

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

SLSDC-51



PM RELEASE

January 4, 1956

EX 3-3111 Ext 5568-5569

SUPPLY CONTRACTORS INVITED
TO BID ON SEAWAY EQUIPMENT

Supply contractors were invited today to bid on St. Lawrence Seaway equipment, including fabrication and delivery of 8 wire rope fenders with operating machinery, and the machinery required for a vertical lift gate.

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, explained that the vertical lift gate is a part of the equipment for the Robinson Bay Lock. It is an emergency gate, which will be raised into position to maintain the level of the upper pool in case of damage to the lock's miter gates.

Prospective bidders will be asked to supply machinery designed to raise the gate, which will weigh over 350 tons, a distance of 45 feet at the rate of 2 feet a minute against a free flow of water.

As to the wire rope fenders, one will be located upstream and another downstream from each lock miter gate at the Robinson Bay and Grasse River sites designed to protect the gates against striking by passing ships during the locking process. These 3½-inch diameter wire ropes will have a breaking strength of about 450 tons and are designed to stop within 72 feet a 20,000-ton vessel travelling nearly 5 mph. Operating machinery will raise and lower these fenders.

Bidders are requested to submit bids to the office of the District Engineer, Corps of Engineers, U. S. Army, Foot of Bridge Street, Buffalo 7, New York. The Corps is construction agent for the Seaway Corporation.

Colonel Loren W. Olmstead, District Engineer, will preside at the bid opening. Plans and specifications may be seen at the following offices:

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 Sts., Buffalo 7, New York

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



SLSDC-52

PM RELEASE

January 5, 1956

EX 3-3111 Ext 5568-5569

SUPPLY CONTRACTORS ALERTED
TO BID ON WATER AND AIR PLANTS
FOR SEAWAY LOCKS

Drawings and specifications will be issued about January 24, 1956, for equipment to furnish water and compressed air for the Robinson Bay and Grasse River Locks, St. Lawrence Seaway, by the Buffalo District, Corps of Engineers, U. S. Army, construction agent for the St. Lawrence Seaway Development Corporation.

According to Lewis G. Castle, Administrator for the Corporation, these units will provide drinking water for the lockmen, maintenance men, and the general public, and compressed air for general utility work. Contracts to be let in the near future provide for the completion of the construction, under separate contracts, of two 80 foot x 800 foot navigation locks by January 1, 1958.

Failure to complete the fabrication and delivery of equipment under this contract might result in delays in installation, causing deferment of final completion of the general construction contracts. Prospective bidders are urged to familiarize themselves with all aspects of the specifications inasmuch as liquidated damages will be assessed for delays.

The work will consist of furnishing for each lock two water pumps (one 100 gpm and one 250 gpm), two pressure filters, one storage tank, one air column, one air compressor mounted on a 200-gallon air receiver at the upstream end of the lock, one air receiver at the downstream end of the lock, one dehumidifier, two air horns and towers, one duplex strainer and necessary gages, automatic valves, and controls. Field assembly and installation of the equipment, including electrical power connections, will be performed by the contractor constructing the lock.

Work under this contract is limited to shop fabrication and delivery of equipment as specified.

Delivery will be f.o.b. railroad, Massena, New York. Commencement of work will be required within 10 calendar days after Notice to Proceed. Water storage tanks are to be shipped to both locks on August 1, 1956. One complete water and air plant is to be shipped to Robinson Bay Lock on July 1, 1957, and one to Grasse River Lock on August 1, 1957.

Government plans and specifications may be seen at the following offices after the issuance date:

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 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

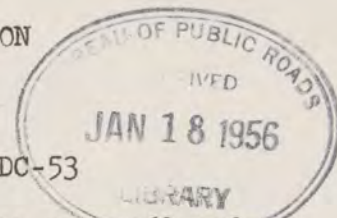
and may be obtained from the contracting officer:

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

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SLSDC-53



PM RELEASE

January 6, 1956

EX 3-3111 Ext 5568-5569

BIDS INVITED ON 4 DERRICKS
FOR ST. LAWRENCE SEAWAY

Bids have been invited for the fabrication and delivery of four stiffleg derricks for the St. Lawrence Seaway Development Corporation by its design and construction agent, the Corps of Engineers, U. S. Army, Buffalo District.

These four derricks will be used on the two locks in the Long Sault Canal, according to Lewis G. Castle, Administrator of the Seaway Corporation. The Long Sault Canal is the principal segment of the St. Lawrence Seaway under construction by the United States.

Two of the derricks will be located on the Robinson Bay Lock, and the other two on the Grasse River Lock. The derricks will be used mainly to handle large steel "stop logs" which are placed above and below the lock chamber to permit dewatering of the lock, and inspection and repairs of the gates and submerged equipment. This will be done annually in the non-navigation season.

Three of the derricks will have 80-foot booms and will be capable of lifting approximately 45 tons at a 56-foot radius, and the fourth will have a 90-foot boom and will lift the same load at a 68-foot radius.

Bidders are requested to submit bids to the office of the District Engineer, Corps of Engineers, U. S. Army, Foot of Bridge Street, Buffalo 7, New York.

Colonel Loren W. Olmstead, District Engineer, will preside at the bid opening. Plans and specifications may be seen at the following offices:

St. Lawrence Seaway Development Corporation, Lafayette Bldg.
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 Sts., Buffalo 7, New York

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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SLSDC-54

PM RELEASE

January 11, 1956

EX 3-3111 Ext 5568-5569

U. S. SEAWAY PROJECT
9 PERCENT COMPLETED
AT COST OF \$8 MILLION

Entering the second construction season at Massena, New York, the United States' \$90 million St. Lawrence Seaway project is nine percent completed in terms of cost. During 1955, approximately \$8 million was paid out for work, principally overburden excavation and dike and embankment construction.

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, today announced the following completion percentages for the four major contracts under way in the U. S. portion of the Seaway:

Grasse River Lock site, 67 percent;

Contractor, Dutcher Construction Corp., Queenstown, Md.

