SCOPE AND CONTENTS
The St. Lawrence Seaway Collection at St. Lawrence University consists of approximately 1200 items. The whole collection is actually made up of four smaller collections or series, each with its own strengths and unique characteristics. Most of the materials in the overall collection come from the period 1930-1959. One of these series is the papers and documents accumulated by St. Lawrence University.

The other three series were donated by individuals with some connection to the St. Lawrence Seaway project. Carleton Mabee was in his forties and a history professor in the Liberal Studies Department at Clarkson University when he wrote The Seaway Story in 1961. His well-regarded book gives a concise and well-integrated overview of the historical forces shaping the Seaway debate and the Seaway's ultimate construction. The series that bears his name covers a wide cross-section of topics and contains a large number of clippings.

The second series was donated by George S. Reed (1879-1973), an attorney from Lowville, New York. He served as a trustee of the Power Authority of the State of New York from 1934 until 1949, part of the time as vice-chairman. He also represented PASNY on numerous occasions in legal matters relating to the American side of Niagara Falls and the International Rapids of the St. Lawrence River near Massena. The materials Mr. Reed donated reflect his association with PASNY. Government documents, legal briefs carried out on behalf of PASNY, and the texts of numerous speeches by Mr. Reed gave provide valuable insight into the role of PASNY as a "major player" in the building of the Seaway. The fact that Mr. Reed contributed his Seaway papers to St. Lawrence University can probably be attributed to his association with the institution as a member of the Board of Trustees between 1944 and 1952.

Lester K. Sillcox was the third individual to donate Seaway materials to the University. He reached his 102nd birthday on April 30, 1988. From 1927 until 1959 Mr. Sillcox served New York Air Brake in Watertown in a number of capacities, including vice-president and president. He was also the first person to head the NY State Department of Transportation. Mr. Sillcox had strong ties to the Railroad industry, which was a major opponent of the St. Lawrence Seaway Project. Consequently, one of the unusual characteristics of the Sillcox Series is the numerous documents and publications that state the anti-Seaway position. In fact, Mr. Sillcox coined the term "Iceway" to draw the public's attention to the weather-related limitations of the proposed St. Lawrence Seaway.

THE SEAWAY: THE HISTORY OF AN IDEA
For those of us living in the second half of the twentieth century, the term "Seaway" conjures up images of 700 foot long ocean-going vessels, and huge hydroelectric dams capable of generating millions of kilowatts of electricity. "St. Lawrence Seaway" also brings to mind the huge construction project that took place during the 1950's in the so-called International Section of the St. Lawrence River between Ogdensburg/Prescott and Massena/Cornwall.

The "seaway" concept, however, goes back nearly 200 years. Consistent over time is the dream of ocean-going vessels sailing without interruption from the Atlantic Ocean into the Great Lakes. The emergence of the concept of hydroelectric generation was a much more recent idea, originating at the turn of the 20th century.

What has changed over time is the size and volume of ships and the importance of the Great Lakes-St. Lawrence River transportation route. When the Welland Canal was built in 1829 to connect Lakes Erie and Ontario, it was 8 feet deep. When the St. Lawrence Seaway was constructed 130 years later, the minimum depth was 28 feet. The implications of these changes are readily apparent. Deeper shipping channels and larger ships require more costly and extensive construction efforts. Recent public discussions about additional and larger locks are contemporary examples of the way the "seaway" concept continues to change over time.

When Champlain and Cartier sailed up the St. Lawrence River they believed they had found the Northwest Passage to the Orient. Later, explorers established that the Great Lakes were inland seas. The Great Lakes have always served as a means of transportation for nearby communities. Gouverneur Morris, who was later instrumental in the construction of the Erie Canal, conceived of a seaway around 1800. He proposed a boat canal
from Lake Ontario through the Mohawk Valley to the Hudson River. This concept was scaled back greatly over time, particularly since the Erie Canal was only 4 ft deep when built and obviously inadequate for ocean-going vessels.

On the Canadian side William H. Merritt, a mill operator and businessman, was responsible for the construction of the Welland Canal. Merritt, who 20 years later was the chief commissioner of public works for Upper and Lower Canada, was a major proponent of his time for the Seaway concept. In 1828, while in England raising money for canal building in Canada, Merritt told a parliamentary committee, "We would make a seacoast of all those upper lakes". By 1848 there was a series of stone locks and a canal system with a 9 foot draft from Lake Erie to the Atlantic Ocean.

