estimated construction cost is between $300,000 and $400,000.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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WASHINGTON 25, D. C.

SLSDC-35

PM RELEASE September 28, 1955 EX 3-3111 Ext 568-569

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today that the Buffalo Office of the Corporation has issued a request for bids for the production of a documentary film, in color and with narration, featuring the U. S. phase of the St. Lawrence Seaway construction.

Bids will be opened October 19, at 3 P.M., Eastern Daylight Saving Time, at the Corporation's Office, Room 318, U. S. Courthouse, 68 Court Street, Buffalo 2, New York, by M. W. Oettershagen, Deputy Administrator of the Corporation.

The filming is to be made and assembled on the basis that each of the construction years will be summarized in a 14-minute film suitable for television broadcast. A final composite film is to be made into a 28-minute movie, and will embody the principal engineering and economic features of the project.

In the continuous guidance and review of the film's production progress, Mr. Oettershagen will be assisted by engineers on his staff.

The need for this film has been evidenced by the many inquiries from organizations and schools, as well as the general public.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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WASHINGTON 25, D. C.

SLSDC-36

AM RELEASE October 7, 1955 EX 3-3111 Ext 568-569

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced that a contract was entered into for the Corporation yesterday at Buffalo, New York, by its design and construction agent, the Corps of Engineers, U. S. Army, with the Tecon Corporation of Dallas, Texas, for completion of the excavation for the Robinson Bay Lock, north of Massena, New York.

Proposals from three other contractors in the job area were also considered. Estimated payments under the new contract total $1,063,905.

Jack and Jim Maser, Inc., of Brownstown, Pennsylvania, the original contractor, voluntarily defaulted, and ceased work on October 1.

Under this new arrangement, it is indicated that this job feature will be completed without significant increase in cost to the Government and within a satisfactory time schedule.

Robinson Bay Lock is the upper of the two locks in the 10-mile Long Sault Canal, a unit of the St. Lawrence Seaway project under construction by the Corporation.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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WASHINGTON 25, D. C.

SLSDC-37

PM RELEASE October 10, 1955 EX 3-3111 Ext 568-569

At the conclusion of six months' operations, from April through September 30, the excavation of the Long Sault Canal and its lock sites near Massena, New York, is 21 percent complete, Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today.

A monthly progress report submitted to Administrator Castle by Colonel Loren W. Olmstead, Buffalo District Engineer, Corps of Engineers, U. S. Army, shows a total of 4,511,000 cubic yards of material excavated to date out of 22.8 million cubic yards scheduled for removal.

The Corps of Engineers, design and construction agent for the Corporation, listed two contractors as having reached 50 percent completion, another 30 percent, and the fourth 3 percent.

In addition to excavation work, the four contractors on the job site have placed 1,381,000 cubic yards of material in embankments.

The excavation jobs 50 percent complete are on the sites of the two locks designated Robinson Bay and Grasse River.

Jack and Jim Maser, Inc., excavated 1,252,000 cubic yards and placed 925,000 cubic yards in embankments prior to ceasing work on October 1.

Tecon Corporation of Dallas, Texas, low bidder for the contract for the completion of the Robinson Bay Lock excavation, will have about 1,370,000 cubic yards to move and about 225,000 cubic yards of embankments to place in completing that job feature. It is expected that Tecon will be able to meet the original contract completion date of February 1956.

Dutcher Construction Corporation of Queenstown, Maryland, the contractor on the Grasse River Lock site, has removed 1,709,000 cubic yards in a total contract calling for moving 3.6 million cubic yards. In addition, the Dutcher firm has placed 234,000 cubic yards in embankments. This contract completion date is February 1956.

Badgett Mine Stripping Corporation of Madisonville, Kentucky, operating at the west section of the 10-mile Long Sault Canal, has removed 1,160,000 cubic yards and placed 112,000 cubic yards in embankments. Thirty percent complete, the Badgett firm's contract

calling for removal of 3.9 million cubic yards is scheduled to be finished in January 1957.

The firms of Peter Kiewit Sons' Co., Inc., Omaha, Nebraska, and Morrison-Knudsen Co., New York City, (a joint venture) who are completing mobilization of their equipment show 3 percent completion of their contract to remove 12.7 million cubic yards by the Spring of 1958. They have excavated 390,000 cubic yards and placed 110,000 cubic yards in embankments to date. Their progress is expected to accelerate substantially when the electrically-operated 15-cubic yard dragline, of equal capacity to Badgett's "Gentleman," will be assembled soon and start taking huge bites out of the landscape.

Construction of the easterly 2-mile section of the East-West highway, leading to a proposed new bridge across the International Boundary at Polleys Gut, is 41 percent complete. The contractor, D. W. Winkelman Co., Inc., of Syracuse, New York, is scheduled to complete the job in the next two months.

Ninety-one percent complete is the construction of a materials testing laboratory by A. Friederich and Sons Co., Rochester, New York. This job is expected to be completed shortly.

In completing the Robinson Bay Lock overburden excavation, Tecon Corporation has indicated it will use Maser equipment until its own equipment arrives. Within the next 30 days, Tecon will have four 4-cubic yard draglines, twenty 22-ton Euclid dump trucks, seven bulldozers, and two caterpillar motor patrols.

Around December 1, Tecon expects to have additional equipment at the Robinson Bay Lock site, as follows: one 4-cubic yard shovel, one $2\frac{1}{2}$-cubic yard shovel, one $1\frac{1}{2}$-cubic yard shovel, 6 more Euclids, and two other dozers.

Following is the summary of the Long Sault Canal and lock site excavation.

Contractor	Excavation	Embankments	Percent Complete
Maser	1,252,000 c. y.	925,000 c. y.	50 %
Dutcher	1,709,000 c. y.	234,000 c. y.	50 %
Badgett	1,160,000 c. y.	112,000 c. y.	30 %
Kiewit and Morrison-Knudsen	390,000 c. y.	110,000 c. y.	3 %
Total	4,511,000 c. y.	1,381,000 c. y.	21 %

Model tests on the lock hydraulic systems are being completed at the St. Anthony's Falls Laboratory of the University of Minnesota. A

satisfactory scheme has now been developed for the Grasse River Lock, and the findings are now being applied to Robinson Bay Lock to improve the hydraulic system for that lock. The test results show that both filling and emptying time and hawser pulls are satisfactory.

Through the Islington Laboratory near Toronto, Canada, model tests have solved the adverse cross-currents at Big Sny, a cross-channel near the upper end of the Long Sault Canal.

The model at Vicksburg, Mississippi, is now being operated for the purpose of developing the best treatment for the navigation channel in the south channel at Cornwall Island.

The Wiley-Dondero Seaway Act was enacted by the 83rd Congress and signed by President Eisenhower on May 13, 1954. Ground was broken on April 11, 1955. The target date for the completion of the U.S.-Canadian Seaway project for 14-foot navigation in the International Rapids Section is July 1958, and for 27-foot navigation from Lake Erie to Montreal in the Spring of 1959.