Robinson Bay Lock site, 63 percent;

Contractor, Tecon Corporation, Dallas, Texas.

Long Sault Canal, upper end, 50 percent;

Contractor, Badgett Mine Stripping Corp., Madisonville, Ky.

Long Sault Canal, main portion, 6 percent;

Contractor, Peter Kiewit Sons' Co., Omaha, Nebr., and Morrison-Knudsen Co., Inc., New York, N. Y. (joint venture).

Work on the East-West highway was 73 percent complete when the contractor D. W. Winkelman Co., Inc., Syracuse, New York, suspended operations because of weather conditions on November 15, 1955. This contract will be completed next Spring.

Inasmuch as ground was broken on April 11, 1955, earth-moving operations during 1955 actually did not extend over a full year.

Looking ahead to the 1956 Seaway schedule, Administrator Castle forecasts that 35 percent of the work will be accomplished at an estimated cost of \$30 million. Thus, the timetable for the second construction season calls for a total of 44 percent completion at a cumulative cost of about \$38 million.

After this year, the Seaway Corporation will have the full year of 1957 and the first seven months of 1958 in which to meet its target date, July 1958, for opening the Seaway for ships up to 14-foot draft. Full-scale 27-foot navigation is scheduled for the Spring of 1959.

During December, 770,000 cubic yards of earth were excavated, and 55,400 cubic yards of material were placed in embankments. Embankment construction is currently curtailed because it is impractical to use frozen material in some parts of the dikes.

Currently, the two canal contracts are well ahead of schedule. This excellent progress is partially offset by slower progress on the lock excavation contracts, both of which are somewhat behind schedule.

Seaway officials are hopeful, however, for improving performance because the Grasse River Lock contractor recently removed a record 22,000 cubic yards in one day.

A tabulation of yardages moved during December follows:

	<u>Excavation</u>	<u>Embankment</u>
Grasse River Lock	320,000	---
Robinson Bay Lock	230,000	55,400
Long Sault Canal - upper end	75,000	---
Long Sault Canal - main portion	145,000	---

During the month additional equipment was moved to the site by the various contractors.

Freezing weather in the St. Lawrence Valley is a mixed blessing to the contractors working to complete the excavation for the Seaway. Work has been progressing in temperatures far below zero at times. Weather cold enough to freeze the ground is welcome to the contractors excavating sticky marine clay areas. It enables them to handle the material more readily and to traverse the haul roads without bogging down.

On December 31, 1955, United States Seaway contractors' employees on the project numbered 378 and the Government personnel 60. In Buffalo, the Corps of Engineers, U. S. Army, design and construction agent for the Seaway Corporation, has 90 designers and supporting personnel on the job, with 22 others on Seaway design work at St. Paul, Minnesota; Nashville, Tennessee; and Vicksburg, Mississippi.

Officials of the Seaway Authority of Canada joined Seaway Corporation personnel and representatives of the Corps of Engineers, the Power

Authority of the State of New York, and the National Resources Council of Canada, on December 20 and 21, in an inspection of the two U. S. Seaway models at the Waterways Experiment Station, Vicksburg, Mississippi. Results of tests on these models will be of great importance in determining the alignment of the navigation channel through the South Cornwall channel between the Grasse River Lock and Lake St. Francis.

Preparation of the script for the Seaway documentary film, which is being produced by Holland-Wegman Productions of Buffalo, New York, is under way. Seaway Deputy Administrator M. W. Oettershagen has briefed the film company staff on all phases of the work to insure that the completed film will accurately tell the "Seaway Story."

Bids on the first large general construction contract were opened yesterday by Colonel Loren W. Olmstead, Buffalo District Engineer, Corps of Engineers, U. S. Army. These bids were for construction of the Robinson Bay Lock, the upper of the two locks in the ten-mile Long Sault Canal.

During December, prospective bidders were notified that plans and specifications for two additional construction contracts and four supply contracts would soon be available. The supply contracts are for wire rope fenders, stiffleg derricks, emergency gate machinery, and water and air systems for the locks. Construction contracts are the Grasse River Lock and a portion of the New York Central Railroad relocation, including an 8-span, 1117-foot bridge over the Grasse River.

A summary of the Seaway Corporation's major work plans for 1956 follows:

1. Complete excavation for the Robinson Bay and Grasse River Locks.
2. Continue the Long Sault Canal excavation.
3. Award contracts for the construction of both locks, lock equipment, railroad relocation, the first part of Thousand Islands dredging and the second part of the East-West Highway, Polleys Gut Bridge superstructure, Cornwall Island South Channel dredging, and marine base for floating plant.
4. Advertise for bids on electrical work at Robinson Bay Lock, second part of Thousand Islands dredging and gate lifter.
5. Continue design on navigation aids and canal mooring facilities and miscellaneous work.

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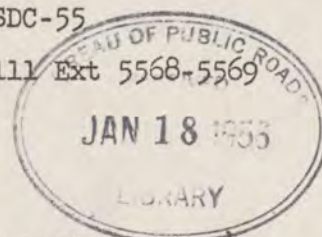
ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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AM RELEASE

January 11, 1956

SLSDC-55
EX 3-3111 Ext 5568-5569

U.S.-CANADIAN COMBINE
APPARENT LOW BIDDER ON
ROBINSON BAY LOCK CONSTRUCTION



Apparent low bidder for construction of the Robinson Bay Lock $3\frac{1}{2}$ miles northeast of Massena, New York, the first large general construction job on the United States Seaway project, is a joint venture consisting of Morrison-Knudsen Co., Walsh Construction Co., of New York City, and Perini-Quebec of Montreal, Canada, with a bid amounting to \$20,172,451.17.

A total of six bids were received, ranging as high as \$26,673,121.50.

Other bids in the low range were:

Merritt, Chapman, and Scott of New York City - \$20,446,296.

Joint venture of L. Johnson Construction Co., Minneapolis, Minn.; Peter Kiewit Sons' Co., Omaha, Nebr.; Arthur A. Johnson Corp., New York City; and Condon Cunningham Co., Omaha, Nebr. - \$21,397,565.

