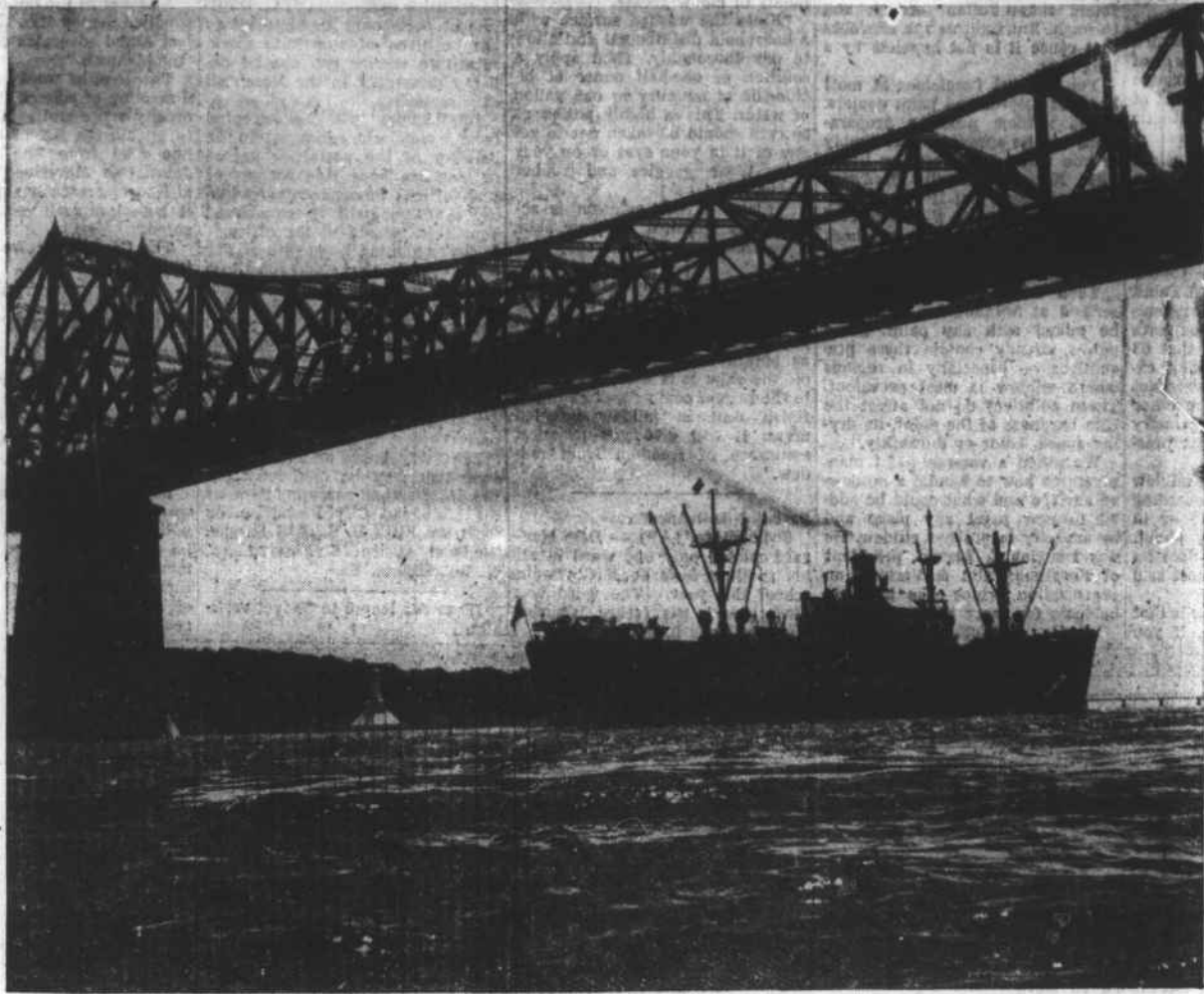


SEAWAY TO THE WEST



Norwegian ship, "Hada County," makes her way underneath Victoria Bridge at Montreal. Large cargo ships will be able to sail far inland and dock at Great Lakes ports when seaway is completed.



Ocean ships will sail far inland when St. Lawrence Seaway is completed. Project calls for building of 27-foot channel with canals and locks at International Rapids section of St. Lawrence River, shown in circle.