The power project in the International Rapids Section jointly under way by the Power Authority of the State of New York and the Hydro-Electric Power Commission of Ontario, Canada, is on a construction schedule calling for creation of the new pool in July 1958. This new pool will flood out the existing 14-foot canal system along the Canadian side of the river in this area at and above the new powerhouse. To provide for the continuance of traffic, construction of the new U. S. Seaway works is necessarily being timed for readiness for initial 14-foot service in July 1958.

Concerted effort is being continually applied to engineering planning on the remaining features of the U. S. Seaway program, including the relocation of the New York Central Railroad between Rooseveltown, New York, and Cornwall Island. As soon as the general design features of these project elements are finalized, an announcement will be made.

The new Secretary of the Army, Wilber M. Brucker, on September 22 made his first inspection tour of the Seaway works site. Secretary Brucker recently succeeded Mr. Robert B. Anderson, formerly Deputy Secretary of Defense, as responsible for the executive direction and supervision of the St. Lawrence Seaway Development Corporation.

Another important inspection tour of both the Power and Seaway construction in the area will occur tomorrow when the International Joint Commission visits the project site, accompanied by representatives of the Canadian Department of External Affairs and the Department of Northern Affairs and National Resources, as well as members of the St. Lawrence River Board of Control and the St. Lawrence River Joint Board of Engineers.

Governor Len Jordan heads the U. S. section of the International Joint Commission, and General A. G. L. McNaughton is the head of the Canadian Section of the Commission.

U. S. Commissioners in the party will be Roger B. McWhorter and Eugene W. Weber, while the Canadian Commissioners attending will be George Spence and J. Lucien Dansereau.

Messrs. Carter and Rogers of the Canadian Department of External Affairs will be present on this occasion.

Representing the St. Lawrence River Board of Control will be Messrs. Francis L. Adams and Gail A. Hathaway of the United States, and Messrs. T. M. Patterson, J. B. Bryce, and Rene Dupuis of Canada.

Major General Charles G. Holle of the Corps of Engineers, U. S. Army, and Francis L. Adams, Chief, Bureau of Power, of the Federal Power Commission will be present as the U. S. representatives of the Joint Board of Engineers, together with R. H. Hayes, Chief Engineer of their technical staff at Massena, New York. Canadian representatives of the Joint Board of Engineers will be Messrs M. V. Sauer, Lea, and Kohl.

Representing the St. Lawrence Seaway Development Corporation will be M. W. Oettershagen, Deputy Administrator; Engineer Raymond F. Stellar; George J. Haering, Assistant to Administrator Lewis G. Castle; and Edward R. Place, Director of Information.

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SLSDC-239
October 12, 1965 FOR IMMEDIATE RELEASE

Three days have been added to the official navigation season of the St. Lawrence Seaway, it was jointly announced today (Wednesday, October 13) by the American and Canadian Seaway entities.

In disclosing the change from November 30 to December 3, U. S. Seaway Corporation Administrator Joseph H. McCann said the decision was based on an analysis of the past six years of operation. "December 3 appears to be a more realistic formal closing date. Then, if the weather is favorable, we can stay open on a day-to-day basis after that."

Mr. McCann pointed out that the additional time can be very valuable to shipping companies who usually schedule movements long in advance.

The two Seaway organizations also disclosed that they are conducting technological studies to improve Seaway operations in the closing days of the season when weather in the St. Lawrence River is always unpredictable and often quite severe. In fact, bad weather could possibly force an earlier closing of the locks, the Seaway agencies pointed out. Starting November 15, ship masters and owners will receive thrice weekly reports on water temperatures and ice formations in the navigation channels.

The Welland Canal's closing date of December 15 remains unchanged and the Seaway Authority has advised the American Corporation that construction commitments preclude any revision of this date.

It was also announced that next season's official opening will be April 15 for the Seaway and April 4 for the Welland Canal.

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WASHINGTON 25, D. C.

SLSDC-38

AM RELEASE October 20, 1955 EX 3-3111 Ext 568-569

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced yesterday that Seed Sound Films, Strand Theatre Building, Niagara Falls, New York, was the apparent low bidder for the production of a documentary color film, with narration, featuring the U. S. phase of the St. Lawrence Seaway construction.

The bid opening was conducted at the Seaway Corporation's Buffalo field office, U. S. Courthouse, 68 Court Street, by M. W. Oettershagen, Deputy Administrator of the Corporation.

A total of 43 bids were tendered. The figure submitted by the apparent low bidder, Seed Sound Films, was $33,900.25. The highest bid amounted to $457,000.

Other bids in the low range were as follows:

Newsfilm of Buffalo, Buffalo, New York - - - - $44,730
R. William Stanmyre, Syracuse, New York - - - - $60,600
Holland-Wegman Productions, Buffalo, New York - $64,987
Fordel Films, New York, New York - - - - - - - $65,185
Leo Boltin, New York, New York - - - - - - - - $69,650

The filming is to be made and assembled on the basis that each of the construction years will be summarized in a 14-minute film suitable for television broadcast. A final composite film is to be made into a 28-minute movie, and will embody the principal engineering and economic features of the project.

Principal locale of the film will be in the International Rapids section of the St. Lawrence River, near Massena, New York, where the Seaway Corporation is constructing the 10-mile Long Sault Canal with its two locks, designated Robinson Bay and Grasse River. The Seaway, including Canadian as well as the U. S. segments, is scheduled to open for 14-foot navigation in July 1958, and 27-foot navigation in the Spring of 1959.

The need for a Seaway film has been evidenced by the numerous inquiries from organizations and schools, as well as from the general public.

Deputy Administrator Oettershagen will be assisted by engineers on his staff in the continuous guidance and review of the film's production progress during the four-year construction period.

Mr. A. J. Walters, Chief of the Legal Division, Buffalo District Corps of Engineers, U. S. Army, who supervised the preparation of the specifications, participated in the bid opening.

Representing the Corporation's Washington headquarters at the bid opening was Edward R. Place, Director of Information.

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The Grasse River Lock is the lower of two locks to be constructed in the 10-mile Long Sault Canal, the principal segment of Seaway construction being accomplished by the United States.

6. The relocation of related facilities such as customs houses of both countries.

It was agreed between the two groups that joint participation in the construction of the Polleys Gut Bridge and the assumption by each entity of the responsibility for the carrying out of the work to be done in the territory of its respective country were desirable. The Canadian Seaway Authority agreed to make recommendations to the Canadian Government accordingly. It was also pointed out that on the Canadian side approval of Parliament would be required for the construction of the proposed work in Canada.