Joint venture consisting of D. W. Winkelman Co., Inc., Syracuse, New York; J. A. Jones Construction Co., Charlotte, North Carolina; and Charles H. Tompkins, Washington, D. C. - \$21,749,021.

The bid opening was conducted yesterday for the St. Lawrence Seaway Development Corporation at Buffalo, New York, by Colonel Loren W. Olmstead, District Engineer, Corps of Engineers, Buffalo District, before about 100 contractors and other interested parties. The Corps is the construction agent for the Seaway Corporation.

M. W. Oettershagen, Deputy Administrator, represented the Seaway Corporation at the bid opening.

All of the large Seaway contracts now under way are for excavation and dike construction. The excavation of the overburden at the Robinson Bay Lock site in preparation for the lock construction covered by yesterday's bidding is being done by the Tecon Corporation, Dallas, Texas.

Besides construction of the 80-foot x 800-foot x 30-foot Robinson Bay Lock, the work to be done includes a vehicular tunnel under the upper sill, installation of machinery and equipment, dike work, and a considerable amount of additional excavation. A unique feature is a vertical lift emergency gate weighing over 350 tons.

More than 410,000 barrels of cement and 1,250 tons of steel reinforcement will be required for the 512,000 cubic yards of concrete to be placed in the pending general construction contract.

Award of the contract will occur within a few weeks. The successful bidder must complete the work by June 1, 1958.

Plans and specifications for Grasse River Lock, the other United States Seaway lock to be built in the 10-mile Long Sault Canal, will be issued early next month, with opening of bids scheduled for March 6.

St. Lawrence Seaway



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

SLSDC-56

A. M. RELEASE

January 17, 1956

EX 3-3111 Ext 5568-5569

**\$20 MILLION CONTRACT
AWARDED FOR ROBINSON
BAY LOCK CONSTRUCTION**

A \$20,172,451 contract was awarded today to a joint venture comprising three firms for the construction of the Robinson Bay Lock with its appurtenances in the United States portion of the St. Lawrence Seaway, $3\frac{1}{2}$ miles northeast of Massena, New York.

Administrator Lewis G. Castle announced that the award was made for the St. Lawrence Seaway Development Corporation to the joint venture of Morrison-Knudsen Company and Walsh Construction Company, both of New York, New York, and Perini-Quebec of Montreal, Canada, by the Corps of Engineers, U. S. Army, the Seaway Corporation's construction agent.

Largest United States Seaway contract awarded to date, it exceeds substantially the previous major contract for the excavation of the main portion of the Long Sault Canal, amounting originally to \$6,452,459. Morrison-Knudsen Company shares this Long Sault contract in a joint venture with Peter Kiewit Sons' Company of Omaha, Nebraska.

Robinson Bay Lock will be 860 feet long (gate hinge to gate hinge), 80 feet wide, 30 feet deep over the sills, and will have a maximum lift of 49 feet. The work is scheduled to be essentially completed by January 1, 1958, and is to be ready for final testing by June 1, 1958.

Target date for 14-foot navigation to begin in the new canal facilities in the International Rapids section of the Seaway is July 1958. Full-scale 27-foot service from Montreal to Lake Erie is scheduled for the opening of the 1959 shipping season.

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EX 3-3111 Ext. 5568-5569

February 8, 1956

SLSDC-28-B

S E A W A Y B I B L I O G R A P H Y

Supplement to editions of August 1 and October 27, 1955

U. S. MAGAZINES

NEWSWEEK, Broadway and 42nd St., New York, New York
January 9, 1956 - Third of a series:

"CHICAGO-ON-THE-SEA - Toward a Midland Empire
Through the Seaway."

POPULAR SCIENCE, 353 Fourth Ave., New York 10, New York

"Armada of Earth Movers Remakes a River."

Article by Henry B. Comstock. January 1956 issue.

TECHNICAL JOURNALS

BIG (Published by the Goodyear Tire & Rubber Co., Inc., Akron, Ohio)
"HARNESSING THE ST. LAWRENCE - One of Man's Most Colossal Under-
takings, the Billion-Dollar St. Lawrence Project is Converting a
Seething River into a Vital Trunkline for World Trade, Hitching
Its Flow to a Monstrous Power Plant Three Times as Potent as Hoover
Dam." Article by Stan Dean. BIG magazine, Volume 11, No. 4, 1955.
All correspondence with this publication should be addressed to
The Editor, BIG, 5435 W. Fort Street, Detroit 9, Michigan.

ENGINEERING NEWS RECORD (a McGraw Hill Publication), 330 W. 42nd St.,
New York 36, New York. (Price 35¢).

"Hydraulic Tests Evolve Seaway Gate." Article in Oct 27, 1955 issue.

"St. Lawrence Construction After One Year." Article in Nov 3, 1955
issue.

GROUNDHOG, Marion Power Shovel Co., Marion, Ohio.

"The St. Lawrence Seaway - Gateway to the Heart of North America.
Opening Phase of Billion Dollar Waterway, Power Project Now Well
Underway at Massena, New York." October 1955 issue. This article
is the first in a series in which GROUNDHOG will treat various
phases of this huge project and tell of the part Marion machines
are playing.

THE EM-KAYAN (Published monthly by Morrison-Knudsen Co., Inc., Contrac-
tors and Engineers, 319 Broadway, Boise, Idaho).

"St. Lawrence Seaway Epoch Begins." Article in November 1955 issue.



TECHNICAL JOURNALS (continued)

NORTH CENTRAL PURCHASER, 2642 University Ave., St. Paul 14, Minnesota.
"Construction on the St. Lawrence."

Article by Lewis G. Castle, Administrator, St. Lawrence Seaway
Development Corporation. November-December 1955 issue.

CONSTRUCTIONER, 6 South Orange Ave., South Orange, New Jersey.

"St. Lawrence Work Continues Through Winter."

Article in December 12, 1955 issue.