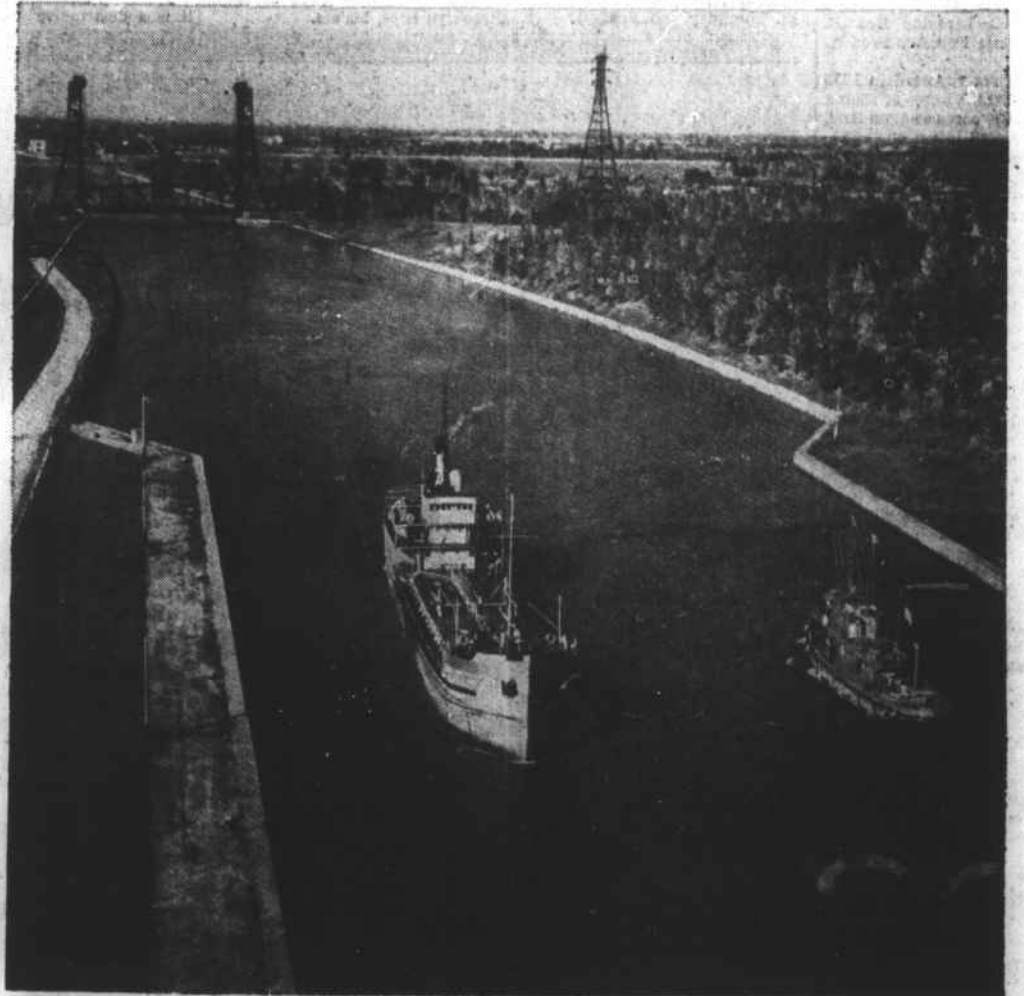
Lock-master at Cornwall has guided thousands of canal boats through the 14-foot locks at Cornwall, now looks forward to speeding ocean ships through the locks of a deepened Seaway.

The United States is now ready to join Canada in building the St. Lawrence Seaway. The project will take six years and will enable large ocean-going ships to sail from the Atlantic as far inland as Toledo, Ohio, by going up the St. Lawrence River to inland ports on the Great Lakes. It is estimated the job will take about six years. There is talk about extending the ocean channel all the way to Duluth, Minn., at the end of Lake Superior, but this will require further Congressional action.

The joint project calls for the widening and deepening of existing canals, the building of new canals, dams and locks. The United States will provide 105 million dollars for construction of two canals, three locks and related installations in the 46-mile-long International Rapids section near Massena, N.Y., where a navigation bottleneck now exists. Canada will supply an estimated 200 million as her share of the costs.

The proposed seaway is considered vital to North American defense and prosperity. Canada's rich iron deposits of ore in Labrador will have a ready market in Midwest steel mills, now served by the dwindling resources of the Mesabi range in Minnesota. Cargo vessels laden with grains, oil and other products of the West and Midwest will move with ease to ports on the Eastern seaboard and to countries abroad.

The St. Lawrence and Great Lakes waterway, as it exists today, is pictured here.



Welland Canal, between Lake Ontario and Lake Erie, is one of the most important links in the 2,450-mile chain of lakes, canals and rivers comprising the St. Lawrence Seaway.



Turbulent Long Sault Rapids in St. Lawrence International Rapids area will be dammed to permit construction of vast electric power plant. This is separate project being undertaken by New York State and province of Ontario.



Ships await turn to pass through locks above Cornwall. Deepening of the seaway will do away with traffic bottlenecks in St. Lawrence canals.



On Lake Superior, at the head of the Great Lakes, the Laketon, an ore carrier, loaded is pushed out by tug from the Mesabi ore docks at Duluth, Minn. Ocean channel to permit deep-draft shipping all the way to Duluth may be extended, but this is a project for the future.