Participating in the meeting were the following:

United States

The St. Lawrence Seaway Development Corporation:
Lewis G. Castle, Administrator
M. W. Oettershagen, Deputy Administrator
Raymond F. Stellar, Engineer
E. Reece Harrill, Comptroller
George J. Haering, Assistant to the Administrator
Edward R. Place, Director of Information

The Office of the Secretary of the Army: Guerin Todd, Legal Counsel

Corps of Engineers, U. S. Army:
Major General Charles G. Holle, Deputy Chief of Engineers for Construction
Colonel William F. Powers, Chief of Operations, Civil Works, Office of the Chief of Engineers
Colonel Loren W. Olmstead, Buffalo District Engineer
Mr. Ralph L. Bloor, Engineer, Office of the Chief of Engineers

Also Shortridge Hardesty, Hardesty and Hanover, Consulting Engineers, New York, New York

Canada

The St. Lawrence Seaway Authority:
Honorable Lionel Chevrier, President
Charles Gavsie, Vice-President
C. W. West, Professional Engineer
A. G. Murphy, Chief Engineer
L. H. Burpee, Deputy Chief Engineer
Alex. Olsen, Consulting Engineer

Canadian Embassy: D. R. Taylor

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OFFICE OF INFORMATION
WASHINGTON 25, D. C.

SLSDC-39

AM RELEASE October 21, 1955 EX 3-3111 Ext 568-569

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, and the Honorable Lionel Chevrier, President of the St. Lawrence Seaway Authority, Ottawa, Canada, at the conclusion of a United States-Canadian Seaway conference held at the Pentagon yesterday, announced that the conference discussed problems arising from the dismantling of the South Channel Bridge over the St. Lawrence River in the International Rapids Section in the vicinity of Massena, New York, and Cornwall, Ontario.

This bridge must be removed to provide headroom for shipping in the new St. Lawrence Seaway channel along the south side of Cornwall Island. It presently carries both the railway of the New York Central Railroad Company and the highway of the Cornwall International Bridge Company.

The discussions dealt with the following:

1. The construction of a new railway-highway bridge over Polleys Gut linking the United States mainland at Massena, New York, to the west end of Cornwall Island in Canada.

2. The relocation of the New York Central Railroad between Rooseveltown, New York, and the northerly side of Cornwall Island which includes 5.1 miles of single track railroad of which 4.4 miles are in the United States.

3. The relocation of the highway now operated as part of the toll system of the Cornwall International Bridge Company between the same points in the United States and Canada.

4. The construction of a fixed railway-highway bridge across the Grasse River in the United States.

5. The construction of a railway-highway swing bridge across the upper end of the Grasse River Lock and a highway-only swing bridge across the lower end of the Grasse River Lock to provide for uninterruped highway movement during the lockage of vessels through the Grasse River Lock via this highway route between the two countries. This latter bridge was suggested by the Canadian Seaway Authority at the request of the Canadian Government, which had in mind Canadian interests in the Cornwall area.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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SLSDC-40

PM RELEASE November 9, 1955 EX 3-3111 Ext 568-569

EXCAVATION CONTRACTS HALF COMPLETED FOR TWO LOCKS OF U. S. SEAWAY

Two prodigious cavities three miles apart, being scooped out of the glacial till and marine clay in the "North Country" of New York State, northeast of Massena, feature the excavation for the United States portion of the St. Lawrence Seaway that is taking increasing shape after nearly seven months of scraping and hauling.

These elongated depressions are for the sites of the Robinson Bay and Grasse River Locks, which will lift vessels some 85 feet heading upstream through the 10-mile Long Sault Canal that will bypass the adjacent power project dams when the Seaway is opened for 14-foot initial service scheduled for July 1958, and for full-scale 27-foot navigation in the Spring of 1959.

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, the Federal agency responsible for U. S. Seaway construction and operation announced today that excavation for the Grasse River Lock is 53 percent complete.

As reported to Administrator Castle by the Buffalo District of the Corps of Engineers, U. S. Army, design and construction agent for the Seaway Corporation, the Dutcher Construction Co. of Queenstown, Maryland, contractor on this job, removed 226,000 cubic yards of material and placed 28,000 cubic yards in embankments during October.

Dutcher's progress has been retarded lately by wet weather and haul road repairs. He expects to increase his production with the coming of cold weather and to finish his work by February 20, 1956, scheduled completion date.

Preparatory excavation for the Robinson Bay Lock and construction of adjacent dikes is 50 percent complete. Completion of this contract was taken over by the Tecon Construction Co. of Dallas, Texas, early in October. Tecon started excavation on October 28. All work on this contract except seeding is scheduled to be completed by March 1, 1956.

Robinson Bay Lock construction bids will be advertised on or about November 15. Grasse River Lock construction bids are scheduled for advertisement December 15.

Excavating at the westerly 3-mile end of the Long Sault Canal, the Badgett Mine Stripping Corporation of Madisonville, Kentucky, made exceptional progress during October in spite of wet weather. This

contract was 37 percent complete on November 1, 9 percent ahead of schedule.

Badgett, placing main reliance upon "The Gentleman," a 15-cubic yard walking dragline, moved 412,000 cubic yards, and placed 16,000 cubic yards of embankment during October.

On October 18, another 750-ton walking dragline, operating with either a 10- or 13-cubic yard bucket and a 200-foot boom, waddled to the canal site to join other machines of the joint venture of Peter Kiewit Sons' Co., Inc., of Omaha, Nebraska, and Morrison-Knudsen Co., New York City, contractors for excavating the 6-mile mainland portion of the canal, and construction of adjacent dikes.

This firm excavated 168,000 cubic yards, and placed 30,000 cubic yards of embankments to complete 4 percent of its contract, 2 percent ahead of schedule in spite of the wet weather.

As to land acquisition, 2,775 acres have been acquired of the 5,267 acres required by the Seaway Corporation in the Long Sault Canal area.

Now 60 percent complete, the easterly 2-mile section of the East-West 24-foot paved highway between the river road and Polleys Gut is scheduled for completion this month. The contractor is D. W. Winkelman Co., Inc., of Syracuse, New York. The remaining section of this highway to connect with the North-South road extending from Route 37 to Barnhart Island via the tunnel under Robinson Bay Lock, is scheduled for fiscal year 1957.

Design of the remaining section of the East-West highway is due in March 1956, and of the Cornwall Island highway and South Grasse River road connection in December 1955.

A materials testing laboratory at Massena, New York, is finished, and equipment is being moved in.

In the Thousand Islands section, field surveys now in progress near Alexandria Bay for removal of scattered rock shoals are to be completed this month. Land necessary for channel enlargement is to be acquired next Spring. Plans and specifications are 50 percent complete, and will be ready for advertising in May 1956.

In the Cornwall Island section, surveys and model studies for channel dredging are under way, and plans and specifications are scheduled to be finished in January 1956.

New York Central Railroad relocation planning of trackage is scheduled to be completed next month. Polleys Gut bridge, Grasse River Lock swing bridges, and Grasse River bridge planning is scheduled for completion in early 1956.