EXCAVATING ENGINEER (Published monthly by The Excavating Engineer
Publishing Co., South Milwaukee, Wisconsin).

"SEAWAY; POWER SHOWS UNFOLD:

Awesome \$900 million construction undertaking, scheduled to
be finished in 1959, will provide huge power package and
allow large ocean liners to make the trip from the Atlantic
to Duluth."

Volume 50, No. 1, January 1956.

STEELWAYS (Published bimonthly by American Iron and Steel Institute),
350 Fifth Avenue, New York 1, New York.

"A New Industrial Sea For America - The 900-Million-Dollar
St. Lawrence Seaway is Steadily Taking Shape." Article by
H. D. Crawford. Vol. 12, No. 1, February 1956.

NEWSPAPER SERIES AND ARTICLES
(U. S. and Canadian)

KING FEATURES SYNDICATE, 1013 Rockwell Ave., Cleveland 14, Ohio

"Harnessing the St. Lawrence." Series of four articles by
H. D. Crawford, Central Press Association Correspondent.
October 1955.

TOLEDO CITY JOURNAL, Toledo, Ohio

"Our Future--It's Here Today - Ocean Shipping Booms Here While
Seaway Cut is Pushed." Colored pamphlet issued as supplement to
October 29, 1955, issue of The Toledo City Journal.

CLEVELAND PLAIN DEALER, Cleveland, Ohio

Series of three articles on St. Lawrence Seaway project by
Peter B. Greenough, Associate Editor. Beginning November 4, 1955.

WATERTOWN DAILY TIMES, Watertown, New York

"St. Lawrence River Power and Seaway Project" - Progress Report
No. 4, November 14, 1955.

SCRIPPS-HOWARD NEWSPAPERS, 1013 Thirteenth St., NW, Washington, D. C.

"U. S. A. - The Big Story: 'Seaway's Scope Awe 'Em All'".

Article November 1955, by Charles Lucy, Scripps-Howard Staff Writer.

NEWSPAPER SERIES AND ARTICLES
(continued)

THE GLOBE AND MAIL, Toronto, Canada
Series of articles on St. Lawrence Seaway project by Clark Davey,
beginning December 20, 1955.

OGDENSBURG JOURNAL, Ogdensburg, New York
"Sailing the Great Lakes" - July 1955 - January 1956.
Articles by David MacNeil Doren.

"St. Lawrence Seaway Brings Opportunities to Upstate Ports."
Article by Charles Dumas. December 27, 1955.

DULUTH NEWS-TRIBUNE, Duluth, Minnesota
"Fleets Fitting Out for Full Season on GREAT LAKES - Big iron ore
year is seen as plans move rapidly to take advantage of Seaway."
Article in Northwest Outlook, special edition to Duluth Sunday
News-Tribune, January 8, 1956. By Herbert J. Coleman.

ASSOCIATED PRESS, 330 Star Bldg., 11th and Pa. Ave, NW, Washington, D. C.
Article by Bem Price on the St. Lawrence Seaway project. January
1956. The big job of turning a dream into reality is under way
from Duluth to the Atlantic. How the people who live on the
Seaway route feel about it is detailed in this article.

CLEVELAND NEWS, Cleveland 15, Ohio
Series of six articles by Lee C. Hinslea, widely known lakes and
admiralty lawyer of Cleveland. These articles begining January 9,
1956, gives the European attitude toward the Seaway based on
observations from a tour of the important shipping areas of that
continent.

CANADIAN MAGAZINES and BULLETINS

CANADIAN BUSINESS, 524 Board of Trade Building, Montreal, Canada.
"Power from the St. Lawrence."
Article in November 1955 issue.

MANITOBA INDUSTRAY AND COMMERCE BULLETIN, Room 254 Legislative Bldg.,
Winnipeg, Canada (published by Department of Industry and Commerce).
"Manitoba and The Seaway." By Dr. Harold M. Mayer, Department
of Geography, University of Chicago. September 1955.

Publications by
PASNY (Power Authority of the State of New York,
270 Boradway, New York, New York) and
HEPCO (Hydro-Electric Power Commission of Ontario,
620 University Ave., Toronto 2, Canada)

"St. Lawrence Power Project" - October 1955. Ontario-Hydro publicity folder.

BROCHURES: October 1955, November 1955, and December 1955 - monthly brochures entitled "St. Lawrence Power Project - Construction Progress." Published jointly by PASNY and HEPCO.

BROCHURE: "St. Lawrence Reforestation, Parks and Recreation."
Published by PASNY. December 1955. Contains the New York State Power Authority's report on the progress of the construction of power facilities on the St. Lawrence. Illustrated with many pictures of the construction areas and with sketches of proposed developments.

UNIVERSITY PUBLICATIONS

SYRACUSE UNIVERSITY, Syracuse, New York

"THE PORT OF NORTHERN NEW YORK - Reasons for the Establishment of a Deepwater Port in Black River Bay."

Prepared for The Water Resources Committee, Watertown Chamber of Commerce, by James M. Jennings, Syracuse University, April 1955. Limited Distribution.

MARQUETTE UNIVERSITY, Milwaukee, Wisconsin

"Wisconsin and the Seaway."

An editorial by Charles J. Tobin, Editor of MARQUETTE BUSINESS MEMO published bi-monthly by the Bureau of Business and Economic Research, College of Business Administration, Marquette University. Vol. 3, No. 4, July-August 1955 issue.

UNIVERSITY OF DETROIT, Detroit, Michigan

"International Negotiations Concerning the St. Lawrence Project."
Article in University of Detroit Law Journal by James L. Kunen, Vol. XXXIII, No. 1, November 1955.

MISCELLANEOUS PUBLICATIONS

INTERSTATE PORT HANDBOOK 1955 (21st Edition) - For the Marine Industry - Shippers and Exporters. Published by Rockwell F. Clancy Co., 75 Wacker Drive, Chicago 1, Illinois.

"The St. Lawrence Seaway Project." Article by M. W. Oettershagen, Deputy Administrator of the St. Lawrence Seaway Development Corporation.