America's first major contribution to the St. Lawrence system was the Sault Sainte Marie Canal completed in 1855. With a draft of 11.5 ft, it was the deepest section of the system at that time and made possible the shipping of iron ore from Lake Superior to the lower Great Lakes.

By Confederation in 1867 Canadian politician William Kingsford could state a seaway was "a dream of the last half century". While nothing was ever done at the time, Upper Canada, or what we call the Province of Ontario, tried to negotiate the building of a Seaway as a prerequisite for Ontario's entry into Confederation.

At the turn of the century nearly one-third of the shipping tonnage of the United States was operating in the Great Lakes. Renewed interest in the Seaway was fueled by farmers' desire to see the railroad monopoly of transportation broken, and by promotion efforts of numerous Great Lakes harbors. In 1895 the United States and Canadian governments took their first joint action toward a Seaway by appointing joint Seaway commissions. Each commission reached a different conclusion about the best route and discussion reached a stalemate. Two years later the U.S. government appropriated $500,000 for engineering studies. The fact that the existing canals had just been deepened to 14 ft, the return of prosperity in the late 1890's, and the opposition of the railroads to the Seaway proposal forestalled more extensive development of the Seaway route.

It was also at this time that hydroelectric power from the St. Lawrence River became part of the Seaway debate. Hydroelectric development at Niagara Falls began in the 1890's; meanwhile ALCOA was exploring the possibility of hydroelectric generation at Long Sault on the St. Lawrence River.

Over the next half century the hydroelectric power issue further complicated and clouded the future of the Seaway. World War I, the Great Depression, and World War II, as well as changing political climates in both the U.S. and Canada hampered the construction of a Seaway. In 1914 the U.S. was ready to act, but Canada hesitated. Four years later it was Canada who was ready to proceed, but the United States was reticent on the issue of development. In 1922 the U.S. proposed new negotiations for a treaty on building a Seaway. The election of a new Liberal Government led by MacKenzie King foreclosed that possibility. For the next 8 years repeated overtures to Canada by the U.S. produced no joint action on the Seaway.

The early 1930's saw one of the best chances for a joint U.S.-Canadian decision on the construction of the Seaway fail. In 1930 a Conservative Party government replaced the agreement-shy Liberals in Canada. New Prime Minister R.B. Bennett consented to treaty negotiations in late 1931. On July 18, 1932 the Hoover-Bennett Treaty was signed by U.S. Secretary of State Stimson. Senate ratification would prove to be another matter. A presidential election and the nation's slide into the Great Depression intervened to delay consideration. The treaty was finally submitted to the Senate in January 1934. When it was formally considered, on March 14, 1934, it failed to receive the necessary two-thirds majority. Sectional opposition from the Mississippi Valley states, fearing the competition and the loss of business for the Mississippi Valley Waterway, was particularly strong.

As is often the case when a concerted effort produces disappointing results, interest in the Seaway flagged in the late 1930's. When war broke out in the early 1940's President Roosevelt tried to promote the Seaway as necessary for defense. As a change of tactics, it was proposed that provisions for building the seaway be set out in an agreement with Canada instead of in a treaty. When opposition and indifference to the Seaway in Congress made passage of an agreement unlikely, Roosevelt considered going ahead with construction under his executive war powers, bypassing the Congress. Ultimately, funding problems and the shortage of manpower and steel caused by the war effort put an end to Roosevelt's strategy.
As World War II ended, brownouts and blackouts were frequently occurring in Ontario, Quebec and New York State, reflecting the need for new sources of electricity to meet Post-War demand. In 1947 Senator Vandenberg, Chair of the Senate Foreign Relations Committee, introduced a Senate resolution that the 1941 Seaway agreement with Canada be approved, but with a provision for charging tolls to recover some of the costs. Opposition from the railroad industry and East Coast and Gulf states defeated the Seaway for a fourth time in 1948.

At this point, Governor Dewey proposed that New York State and the Province of Ontario develop hydroelectric power on the St. Lawrence without any concurrent navigation development. When applications were made through the federal government to the International Joint Commission, President Truman held up the applications. It was Truman's belief that navigation and hydroelectric power potential should be developed simultaneously.

While the Dewey-Truman standoff continued, events elsewhere were building momentum for the Seaway. With the depletion of high quality iron ore reserves in the Mesabi Range west of Lake Superior proving to be more than rumor, the discovery of vast iron ore reserves on the Labrador-Quebec border sparked new interest and support for the Seaway. Iron ore would be transported over 350 miles to the St. Lawrence River by rail. The Seaway would be needed to move the ore to the steel-producing centers of the American Midwest. The steel industry became one of the major proponents of the Seaway idea.