Seaway Corporation Engineer Raymond F. Stellar, following an inspection trip of the project last week during both day-time operations and under floodlight conditions, reports Seaway contractors are generally working two 10-hour shifts, while Kiewit-Morrison-Knudsen's big dragline has joined the "Gentleman" in working around the clock.

Stellar reports that Seaway contractors are planning to carry forward excavation operations essentially with their present working forces during the winter, except for severe weather periods.

Supervising engineers consider that the coming freezing weather should accelerate excavation and haul operations in the glacial till and especially marine clay areas that have been hampered recently by wetness.

Total winter employment on all Seaway work is expected to be around 350.

Old Man Winter can help Seaway construction and work on the co-related power project by affording mild weather for the St. Lawrence Valley.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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SLSDC-41

PM RELEASE November 15, 1955 EX 3-3111 Ext 568-569

BIDS INVITED FOR CONSTRUCTION
OF ROBINSON BAY LOCK FOR
U. S. SEAWAY AT MASSENA, NEW YORK

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today that government plans and specifications are now available to bidders for the construction of the Robinson Bay Lock for the St. Lawrence Seaway near Massena, New York.

In the plans and specifications issued by the Buffalo District Office of the Corps of Engineers, U. S. Army, design and construction agent for the St. Lawrence Seaway Development Corporation, prospective bidders will be required to construct a lock 860 feet long, pintle to pintle, 80 feet wide, having a maximum lift of 49 feet. Lock walls will vary from 65 to 115 feet in height. Approach walls to the lock will have a total length of 3,820 feet, varying in height from 44 feet to 53 feet. Clear usable dimensions for vessel operation will be 768 feet in length, 80 feet in width, and 30 feet in depth over the lock sills at controlling water level.

These plans and specifications have been reviewed and approved by the Seaway Corporation. They include more than 270 drawings.

The successful bidder will be required to excavate over 3 million cubic yards of earth and approximately 13,000 cubic yards of rock before construction of this masonry structure is completed. In addition to using some 1,000 tons of reinforcement steel and placing over $\frac{1}{2}$ million cubic yards of concrete, the contractor will be required to backfill over $1\frac{1}{2}$ million cubic yards of earth, and construct and install lock gates, operating machinery, and an electrical conduit system, as well as other pertinent equipment essential to lock operation.

There are two locks to be constructed as part of the U. S. portion of the Seaway. These locks are designated Robinson Bay and Grasse River and will be located in the 10-mile Long Sault Canal.

This first lock, Robinson Bay, will differ from the second in that a highway tunnel will pass under the lock providing the principal canal crossing for highway traffic to Canada, as well as access to Barnhart

Island and the new St. Lawrence State Park to be developed in this vicinity by the Power Authority of the State of New York

Another feature is the construction of an emergency vertical lift gate upstream of the upper miter gates which can be raised to maintain the level of the pool used for power development, as well as protect the intermediate pool in the Long Sault Canal from flooding, in case of damage to the upper miter gates which otherwise might result in free flow through the lock.

Interested bidders from all over the country are invited to visit the work site to acquaint themselves with conditions and problems incident to the execution of the proposed work. The successful bidder will have until June 1, 1958, to complete the work.

Plans and specifications may be examined at the offices of the

Division Engineer
North Central Division
Corps of Engineers, U. S. Army
536 So. Clark Street
Chicago 5, Illinois

District Engineer
New York District
Corps of Engineers, U. S. Army
80 Lafayette Street
New York 13, New York

and may be obtained from the

District Engineer
Buffalo District
Corps of Engineers, U. S. Army
Niagara and Bridge Sts.
Buffalo 7, New York

Colonel Loren W. Olmstead is the District Engineer at Buffalo, and will be the contracting officer. Accordingly, interested bidders will find it advantageous generally to deal directly with his office on this matter.

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St. Lawrence Seaway

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OFFICE OF INFORMATION
WASHINGTON 25, D. C.

SLSDC-42

FOR RELEASE: 12:00 NOON Nov. 17, 1955 EX 3-3111 Ext 568-569

PLANS ANNOUNCED FOR US-CANADIAN
COLLABORATION ON POLLEYS GUT BRIDGE;
U. S. TO BUILD 3 OTHER BRIDGES

With reference to the exchange of notes between the United States and Canada on the relocation of the south span of Roosevelt Bridge, Honorable Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, today announced plans for dismantling the present bridge and for joint construction with Canada of a new rail-highway bridge at Polleys Gut to cross the international boundary between Massena, New York, and Cornwall, Ontario.

Under this arrangement for joint construction, the St. Lawrence Seaway Authority of Canada, headed by Honorable Lionel Chevrier, President, will assume responsibility for the cost and construction of the proposed Polleys Gut Bridge substructure, and the U. S. Seaway Corporation will assume responsibility for the cost and construction of the superstructure.

This division of physical work closely approximates the proportionate length of the new structure located in each country. Cost of the over-all bridge work is estimated between $3 and $5 million.

This new fixed Polleys Gut railroad-highway bridge will replace the existing New York Central Railroad Bridge, also used for highway travel, crossing the South Channel of the St. Lawrence River north of Rooseveltown, New York, northeast of Massena, New York, and southwest of Cornwall, Ontario. Generally termed "Roosevelt Bridge (South Span)," this bridge will be removed early in 1958 because of inadequate headroom for vessels which will be using the new St. Lawrence Seaway channel along the south side of Cornwall Island in about three years.

Building of three additional bridges by the United States is involved in the relocation program.

Other elements of the single-track relocation of the New York Central Railroad between Rooseveltown, New York, and the northerly side of Cornwall Island include:

(1) 5.1 miles of single-track railroad, with highway accommodation, along a "loop alignment" northwest of Rooseveltown.

(2) A fixed railroad-highway bridge across the Grasse River.

(3) A railroad-highway swing bridge across the upper end of the Grasse River Lock.

(4) A highway-only swing bridge across the lower end of the Grasse River Lock.

These two swing bridges will provide uninterrupted highway movement during the lockage of vessels through the Grasse River Lock via this highway route between the United States and Canada.

The Grasse River Lock is the lower of two locks to be constructed in the 10-mile Long Sault Canal, the principal segment of Seaway construction being accomplished by the United States.

The Canadian Seaway Authority will assume the responsibility and cost for land acquisition in Canada, together with necessary highway and railroad construction in Canada on Cornwall Island, between the new Polleys Gut Bridge and the existing Roosevelt Bridge (North Span). This includes about three-fourths of a mile of trackage.

The U. S. Seaway Corporation similarly will assume the responsibility and cost for land acquisition, together with the construction of the relocated railroad and highway facilities in the United States between Rooseveltown and Polleys Gut Bridge. This will include 4.4 miles of new railroad trackage and the three additional bridges, namely: Grasse River (Fixed), Grasse River Lock (Upper), and Grasse River Lock (Lower).

The St. Lawrence Seaway Development Corporation anticipates that bids will be advertised for various segments of this over-all relocation job early next year, with work scheduled to be completed by January 1958.