MISCELLANEOUS PUBLICATIONS

(continued)

BROCHURE: "New York Central System - Industrial Sites - St. Lawrence Seaway Area." Published by New York Central System, New York, New York. October 1955.

RAILWAY PROGRESS, 1430 K. St., NW, Washington 5, D. C.
"Has the Seaway Been Oversold?" By Robert B. Shaw. February 1956.

TOURIST GUIDEBOOK

THE BILLION DOLLAR STORY: The story of Massena and the St. Lawrence Seaway and Power Projects with history, complete pictorial coverage, facts and figures on the giant St. Lawrence projects. Single copy, \$1.25 mailed anywhere. Write: The Billion Dollar Story, Box 69, Massena, New York.

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ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
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SLSDC-60

PM RELEASE

February 9, 1956

EX 3-3111 Ect 5568-5569

SEAWAY ADMINISTRATOR CASTLE
CITIES BENEFITS FROM FIRST
NEW GREAT LAKES TRADE ROUTE

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, today commented favorably on the Maritime Administration's declaration of foreign trade between Great Lakes and St. Lawrence River port and the North European range as an essential trade route.

Mr. Castle's statement follows:

"The action of the Maritime Administration designating the ocean route between United States ports on the Great Lakes and St. Lawrence River and ports of Western Europe as 'Essential U.S. Foreign Trade Route No. 32' is an important milestone in international trade as well as the domestic economy and national defense. Both logical and commendable, it is a forerunner of great benefits to American flag operation in the years to come.

"The complete absence of U.S. flag vessels engaged currently in commerce between Great Lakes ports and Western Europe points up the desirability of the findings on the essentiality of the first new Great Lakes trade route.

"Moreover, the effect of this action will be to stimulate American shipping interests in taking advantage of the benefits of trade and commerce with the ports along the Nation's newly-created 'Fourth Seacoast.' Fears that the St. Lawrence Seaway would benefit primarily foreign shipping lines will be allayed.

"The new trade route may lead in years ahead to the re-establishment and stimulation of inter-port commerce between American ports on the Great Lakes and St. Lawrence River.

"Administrator Morse and the Maritime Administration are deserving of high praise for their farsighted decision and confidence in American enterprise."

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SLSDC-59

PM RELEASE

February 10, 1956

EX 3-3111 Ext 5568-5569

809,000 CUBIC YARDS OF EARTH
EXCAVATED DURING JANUARY
FOR ST. LAWRENCE SEAWAY

During the month of January, the St. Lawrence Seaway Development Corporation initiated the construction of the Robinson Bay Lock by approving the award of a contract to a joint venture of heavy construction contractors composed of Morrison-Knudsen, Walsh Construction Company, and Perini-Quebec for an estimated contract amount of \$20,172,451.17. This is the first major general construction contract to be awarded by the U. S. Seaway entity. Bids were invited for the construction of the second U. S. lock, Grasse River Lock, on February 6, 1956.

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, Washington, D. C., today announced the following completion percentages as of January 31, 1956, for the five major contracts underway on the U. S. portion of the Seaway:

Grasse River Lock excavation (Dutcher Construction Company)	77%
Robinson Bay Lock excavation (Tecon Corporation)	65%
Long Sault Canal, upper end (Badgett Mine Stripping Corporation)	42%
Long Sault Canal, mainland portion (Peter Kiewit - Morrison-Knudsen)	8%

Robinson Bay Lock, general contract, awarded January 17, 1956.
(Morrison-Knudsen, Walsh Construction Company, and Perini-Quebec). Contractor has started work with one bulldozer in tunnel approach, and is constructing maintenance shops and doing some clearing.

The Badgett Mine Stripping Corporation contract for the upper end of the Long Sault Canal was modified by additional excavation for channel improvement. This change and other minor changes account for scheduling revisions which show a percentage of completion of 42% as of January 31, 1956, as against 50% on December 31, 1955.

During January, 809,000 cubic yards of earth were excavated, and 58,000 cubic yards of embankment constructed. Both canal contractors are ahead of schedule, which enables them to curtail their production during the winter months.

At the upper end of the Long Sault Canal, Badgett Mine Stripping Corporation has excavated 115,000 cubic yards with a 15-cubic-yard walking dragline (The Gentleman), another 5-cubic-yard walking dragline, two 15-cubic-yard scrapers, and twelve 15 to 25-cubic-yard end and bottom dump hauling units.

The Peter Kiewit, Morrison-Knudsen joint venture for the main portion of the Long Sault Canal moved 115,000 cubic yards of earth from the Canal with a 15-cubic-yard walking dragline, a 5-cubic-yard walking dragline, and three 25-cubic-yard bottom dump hauling units.

Although additional construction equipment has been put in service on the two lock excavation jobs, bad weather and freezing and thawing conditions have prevented the contractors from improving their schedule.

The Tecon Corporation, contractor for the Robinson Bay Lock excavation, recently had three power shovels and several hauling units shipped in from one of their jobs on the Panama Canal to help bolster their production. They now have seven $2\frac{1}{2}$ to 4-cubic-yard power shovels, two $1\frac{1}{2}$ to 4-cubic-yard draglines, and thirty-eight 15 to 25-cubic-yard end and bottom dump hauling units at the Massena job with which to better their 290,000 cubic yards of excavation accomplished during the month of January.

The Dutcher Construction Company moved 289,000 cubic yards of clay and till from the lock excavation during the month of January with six 3 to 4-cubic-yard draglines, one $1\frac{3}{4}$ -cubic-yard power shovel, ten 15-cubic-yard scrapers, and twenty-seven pieces of hauling equipment of capacities varying from 15 to 25 cubic yards each.

