

Seaway-Power Engineers Get Ready For Big Flood

By ROBERT RICE
Canadian Press Staff Writer
MONTREAL (CP) — Seaway power engineers agreed yesterday they'll be ready for the flood next July.

After the man-made flood, a lake 35 miles long will wash the countryside from Cornwall to Iroquois in Ontario's rich seaway valley 75 miles west of Montreal.

The flood is to start July 1 with a 2,200,000-horse-power dam on Barnhart Island.

Cornwall blocks the St. Lawrence River like a concrete barrier—forcing the turbulent river to back up on both sides of the border between Canada and the United States.

Top officials of the Canadian and United States seaway and power authorities, meeting here Tuesday with the St. Lawrence River joint board of engineers, declared all construction schedules will meet the target date.

SPECTACULAR SHOW

What is expected to be a spectacular four-day show will halt all river navigation between Montreal and the Great Lakes and in a matter of hours change the face of the district.

The rising river water, controlled to a fraction of an inch, will slowly climb up the river banks and spill over old farmsteads where United Empire loyalists pioneered new homesteads almost two centuries ago. Thousands of persons are expected to watch as the torrent inundates the low ground. Seven low historic river towns

have already been abandoned. Inhabitants moved lock, stock and homes to higher ground where three new towns were laid out by Ontario Hydro, partner with the New York State Power Authority in the \$600,000,000 project.

Even old cemeteries were moved.

Everything is being shaved away to leave a bald, bare floor for the new lake.

St. Lawrence islands will vanish and new ones will be formed, creating a river playground for tourists. A series of bridges will string them together like a necklace, forming a resort region with picnic spots, historical sites and seaway scenery.

SWAMP OLD CANALS

The flood will also inundate the old 14-foot-draught ship canals from Cornwall to Iroquois—used for decades to pass the rough International Rapids.

For the rest of the 1958 navigation season, canal freighters upbound from Montreal to Cornwall will use the present 14-foot route. But from Cornwall west to Lake Ontario they will sail the new St. Lawrence Seaway, which will operate at a 14-foot depth until winter.

Two U.S. built locks and a 10-mile canal will take the 250-foot canals around the flooded power pool and into the Canadian lock at Iroquois. This new lock, typical of the large seaway struc-

tures, will be able to accommodate 750-foot ocean ships when the full seaway opens for 27-foot navigation in April, 1959.

A new high-level bridge from Cornwall Island to the U.S. mainland will not be finished before the flooding starts. A temporary ferry service is to keep traffic moving.

Canada is building the sub-structure while the U.S. is to add the super-structure. It replaces a low-level bridge.

A name for the international lake hasn't been selected yet but it may be called Lake Elizabeth in honor of the Queen, who will officially open the seaway next year.

Must Gear Tourist Deal To Jet Age

HALIFAX (CP)—Percy T. Cole, public relations officer of the Canadian Pacific Railway in New York, said Wednesday night that promoters of North American tourist attractions must gear their planning to the jet age.

"Less than a year remains before the jet age traveller comes into being," he told a three-day hotel and motel operators' conference sponsored by the Nova Scotia Government.


Mr. Cole said that with the jet age will come a wider choice of vacation spots for the travel-minded. "Are we prepared to compete with the fine hotels and resorts of Europe on a service basis?" They are now within the customers' reach.

A tremendous effort would be necessary to motivate the tourist, culturally and educationally. The United States had Williamsburg and Disneyland. Nova Scotia would be wise to cultivate the attractions of the land of Evangeline and the fortress of Louisbourg.

Mr. Cole said those engaged in the tourist business must learn more about their customers, improve services, recognize the "inter-dependence of all travel industry" and impress upon the public the importance of travel as an industry.

"Travel can become the great leisure occupation of the next decade only if the combined forces of the travel industry keep pace with the technical advances of transportation itself."

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