Administrator Castle stated that it was decided to modify the original plans for this relocation treatment in order to provide better accommodation for the anticipated growing pattern of passenger car and truck travel between the United States and Canada, via Rooseveltown and Cornwall.

In addition to these highway facilities, Mr. Castle announced that the U. S. Seaway Corporation will provide a highway tunnel under Robinson Bay Lock for the uninterrupted flow of the principal volume of anticipated highway traffic between Massena and Cornwall. The tunnel will have a raised, protected walkway.

Highway access to this tunnel is being accomplished jointly by the

Power Authority of the State of New York and the U. S. Seaway Corporation, and will involve some seven miles of new road construction between a point east of Massena and the Polleys Gut Bridge. Portions of this 24-foot modern asphalt highway are already completed.

This Robinson Bay tunnel road also will assist in giving access to the New York Power Authority's section of the powerhouse at the lower end of Barnhart Island, as well as the proposed St. Lawrence State Park development.

Characteristics for the four bridges as presently planned are summarized below:

1. Polleys Gut Fixed Bridge

Type:	Railway-highway; through-truss; 3 spans.
Length:	962 feet.
Highway:	Separate 26-foot roadway.
Railway:	Separate single-track.
Sidewalks:	Separate 4-foot walkway.

2. Grasse River Lock (Upper) Movable Bridge

Type:	Railway-highway; swing; single span through-truss bridge across upper lock walls.
Length:	155 feet.
Highway:	22-foot clear roadway.
Railway:	Single-track in center of roadway.
Sidewalks:	Separate 3-foot walkway.

3. Grasse River Lock (Lower) Movable Bridge

Type:	Highway only; swing; single span through-truss bridge across lower lock walls.
Length:	155 feet.
Highway:	22-foot clear roadway.
Sidewalk:	Separate 3-foot walkway.

4. Grasse River Fixed Bridge

Type:	Railway-highway; deck plate-girder; 8 spans.
Length:	1,118 feet.
Highway:	22-foot clear roadway.
Railway:	Single-track in center of roadway.
Sidewalk:	Separate 3-foot walkway.

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SLSDC-43

PM RELEASE November 22, 1955 EX 3-3111 Ext 568-569

Mr. M. W. Oettershagen, Deputy Administrator of the St. Lawrence Seaway Development Corporation, announced that an award of contract was made today to Holland-Wegman Productions of Buffalo, New York, for the production of a Seaway documentary film.

Mr. Oettershagen is in charge of the Seaway Corporation's Buffalo field office in the U. S. Court House, 68 Court Street, where the bid opening was conducted under his supervision on October 19, 1955.

The Holland-Wegman firm was selected on the basis of its bid of $64,987 in the low range, as well as other factors considered in the best interest of the Corporation.

Holland-Wegman has operated as a company in Buffalo three years, with studios at 233 North Street. They have a permanent staff of specialists and complete camera and processing equipment. They have produced first-class documentary films covering a variety of subjects, including construction projects.

The Seaway films will be in color, with narration. Each construction year 1955 - 58 will be summarized in a 14-minute film suitable for television, as well as general viewing. A final composite film will be made into a 28-minute movie. The U. S. phase of the St. Lawrence Seaway construction will be featured.

The Seaway Corporation is undertaking the film because of wide public interest in the project and the need to satisfy the numerous inquiries from organizations and schools regarding availability of Seaway films.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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WASHINGTON 25, D. C.

SLSDC-45

PM RELEASE December 3, 1955 EX 3-3111 Ext 568-569

ADVANCE NOTICE ISSUED TO BIDDERS FOR GRASSE RIVER LOCK CONSTRUCTION

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today that its construction agent, the Corps of Engineers, U. S. Army, has issued an advance notice to prospective bidders for the construction of the Grasse River Lock of the St. Lawrence Seaway, near Massena, New York.

According to Mr. Castle, this advance notice notifies prospective bidders and other interested parties that plans and specifications will be issued by the Buffalo District, Corps of Engineers, U. S. Army, for the Corporation sometime during the first week of February 1956. The Grasse River Lock is one of two locks to be built in the Long Sault Canal, the principal segment of the U. S. portion of the St. Lawrence Seaway.

The specifications require the successful contractor to excavate approximately 3.6 million cubic yards of earth and overburden material; about 42,500 cubic yards of rock, or slightly more than four and one-half times that required for the first lock at Robinson Bay; and the construction of two and one-half million cubic yards of dike embankments and backfill.

The Grasse River Lock will be 860 feet long from gate hinge to gate hinge, 80 feet wide, and will have a maximum lift of 49 feet. The lock, guard and guide walls will be of concrete gravity-type construction except the downstream guide wall, which will be built of steel sheet pile cells for a distance of approximately 1,140 feet. These cells are constructed of 42-foot long piles extending through a deep layer of clay to rock, and will be covered with a concrete cap. The guide walls are capable of withstanding the impact from the mooring of large lake and ocean vessels.

The lock walls vary in height from 70 to 113 feet (Robinson Bay Locks are from 105 to 115 feet in height). The upper guide and guard walls and the lower guard walls are approximately the same type of construction as at Robinson Bay Lock and will vary in height from 44.5 to 49.0 feet.

The successful contractor will be required to place 478,000 cubic

yards of mass concrete, and 3,500 cubic yards of concrete in thin wall sections using nearly 1,000,000 pounds of reinforcing steel, and to construct two lock control houses.

Other items to be included in the contract are the construction of one highway bridge and one combined railroad and highway bridge spanning the lock. Each bridge will be the swing-type, will be about 160 feet long, and will have a 22-foot wide roadway.

Other items are as follows:

Timber wall protection for approach walls and steel armor protection for the lock proper.
Upper and lower miter gates and tainter valves.
Installation of gate and valve machinery.
Furnishing and driving 14½ million pounds of steel-sheet piling for the downstream guide wall.
Installation of two derricks and hoists.
Installation of fender booms and machinery.
Electrical system for lock and control houses.
Diesel electric standby generating unit.
Sewage disposal system and storm drainage system.
Construction of 3 miles of roadway. (This will provide connections from the lock to the East-West Highway, North Grasse River Road, South Grasse River Road, and between the swing bridges on the lock.)
0.7 miles of railroad. (This will provide a new route for the present railroad operating between the United States and Canada near Massena, New York.)
A public observation site with parking facilities.
Miscellaneous other features such as culvert bulkheads, floating mooring bitts, stone protection, painting necessary grassing, and such other incidental work deemed essential to complete this project feature.

Plans and specifications when issued may be seen at the following offices:

St. Lawrence Seaway Development Corporation
Room 615, Lafayette Building
811 Vermont Ave, NW
Washington 25, D. C.