A summary of the four excavation contracts (quantities expressed in cubic yards) follows:

	<u>Contract Quantity</u>	<u>Completed to Jan 31, 1956</u>	<u>Remainder to be Excavated</u>
UPPER END - LONG SAULT CANAL:			
Excavation	3,950,000	2,007,000	1,943,000
Embankment	375,000	189,000	185,300
MAIN PORTION - LONG SAULT CANAL:			
Excavation	12,635,000	927,400	11,707,600
Embankment	3,179,500	61,400	3,118,100
ROBINSON BAY LOCK EXCAVATION:			
Excavation	2,918,142	2,174,000	744,142
Embankment	1,126,700	1,064,000	62,700
GRASSE RIVER LOCK EXCAVATION:			
Excavation	3,565,000	2,707,800	857,200
Embankment	670,000	265,000	405,000

On January 31, 1956, U. S. Seaway contractor's employees on the project at Massena, New York, numbered 483 and the government personnel 64. In Buffalo, New York, the Corps of Engineers, U. S. Army, design and construction agent for the Seaway Corporation, has approximately 90 designers and supporting personnel on the job, with 22 others on Seaway design work at various Corps of Engineers offices throughout the country.

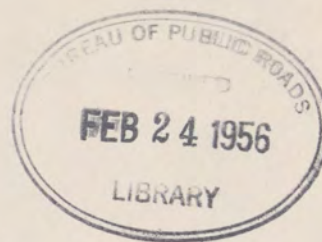
On January 17 - 22, 1956, Secretary of the Army Wilber Brucker, Administrator Lewis G. Castle and Deputy Administrator M. W. Oetershagen of the U. S. Seaway Corporation, and Honorable Lionel Chevrier, President of the St. Lawrence Seaway Authority of Canada, with members of their respective staffs, traveled to the Panama Canal Zone to observe the operation of the Panama Canal and locks, and to study procedures and methods in connection with tolls and navigation aids.

Bids were invited in January for the supply of fenders and operating machinery for installation on Robinson Bay and Grasse River Locks; for stiffleg derricks and operating machinery for installation on the two locks; and for the vertical lift gate operating machinery for Robinson Bay Lock.

An advance notice was mailed to prospective bidders announcing the first U. S. Seaway dredging to be performed in the Thousand Islands section of the St. Lawrence River. Bids for this work are to be invited during the month of February.

National Broadcasting Company has requested the cooperation of the Seaway Corporation in setting up arrangements for an all-live television program on the Seaway Story, scheduled for "Wide Wide World," Sunday, May 20, 4 P. M. to 5:30 P. M., EST. It is planned to televise scenes of Seaway progress at Massena, while other cities will participate.

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

SLSDC-61

IMMEDIATE RELEASE

February 13, 1956

EX 3-3111 Ext 5568-5569

\$834,340 CONTRACT AWARDED
FOR PROTECTIVE DEVICES
FOR SEAWAY LOCKS

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 awarded a contract to the Willamette Iron and Steel Company, Portland, Oregon, in the amount of \$834,340 for the fabrication and delivery of 8 wire rope fenders with operating machinery.

These fenders are designed to prevent damage to the lock gates should a passing vessel become unmanageable in the lock approaches.

One wire rope fender will be located upstream and another downstream from each lock miter gate at the Robinson Bay and Grasse River sites.

The Oregon Company must complete the job by Spring of 1957.

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WASHINGTON 25, D. C.



SLSDC-62

PM RELEASE

February 16, 1956

EX 3-3111 Ext 5568-5569

ALCOA CONSIDERING CONSTRUCTION
OF MAJOR DOCKING FACILITIES
AT MASSENA, NEW YORK

The St. Lawrence Seaway Development Corporation today said that Aluminum Company of America is considering construction of major docking facilities at Massena, New York.

Lewis G. Castle, Seaway Administrator, said ALCOA is conducting engineering studies to determine the feasibility of such a project. If constructed, he added, the dock probably would be used to unload ships carrying alumina from ALCOA's Mobile, Ala., refinery.

At present, according to ALCOA officials, the large quantities of alumina used in the aluminum smelting process are transported to Massena by rail.

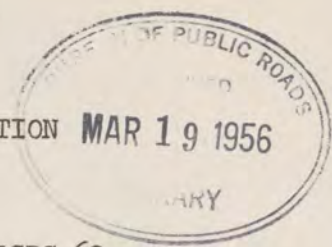
If the project is undertaken, the docks probably would be built in the vicinity west of the Robinson Bay Lock. The Project would include a pier capable of accommodating ocean-going ships, bulk and general cargo unloading equipment, alumina storage facilities, and connecting railroad facilities.

Today's announcement by Mr. Castle supplemented statements made by ALCOA's President, I. W. Wilson, during a visit to Massena last September. While addressing a group of business editors who were visiting ALCOA and the St. Lawrence project at that time, Mr. Wilson said that the Company was analyzing the economics of water-borne shipment of raw materials to, and aluminum products from, Massena. As he pointed out, the Company wished to learn what advantages could be gained with the opening of the St. Lawrence Seaway by shipping alumina, coke, pitch, and other needed materials to Massena, and sending aluminum and aluminum products to ALCOA's various markets by way of the Seaway. Any developments along this line, he pointed out, would involve the construction of docks and related facilities for handling cargoes at Massena.

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WASHINGTON 25, D. C.



SLSDC-63

PM RELEASE

February 17, 1956

EX 3-3111 Ext 5568-5569

BIDS AGAIN INVITED ON SEAWAY DERRICKS

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today that its construction agent, the Corps of Engineers, U. S. Army, Buffalo, New York, has readvertised for four stiffleg derricks for the St. Lawrence Seaway project.

At the first bid opening on February 2, 1956, two bids were received. One bid was considered unreasonably high and the other was conditioned and not to the best interest of the Government to consider. Consequently, both were rejected.

The new bids will be opened in the Office of the District Engineer, Corps of Engineers, U. S. Army, Niagara and Bridge Sts., Buffalo, New York, on or about March 20, 1956, at 3:00 P. M.

The four derricks will be used on the two locks in the Long Sault Canal. Two will be located on the Robinson Bay Lock and the other two on the Grasse River Lock. They will be used principally for placing stop logs to permit dewatering of the lock chambers during the winter, for annual inspection, and maintenance operations.