The Association of American Railroads remained firmly opposed. So for the first time in the long history of the Seaway development, big business led the fight on both sides of the issue. The Great Lakes-St. Lawrence Association was organized to carry the Seaway fight forward, replacing two earlier organizations: the Seaway Council and the National St. Lawrence Association. With power and navigation supporters divided by Dewey's "power-alone" proposal, the Great Lakes-St. Lawrence Association was working solely on a navigation project.

After so many failed attempts, when either the U.S. or Canada had stalled the joint building efforts, it was Canada's public pronouncement that they would build the Seaway alone that finally forced the issue. But the Seaway suffered still another defeat in the U.S. Senate in June 1952. In the absence of American participation, President Truman consented to Canada's building the Seaway alone, while Ontario and New York would co-operate in the Long Sault power project.

Finally, the Congress decided the U.S. would participate, but no treaty or agreement with Canada to that effect was ever signed. Instead, the Wiley-Dondero Bill was passed on May 7, 1954. It merely said that the U.S. would share in building the major Seaway works in the International Section of the St. Lawrence River. On August 10, 1954 ground was broken at Long Sault for the St. Lawrence Seaway and Power Project, an act whose history can be traced back to the building of the Welland and Sault Sainte Marie Canals in the nineteenth century. The St. Lawrence Seaway was the largest construction project ever undertaken by either the U.S. or Canada.

In the twentieth century, a variety of social, political, and economic factors thwarted the modern construction of the Seaway. During the first third of the century political realities in Canada proved to be stumbling blocks for Seaway development. During the second quarter of the century it was the U.S. that seemed reluctant to take action on the Seaway. Once the decision was made, however, events moved quickly. On July 1, 1958 the Seaway and St. Lawrence Power Project officially opened.

The Seaway idea has been around for nearly 200 years. What began as a canal with an 8 foot draft has become a 28 foot deep shipping lane capable of generating millions of kilowatts of hydroelectric power. Today, just over 30 years since the official opening of the Seaway, the passage of hundreds of ocean-going ships carrying millions of tons of finished goods and raw materials on a route from the Atlantic Ocean to the Great Lakes represents the realization of a mighty dream of two nations.
Series Description

I. Mabee Series
1-48   A. Clippings--United States and Canada

49-53  B. Mabee Notebooks and Manuscripts

54-66  C. United States Materials
54     1. Additional Clippings
55     2. Magazine and Journal Articles
56     3. Periodicals with Seaway-related Articles
56     4. Congressional Records
56     5. U.S. Senate Committee Documents
57     6. St. Lawrence Seaway Photographs
58     7. Associations & Organizations Involved in the St. Lawrence Seaway's Development
59-66  8. Background Information on the St. Lawrence Seaway & Power Project

67-71  D. Canadian Materials
67     1. Additional clippings, articles, and periodicals containing related articles
67     2. Canadian Government Publications
68-69  3. Ontario-Hydro
70     4. Canadian Commissions with a Role in the Construction of the St. Lawrence Seaway & Power Project
71     5. Canadian Materials on the Background and Impact of the St. Lawrence Seaway Project

II. The Sillcox Series
72   A. Clippings and Magazine Articles
73   B. Scrapbooks
74   C. Organizations and Associations Involved with the Seaway
75A  D. Speeches, Photos and Miscellaneous
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III. The St. Lawrence University Series
76A-76B A. Clippings and Articles
77-78  B. St. Lawrence Seaway Photographs
79-81  C. Assorted Seaway Materials: Speeches, Organizations, Maps & Bibliography

IV. The Reed Series
82-85  A. State and Private Agencies and Organizations
86   B. Speeches and Correspondence of George S. Reed
87   C. Booklets and Pamphlets
88-91  D. Federal Government Documents Pertinent to the Seaway
E. Miscellaneous Materials on the Background and Effects of the Seaway

V. The Robinson Series

Materials concerning proposed hydroelectric development in Quebec portion of the St. Lawrence River (Lake St. Francis, Lake St. Louis)
I. THE MABEE SERIES

A. CLIPPINGS-UNITED STATES AND CANADA  [Note: Mabee had arranged his clippings in scrapbooks. These folder titles correspond to the titles in which he had assigned to his scrapbooks.]