Division Engineer
North Central Division
Corps of Engineers, U. S. Army
536 Clark Street
Chicago 5, Illinois

District Engineer
New York District
111 East 16th St.
New York 3, New York

District Engineer
Buffalo District
Corps of Engineers, U. S. Army
Niagara and Bridge Sts.
Buffalo 7, New York

Both the St. Lawrence Seaway Development Corporation and its construction agent, the Corps of Engineers in Buffalo, urge that bidders visit the work site to acquaint themselves with conditions incident to the execution of the proposed work.

The Government has set January 1, 1958, as the deadline for completion of this feature of the Seaway.

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SAINT LAWRENCE SEAWAY CORPORATION
Seaway Circle, Massena, New York
Telephone: 769-9941 SLSDC-241
December 6, 1965 FOR IMMEDIATE RELEASE

NOVEMBER TONNAGE REACHES 5.7 MILLION

Saint Lawrence Seaway traffic for the month of November is estimated at 5.7 million tons compared with 5,054,000 tons for the same month a year ago. For the April through November period, tonnage reached 42.5 million, a record figure will above the 38,907,000 tons for the same months in 1964 and also higher than the total tonnage of 39,309,000 for all of the previous season.

The Welland Canal handled approximately 6.4 million tons for the month and 51.4 million tons for the season up to December 1. This compares with 5,987,000 and 49,809,000 tons for the respective periods in 1964.

In releasing these preliminary estimates, Seaway Corporation Administrator Joseph H. McCann pointed out that the waterway officially closes on December 3 and will stay open on a day-to-day basis after that as weather permits. Last year the Seaway closed on December 6.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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WASHINGTON 25, D. C.

SLSDC-46

PM RELEASE December 8, 1955 EX 3-3111 Ext 568-569

SEAWAY ADMINISTRATOR ISSUES PROJECT PROGRESS REPORT THROUGH NOVEMBER

Earth-moving operations for the American section of the St. Lawrence Seaway in the Long Sault Canal, alongside the mighty St. Lawrence River, are going ahead with vigor despite problems with drainage and those involved in excavating glacial till and marine clay.

Commercial navigation on the river will soon close down until next Spring due to the approaching winter season. Hydrographic survey operations in adjoining waters by the Corps of Engineers, U. S. Army, have already been suspended.

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, today announced percentages of completion for excavation and related work for the major contracts under way as follows: Grasse River Lock site area, 60 percent; Robinson Bay Lock site area, 55 percent; upper end, Long Sault Canal, 44 percent; and main portion, Long Sault Canal, 5 percent.

Both canal contracts are progressing ahead of schedule, while both lock-area contracts are lagging behind schedule.

A total of 750,000 cubic yards of material were excavated during November, in addition to placement of 104,500 cubic yards of embankments, both compacted and uncompacted.

Ground was broken for the U. S. Seaway on April 11, about seven months ago.

Mr. Castle's progress report for November is based upon data compiled by the Corps of Engineers, design and construction agent for the Seaway Corporation.

At the end of November, U. S. Seaway contractors had a work force of 350 persons at-site, and the Corps of Engineers 65, making a total work force of 415 at-site. In addition, about 140 engineering designers and supporting personnel are engaged in current design activity, primarily at Buffalo.

Another large dragline arrived at Ogdensburg during November to begin moving earth at Long Sault Island on the Power project for Peter Kiewit - Morrison-Knudsen. Nicknamed "The Madam," this 750-ton behemoth reached Ogdensburg after a long journey by water from the Red River in Louisiana, where it was recently engaged in excavating a canal.

It compares in size to Badgett Mine Stripping Corporation's famous "Gentleman," which has proved its worth moving earth at the upper end of the Long Sault Canal. The Badgett contract was 13 percent ahead of schedule on November 15.

A third dragline of similar capacity to "The Madam" and "The Gentleman" is operating on the main Long Sault Canal excavation on the mainland, and is owned by Peter Kiewit. Present cost of draglines of this type would be more than $500,000.

From an inventory of contractors' equipment currently in use on the U. S. Seaway project at Massena, as compiled by the Seaway Corporation's resident engineer, Luke Hale, it is indicated that its total value is in excess of $7 million. Moreover, Tecon Corporation has indicated that it will soon add ten or more hauling units to its fleet at Robinson Bay Lock site area.

Coordination of numerous planning matters between the Seaway and Power phases continues. During November, for example, a meeting of Seaway Corporation, New York State Power Authority, and Corps of Engineers representatives was held at the Massena job site. Integration of landscaping and reforestation measures to the maximum practicable extent in excavation and other work areas, as well as park areas, was discussed. Deputy Administrator Oettershagen represented the Seaway Corporation.

The U. S. Seaway construction "box score" for November follows:

	Excavation (Cubic Yards)	Embankments (Cubic Yards) Compacted	Uncompacted
Long Sault Canal			
Westerly Portion:			
Badgett Mine Stripping Corp.	244,000	43,250	2,250
Main Portion:			
Peter Kiewit-Morrison-Knudsen	136,000	---	---
Robinson Bay Lock:			
Tecon Corporation	115,000	2,000	48,000
Grasse River Lock:			
Dutcher Construction Corp.	*255,000	9,000	---
Totals	750,000	54,250	50,250

*Includes 10,000 cubic yards borrow excavation.

U. S. Senator Paul Douglas of Illinois, who recently inspected the Seaway-Power works at Massena, declared, "The St. Lawrence project is an example of what men can do working together." He stated that he was "thrilled with the job," adding that "men are at their best struggling shoulder to shoulder against nature, such as on the St. Lawrence, instead of battling man against man, and it shows what intelligent men and modern science can do."

His two-day tour was "to get an idea of the Seaway and power possibilities." In the party which toured the projects with Senator Douglas was the Seaway Corporation's Deputy Administrator, M. W. Oettershagen.

Total contracts for construction and design awarded for the Seaway Corporation to date, including change orders, amount to $12,948,500, as follows:

Long Sault Canal:	
Kiewit - Morrison-Knudsen	$6,463,000
Badgett	1,384,000
Robinson Bay Lock Site:	
Maser	1,031,000
Tecon	1,064,000
Grasse River Lock Site (Dutcher)	2,219,000
East-West Highway (Winkelman)	302,000
Grasse River Road Alterations	90,000
Access Road	7,500
Design:	
Railroad Relocation	300,000
Administration Building	25,000
Aerial Photography	3,000

During the past week, Holland-Wegman Productions of Buffalo, New York, has started "shooting" scenes at Massena for the first Seaway color film. Except for editing and sound tract, this initial film, covering the first construction season, is scheduled to be completed December 31. It will be limited to 14 minutes' duration.

The film company's representatives, including a writer-director and cameraman, have been assisted by Luke Hale of the Seaway Corporation's engineering staff at the project site.

Massena

Aluminum Company of America's works has offered the Seaway Corporation portions of film footage devoted to the preliminary phases of Seaway construction taken this summer and fall under the supervision of Paul A. Crouch, Public Relations Manager.