Three of the derricks will have 80-foot booms and will be capable of lifting 45 tons at a 56-foot radius. The fourth, which will be installed at the lower end of the Grasse River Lock, will have a 90-foot boom, and will lift the same load at a 68-foot radius.

Plans and specifications may be seen at the following offices:

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 Sts., Buffalo 7, New York

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

SLSDC-64

AM RELEASE

February 18, 1956

EX 3-3111 Ext 5568-5569

SUPPLY CONTRACTORS ALERTED
TO BID ON MACHINERY AND GENERATOR PLANTS
FOR SEAWAY LOCKS

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 two advance notices to prospective bidders. One notice refers to the fabrication and delivery of operating machinery for lock gates and lock valves for the Robinson Bay and Grasse River Locks near Massena, New York, and the second covers the manufacture and delivery of stand-by generator plants for the two locks.

The advance notice for the gate and valve machinery states that the Buffalo District, Corps of Engineers, U. S. Army, will invite bids for this work on or about March 15, 1956. Plans and specifications will be available at that time. Bids will be opened approximately 45 days after date of issuance. The contractor will be required to fabricate and deliver 8 units of lock gate machinery and 8 units of lock valve operation machinery f.o.b. railroad cars at Massena, New York. The lock gate machinery, which is used to open and close the miter gates, consists of four units for each lock.

The lock valve machinery also consists of four units for each lock, and is used to operate the valves which fill and empty the lock chamber. The machinery for Robinson Bay Lock is scheduled for shipment on or before June 1, 1957, and that for the Grasse River Lock on or before July 1, 1957.

The second advance notice refers to invitations, also to be issued on or about March 15, 1956, for the manufacture, assembly, and testing of two diesel engine-generator plants. These generator plants will provide emergency light and power for the navigation locks at Robinson Bay and Grasse River. Each unit will have approximately 350 kilowatt capacity, and will be complete with a 2000-gallon underground fuel storage tank, a 275-gallon day tank, and other accessory items such as exhaust silencer, electric battery starting system, etc. Delivery of each plant will be f.o.b. railroad cars Massena, New York. The contractor receiving the award will be required to commence the manufacture of the plants within 10 days after notice to proceed and to complete the work ready for shipment on or before August 1, 1957.

The Robinson Bay and Grasse River Locks, constituting the principal structures of the United States portion of the St. Lawrence Seaway, will

be located approximately $3\frac{1}{2}$ and $6\frac{1}{2}$ miles respectively northeast of Massena, New York. Both locks are scheduled for completion by January 1, 1958.

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.

When issued, plans and specifications may be seen at the following offices:

St. Lawrence Seaway Development Corporation
Lafayette Building
811 Vermont Ave., NW
Washington, 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 Street
New York 3, New York

and may be obtained from:

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

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OFFICE OF INFORMATION
WASHINGTON 25, D. C.

SLSDC-65

PM RELEASE

February 23, 1956

EX 3-3111 Ext 5568-5569

SEAWAY DREDGING IN THOUSAND
ISLANDS SECTION ADVERTISED

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, today announced that bids are being invited for initial channel enlargement work on the Seaway project in the Thousand Islands Section of the St. Lawrence River. Invitations to bid are being extended by the Buffalo District, Corps of Engineers, U. S. Army, the design and construction agent for the Seaway Corporation. Plans and specifications have been reviewed and approved by the Seaway Corporation.

Prospective bidders will be required to excavate and remove an aggregate of about 204,000 cubic yards of rock and about 9,000 cubic yards of earth to a minimum depth of 29½ feet.

According to detailed soundings and probings taken, there are 33 shoals to be lowered and removed. The work area designated as Stage One extends from Clayton, New York, to approximately one mile downstream from Alexandria Bay, New York, a stretch of 12 miles. Total area of shoals to be removed approximates 120,000 square yards.

The successful contractor will be required to commence work within 30 calendar days after the award of the contract and complete the job by January 1, 1958. He shall furnish the services of a seismologist to record the shock vibrations in the rock areas.

This will be the first dredging contract on the Seaway project in the Thousand Islands Section, St. Lawrence River. Bids will be accepted at the Office of the District Engineer, Corps of Engineers, U. S. Army, foot of Bridge Street, until 3:00 P.M., March 27, 1956, at which time they will be opened publicly.

Bidders are urged to visit the work site to acquaint themselves with conditions and other problems incident to the execution of the proposed work. 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 in this matter.

Government plans and specifications may be seen at the following offices:

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 Sts., Buffalo 7, New York

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WASHINGTON 25, D. C.

SLSDC-66

PM RELEASE

February 25, 1956

EX 3-3111 Ext 5568-5569

OREGON FIRM AWARDED
CONTRACT FOR SEAWAY
LIFT GATE MACHINERY

Willamette Iron and Steel Company of Portland, Oregon, has been awarded a contract for \$334,342 for the manufacture and delivery of the operating machinery for the vertical lift gate for Robinson Bay Lock, St. Lawrence Seaway, near Massena, New York.

This contract, awarded for and with the approval of the St. Lawrence Seaway Development Corporation, by the Buffalo District, Corps of Engineers, U. S. Army, its design and construction agent, was announced today by Seaway Corporation Administrator Lewis G. Castle.

The machinery is designed to raise a gate weighing over 350 tons a distance of 46 feet at the rate of two feet a minute against a free flow of water.

The gate itself will be used to protect the installations in the Long Sault Canal below the lock in the event of damage to the Robinson Bay upper miter gates which otherwise might result in free flow through the lock chamber. In an emergency, the gate would be raised to maintain the level of the power project forebay (upper pool level), as well as to protect the intermediate pool in the Long Sault Canal from flooding. Normally, the gate will be in its lowered position and ships will pass over it.

Willamette Iron and Steel Company will begin work on the machinery within the next three weeks, and is scheduled to complete the work by April 1, 1957. The Robinson Bay Lock, located about $3\frac{1}{2}$ miles northeast of Massena, is scheduled for completion by January 1, 1958.

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WASHINGTON 25, D. C.



SLSDC-67

AM RELEASE

March 2, 1956

EX 3-3111 Ext 5568-5569

U. S.-CANADIAN SEAWAY
OFFICIALS HOLD MEETING

St. Lawrence Seaway officials of the United States and Canada will hold their first joint meeting at the Pentagon today since their Panama Canal inspection trip during the latter part of January.

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, Washington, D. C., and Honorable Lionel Chevrier, President of the St. Lawrence Seaway Authority, Ottawa, Canada, will head the delegations of their respective countries.

Mr. Castle stated that the main purpose of the conference, commencing at 10:00 A. M., is to exchange engineering information relating to the work features now under way and scheduled during the coming season.

Because of the emphasis on engineering and hydraulic matters, the Corps of Engineers, U. S. Army, will participate in the discussions. The Corps of Engineers is design and construction agent for the St. Lawrence Seaway Development Corporation.

Administrator Castle's Seaway Corporation aides will include:

M. W. Oettershagen, Deputy Administrator
Raymond Stellar, Engineer
E. Reece Harrill, Comptroller
George J. Haering, Assistant to the Administrator
Guerin Todd, Jr., General Counsel
Edward R. Place, Director of Information
L. W. Angell, Design Engineer

The Department of Army will be represented by:

Frank Millard, General Counsel

The Canadian delegation headed by President Chevrier of the Seaway Authority will include:

Charles Gavsie, Vice President
A. G. Murphy, Chief Engineer
L. H. Burpee, Deputy Chief Engineer
D. M. Ripley, Hydraulic Engineer

The Corps of Engineers, U. S. Army, will be represented by:

Major General Charles G. Holle, Deputy Chief of Engineers
for Construction
Colonel Loren W. Olmstead, Buffalo District Engineer
Mr. Ralph L. Bloor, Office of the Chief of Engineers
Mr. G. B. Griffith, " " " " " "
Mr. C. C. Burger, " " " " " "
Mr. Joseph C. Weinrub, Buffalo District

Federal Power Commission will be represented by:

Francis L. Adams, Chief, Bureau of Power
H. Malcolm Hay

Vicksburg Laboratory, Vicksburg, Mississippi, will be represented by:

E. B. Lipscomb, Chief, Potamology Section

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SLSDC-67

PM RELEASE

March 6, 1956

EX 3-3111 Ext 5568-5569

RAILROAD AND HIGHWAY
TO BE RELOCATED
BECAUSE OF SEAWAY

Lewis G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, announced today that plans and specifications are now available to bidders for the work necessary to relocate parts of the Roosevelt Highway and the New York Central Railroad now crossing the south channel of the St. Lawrence River 8 miles northeast of Massena, New York. The existing bridge must be removed to permit navigation through the new Long Sault Canal.

Bids will be opened on April 10, 1956, at 3:00 P.M. by Colonel Loren W. Olmstead, District Engineer, Buffalo District, Corps of Engineers, U. S. Army, Niagara and Bridge Sts., Buffalo, New York. The Corps of Engineers is the design and construction agent for the Seaway Corporation. The successful bidder must commence work 15 days after receipt of notice to proceed, and must complete the project by May 31, 1957.

The contractor will be required to excavate about 267,000 cubic yards of earth and to place some 210,000 cubic yards of compacted and uncompacted embankment. Miscellaneous work will include grade crossings, drainage structures, paving, and right-of-way fence. 13,200 cubic yards of concrete and 225 tons of steel reinforcement will be used in the construction of piers and abutments. Structural steel required will amount to 1,200 tons.

The work will begin at a point on the existing railroad just north of the Raquette River Bridge, and will extend for a distance of about 2 miles in a westerly and northwesterly direction to Grasse River. There, a new combined railroad and highway bridge will be constructed as part of the contract, which will terminate just north of the bridge. Later contracts will complete the relocation to connect again with the existing railroad and highway on Cornwall Island.

A 22-foot-wide highway will be built from South Grasse River Road to the Grasse River Bridge, and from the north end of the Bridge to a point opposite the termination of the railroad construction.

The bridge spanning the Grasse River will have a 22-foot roadway with the single track railroad at the center. A 3-foot walkway will be provided for pedestrians.

Interested contractors are urged to visit the work site to acquaint themselves with conditions and problems incident to the work. It will be

advantageous for prospective bidders to contact the office of the Corporation's construction agent for any further information desired.

Plans and specifications may be examined at the offices of:

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 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:

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

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WASHINGTON 25, D. C.

SLSDC-69

AM RELEASE

March 7, 1956

EX 3-3111 Ext 5568-5569

JOINT VENTURE SOLE BIDDER
FOR CONSTRUCTION OF GRASSE RIVER
LOCK WITH BID OF \$26,751,837.90

The sole bidder for construction of the Grasse River Lock, the second large general construction job on the U. S. Seaway project is a joint venture consisting of Perini and Sons, Inc., Walsh Construction Co., Morrison-Knudsen, Peter Kiewit and Sons' Co., and Utah Construction Company, with a bid amounting to \$26,751,837.90.

The government estimate was \$21,731,022 without profit.

The bid opening was conducted yesterday for the St. Lawrence Seaway Development Corporation at Buffalo, New York, by Colonel L. W. Olmstead, District Engineer, Buffalo District, Corps of Engineers, U. S. Army, before about 70 contractors and other interested parties. The Corps is the construction agent for the Seaway Corporation.

M. W. Oettershagen, Deputy Administrator, represented the Seaway Corporation at the bid opening.

Some of the features of this contract work are:

The use of 500 tons of reinforcing steel and placing of 478,000 cubic yards of concrete in the lock structure and approach walls; installation of lock gates and operating machinery; 2½ million cubic yards of earth dike embankment; and excavation of 3.6 million cubic yards of earth and approximately 42,500 cubic yards of rock.

The specifications require the work to be completed by January 1, 1958, except for roads, railroad facilities, and some miscellaneous construction.

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