Administrator Castle is making plans to inspect winter operations in Massena early next week. He will travel to Massena by way of

New York City this weekend. He will make his headquarters at Massena from Sunday until Wednesday afternoon, when he will travel to Buffalo to visit the Seaway Corporation's field staff there. He will return to Washington on Thursday.

L. W. Angell, Seaway Corporation design engineer, was the host on Tuesday for a meeting of American Society of Civil Engineers' Committee on Design, Construction, and Operation of Navigation and Flood Control Locks and Dams. The Seaway Corporation's Buffalo field office was the place of the meeting.

C. F. MacNish, of the Corps of Engineers, North Central Division in Chicago, is Chairman of the above Committee. Other members are: A. F. Griffin, also of North Central Division; W. A. Robinson of Dravo Corporation, Pittsburgh; L. H. Burpee, Deputy Chief Engineer of the St. Lawrence Seaway Authority of Canada; W. E. Kindel of Consoer, Townsend Associates, Chicago; and L. W. Angell.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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WASHINGTON 25, D. C.

SLSDC-47

PM RELEASE December 8, 1955 EX 3-3111 Ext 568-569

American and Canadian officials in charge of construction and operation of the St. Lawrence Seaway project, together with engineers and members of the Tolls Committees of the two countries, opened sessions at the Pentagon this morning and will continue their deliberations through tomorrow.

Honorable Lionel Chevrier, President, and Charles Gavsie, Vice-President, of the St. Lawrence Seaway Authority, headed the Canadian delegation, the latter being Chairman of the Seaway Authority's Committee on Tolls.

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, led the American host delegation, including E. Reece Harrill, Comptroller of the Seaway Corporation, and Chairman of its Committee on Tolls.

General purpose of the joint meetings was an exchange of engineering ideas and coordination of efforts, further exploration of toll questions and planning for an inspection trip to the Panama Canal Zone scheduled next month.

One of the topics on the agenda was discussion of the division of navigation aid work between the two countries in the 114-mile international reach extending eastward from Lake Ontario to St. Regis.

The Tolls Committees of both Seaway groups will leave Washington on January 17 to go to the Panama Canal Zone, accompanied by engineers, to observe the procedures of handling cargo ships and the collection of tolls through the Panama Canal.

Biographical sketches of United States Tolls Committee members:

Mr. E. Reece Harrill, born Bostic, North Carolina, 1906; educated George Washington and Southeastern Universities, Master of Commercial Science Degree; a Certified Public Accountant, he has had 25 years' experience in private industry, civilian agencies of Government, and in the Army. He has a Commission in the Reserves as a Lt. Colonel, from which rank, he was honorably discharged at the termination of World War II.

Dr. Charles A. Taff, born Hoisington, Kansas, 1916; educated Iowa and Maryland State Universities, PHD in Economics; he is author of three college texts in transportation economics, has had a number of years' experience in public utilities and transportation, and also taught at Virginia Polytechnical Institute; he was an officer in the United States Navy in World War II.

Mr. H. M. Hochfeld, born Philadelphia, Pa., 1915; educated Temple and Columbia Universities, B. S. Degree in Mathematics; he has served with the Maritime Administration and other governmental agencies including the Panama Canal for the past 15 years.

Biographical material on Canadian Tolls Committee members:

Mr. Charles Gavsie, educated Dalhousie University, Halifax, Nova Scotia, and Harvard University Law School; he practiced law for 10 years in Montreal, and before his appointment as Vice-President of the St. Lawrence Seaway Authority on its establishment in July 1954, he was Deputy Minister of National Revenue (Taxation). During World War II, he served as General Counsel of the Department of Munitions and Supply.

Mr. Jean-C. Lessard, educated Montreal and Harvard Universities; he joined government service in 1938 as Transportation Economist with the Board of Transport Commissioners. In 1946, he was Director, Bureau of Transportation Economics. He became Deputy Minister of Transport in 1948, and now is Vice-President of the Standard Railway Equipment Company.

Mr. G. A. Scott, educated Alberta, Toronto, and Pennsylvania Universities; he joined the government in 1945 as Economist, Air Transport Board, and became Director of the Bureau of Transportation Economics in 1948, and at present is Director of Economic Policy, Department of Transport.

Following is a list of those attending the meetings:

Canadian Delegation:

Honorable Lionel Chevrier, President, St. Lawrence Seaway Authority
Charles Gavsie, Vice-President
Carl W. West, Member of the Authority
Jean-C. Lessard, Economist
George A. Scott, Director of Economic Policy, Dept of Transport
Aleksander Olsen, Consulting Engineer
Raymond-J. Beriault, Secretary of the Authority
A. G. Murphy, Chief Engineer
D. W. G. Oliver, Comptroller of the Authority
David R. Taylor, Canadian Embassy, Washington, D. C.
Thomas Carter, Chief, American Division, Department of External Affairs

United States Representatives:

Lewis G. Castle, Administrator, St. Lawrence Seaway Development Corp.
M. W. Oettershagen, Deputy Administrator
Raymond F. Stellar, Engineer
E. Reece Harrill, Comptroller
George J. Haering, Assistant to the Administrator
Guerin Todd, Jr.,General Counsel
Edward R. Place, Director of Information

Corps of Engineers, U. S. Army:

Major General Charles G. Holle, Deputy Chief of Engineers for Construction
Colonel William F. Powers, Chief of Operations, Civil Works, Office of the Chief of Engineers
Colonel Loren W. Olmstead, Buffalo District Engineer
Mr. Ralph L. Bloor, Engineer, Office of the Chief of Engineers

Department of the Army:

Lt. Colonel John K. Eney, Military Assistant to the Secretary of Army
Mr. Frank Millard, General Counsel

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OFFICE OF INFORMATION
WASHINGTON 25, D. C.

SLSDC-48

PM RELEASE December 14, 1955 EX 3-3111 Ext 568-569

BIG DERRICKS NEEDED FOR SEAWAY LOCKS

An announcement from the office of Lewis G. Castle, Administrator for the St. Lawrence Seaway Development Corporation, stated that its construction agent, the Corps of Engineers, U. S. Army, Buffalo District, has issued an "Advance Notice" to interested bidders for the fabrication and delivery of four Stiffleg Derricks, complete with operating machinery. One derrick will have a 90-foot boom; the other three will have 80-foot booms.

According to Mr. Castle, the "Advance Notice" stipulates that invitations for bids for this work will be issued by the Buffalo District, Corps of Engineers, about December 15, 1955, and that plans and specifications for the work will be available at that time.

The supply contractor will be required to provide these four derricks for installation on the Robinson Bay and Grasse River navigation locks. Completion date for each lock is scheduled for January 1, 1958. The derrick with the 90-foot boom must have a lifting capacity of 46 tons at 68 feet radius, and the three 80-foot boom derricks must be capable of lifting the same load at a radius of 56 feet.

Administrator Castle further stated that commencement of work will be required within 10 days after the award of the contract and that the first portions of the derrick units are to be ready for shipment in the Spring of 1956. The contract is to be completed in the summer of 1957. Delivery of machinery will be at Massena, New York.

Plans and specifications may be seen at the following offices.

St. Lawrence Seaway Development Corporation
Room 615, Lafayette Bldg., 811 Vermont Ave., NW
Washington 25, D. C.

Division Engineer, North Central Division
Corps of Engineers, U. S. Army, 536 S. Clark St.
Chicago 5, Illinois

District Engineer, New York District
Corps of Engineers, U. S. Army, 111 E. 16th St.
New York 3, New York

District Engineer, Buffalo District
Corps of Engineers, U. S. Army, Niagara and Bridge Sts.
Buffalo 7, New York

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OFFICE OF INFORMATION
WASHINGTON 25, D. C.

SLSDC-49

PM RELEASE December 15, 1955 EX 3-3111 Ext 568-569

PROTECTIVE GATE MACHINERY
FOR SEAWAY LOCK ADVERTISED

Lewis G. Castle, Administrator for the St. Lawrence Seaway Development Corporation, announced today that its construction agent, the Buffalo District, Corps of Engineers, U. S. Army, has issued an Advance Notice to contractors for the fabrication and delivery of the vertical lift gate machinery for Robinson Bay Lock, St. Lawrence Seaway, near Massena, New York.

Mr. Castle further stated that the Buffalo District would invite bids for this work on or about January 3, 1956. Plans and specifications for the work will be available at that time.

According to the Seaway Administrator, the contractor will be required to fabricate and deliver all the necessary operating machinery for the vertical lift emergency gate to be installed in the Robinson Bay Lock. The gate will be used to protect the installations in the Long Sault Canal below the lock in case of damage to the upper miter gates which otherwise might result in free flow through the lock chamber.

The machinery consists of two high-pressure hydraulic cylinders, with their accessory hydraulic and electrical equipment, and is designed to raise a gate weighing over 350 tons a distance of 45 feet at the rate of 2 feet a minute against a free flow of water. Work under this contract is limited to shop fabrication, testing, delivery, and the services of an erection engineer.

The Robinson Bay Lock will be located approximately 3½ miles northeast of Massena, and is scheduled for completion by January 1, 1958. The contractor will be required to have portions of the units ready for shipment in the Spring of 1956. The contract is to be completed during the Spring of 1957.

Delivery of the machinery will be made to the railroad siding in the vicinity of the site of the Robinson Bay Lock near Massena.

On and after date of issue, plans and specifications may be examined at the offices of the following:

St. Lawrence Seaway Development Corporation, Lafayette Building, 811 Vermont Avenue, NW, Washington 25, D. C.

Division Engineer, North Central Division, Corps of Engineers, U. S. Army, 536 South Clark St., Chicago 5, Illinois

District Engineer, New York District, Corps of Engineers, U. S. Army, 111 East 16th St., New York 3, New York

and may be obtained from:

District Engineer, Buffalo District, Corps of Engineers, U. S. Army, Niagara and Bridge Streets, Buffalo 7, New York

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OFFICE OF INFORMATION
WASHINGTON 25, D. C.

SLSDC-50

AM RELEASE December 16, 1955 EX 3-3111 Ext 568-569

GRASSE RIVER BRIDGE INCLUDED IN ADVANCE NOTICE FOR SEAWAY RAILROAD AND HIGHWAY RELOCATION

Administrator Lewis G. Castle of the St. Lawrence Seaway Development Corporation announced yesterday that its construction agent, the Corps of Engineers, U. S. Army, at Buffalo, New York, will issue today an advance notice to contractors and interested bidders on the work necessary for part of the relocation of the Ottawa Branch, New York Central Railroad, and the Roosevelt Highway which cross the St. Lawrence River near Massena, New York.

According to Mr. Castle, the advance notice stipulates that invitations for bids for this work will be extended by the Buffalo District, Corps of Engineers, about January 17, 1956, and that plans and specifications will be available at that time.

The successful bidder will be required to furnish the necessary labor, equipment, and materials to relocate 2.3 miles of railroad track and to construct about 900 feet of highway. The railroad relocation will be a single track line extending westerly from just north of the Raquette River near Rooseveltown for approximately 9,000 feet, and then northwesterly across the new Grasse River Bridge for a distance of about 3,000 feet.

The 22-foot-wide bituminous concrete paved highway from the South Grasse River road to the new Grasse River Bridge will have shoulders 10 feet wide, and will continue beyond the bridge for a distance of 200 feet. This highway will parallel the new railroad relocation. They lead to the area of the Grasse River Lock, which is the lower of the two locks to be constructed in the 10-mile Long Sault Canal.

Mr. Castle further stated that the advance notice also requires the contractor to construct a 1,117-foot, 8-span deck plate girder fixed bridge, with spans approximately 140 feet in length. This will be supported on 7 piers and 2 abutments. The south abutment will rest on glacial till, the piers on bed rock, while the north abutment will be carried on concrete-filled steel piles. In addition to the railroad, the bridge will carry the 22-foot highway for two-way traffic. On one side of the bridge, a 3-foot walkway will be provided for pedestrians.

Over 4½ miles of galvanized steel wire fencing will be required

for both sides for the entire length of the railroad right-of-way. Guard rails will be erected where necessary along the new Grasse River Bridge highway.

The construction of three highway grade crossings of existing roads will also be included in the contract. These will involve lowering the South Grasse River Road at two crossings and repairing the highway for over 900 feet. At the Roosevelt Highway crossing, no change in highway grade will be necessary.

The work area is located in northern New York State, about 7 miles northeast of Massena. Construction will begin at a point on the existing Ottawa Branch of the New York Central Railroad just north of Rooseveltown and north of Raquette River Bridge.

The Administrator for the Seaway Corporation urges that interested bidders visit the work site to familiarize themselves with conditions and problems incident to the execution of the proposed work.

Scheduled completion date for the Grasse River Bridge and all other work except highway paving is December 31, 1956. A deadline date of May 31, 1957, is set for the highway paving and final clean-up.

Arrangements may be made to inspect the work site by applying to Thomas F. Airis, Area Engineer, Corps of Engineers, St. Lawrence Seaway Project, Plancor Road, Massena, New York.

Plans and specifications, when issued, may be seen at the following offices:

St. Lawrence Seaway Development Corporation
Room 615, Lafayette Building
811 Vermont Avenue, NW
Washington 25, D. C.

Division Engineer
North Central Division
Corps of Engineers, U. S. Army
536 S. Clark Street
Chicago 5, Illinois

District Engineer
New York District
Corps of Engineers, U. S. Army
111 East 16th St.
New York 3, New York

and may be obtained from the contracting officer:

District Engineer, Buffalo District
Corps of Engineers, U. S. Army
Niagara and Bridge Streets
Buffalo 7, New York

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