1 1 St. Lawrence Seaway: 1953-54, mostly 1954, Effects of the Seaway.
2 St. Lawrence Seaway: St. Lawrence Seaway 1953-54.
4 U.S.: 1954-St. Lawrence Seaway.
6 2 Canada: Moving, August 1955-December 1955.
7 1 U.S.: St. Lawrence Seaway, 1954-57.
8 1 Canada: St. Lawrence Seaway, Effects, January-April 1955.
10 1 U.S.: St. Lawrence Seaway, Effects, April-May 1955.
12 1 U.S.: St. Lawrence Seaway, Effects, September-October 1955.
13 2 Canada: St. Lawrence Seaway, Effects, May 1955.
14 1 U.S.: St. Lawrence Seaway, Effects, August-December 1955.
16 2 U.S.: St. Lawrence Power, August 1955.
17 1 St. Lawrence Seaway: Construction, January-March 1955.
18 2 U.S.: St. Lawrence Seaway, Construction, April-June 1955.
22 2 Canada: St. Lawrence Seaway, Construction July-December 1955.
23 1 Canada: St. Lawrence Power, 1955-59.
24 1 St. Lawrence Seaway: 1956.
25 1 St. Lawrence Seaway: 1956.
26 1 St. Lawrence Seaway: Moving 1956.
27 1 Canada: St. Lawrence Seaway, Effects, January-May 1956.
28 2 Canada: St. Lawrence Seaway, Effects, May-June 1956.
29 1-2 Canada: St. Lawrence Seaway, Effects, June-December 1956.
30 1 Canada: St. Lawrence Seaway, Construction 1956.
31 2 Canada: St. Lawrence Seaway, Construction 1956.
32 1-2 St. Lawrence Seaway: Construction January-February 1957.
3 1 St. Lawrence Seaway: March-April 1957.
4 1 St. Lawrence Seaway: March-June 1957.
33 1 St. Lawrence Seaway: May-July 1957.
2 St. Lawrence Seaway: July-September 1957.
3 St. Lawrence Seaway: August-October 1957.
34 1 U.S.: St. Lawrence Seaway, September-December 1957.
2 St. Lawrence Seaway: November-December 1957.
35 1-4 St. Lawrence Seaway: Construction 1957.
36 1 Canada: St. Lawrence Seaway, Moving 1957.
2 Canada: St. Lawrence Seaway, Effects 1957.
37 1-3 St. Lawrence Seaway: 1957-59.
38 1 Canada: 1958.
39 1 Canada: St. Lawrence Seaway, Effects, July-December 1958.
40 1 St. Lawrence Seaway: U.S.-Canada Construction, January-June 1958.
41 1 U.S.: St. Lawrence Seaway, 1958.
43 1 U.S.: St. Lawrence Seaway, Moving, 1958-60.
2 Canada: St. Lawrence Seaway, Moving, 1958-60.
44 1 St. Lawrence Seaway: January-March 1959.
2 St. Lawrence Seaway: April-May 1959.
45 1 St. Lawrence Seaway: June-September 1959.
46 1 St. Lawrence Seaway, Effects October-December 1959.
47 1 Canada: St. Lawrence Seaway, Effects, January-May 1959.
2 Canada: St. Lawrence Seaway, Effects, May-December 1959.
48 1 St. Lawrence Seaway: Construction, 1959-60.

B. MABEE NOTEBOOKS AND MANUSCRIPT

49 1 Newspaper notes 1844-1925.
50 1 Newspaper notes-Books and Chronology 1913-1935.
2 Newspaper notes-1925-1940.
3 Newspaper notes-1940-42.
4 Newspaper notes-1940-1951.
5 Newspaper notes-1940-1952.
51 1 Mabee Notebooks: Minnesota; Duluth, St. Paul.
2 Mabee Notebooks: Canadian government & organizations.
3 Mabee Notebooks: Western...Muskegon papers.
52 1 Notes for Power and Impact on the Valley Chapters (The Seaway Story).
2 Chapter notes for early chapters of The Seaway Story.
3 Field Notes for The Seaway Story: On the Job, Interviews, Trip on Ship, Meetings, Visits to the Project.
53 1 Mabee Manuscript, Chapter 16 of The Seaway Story.
2 Mabee Manuscript, Chapter 17 of The Seaway Story.
3 Mabee Manuscript, Chapter 18 of The Seaway Story.

C. UNITED STATES MATERIALS SUBSERIES

54 Additional Clippings
1 1948
2 1949
3 1950
4 1951
5 1952
6 1953
7 1954
Magazine and Journal Articles

"Big Earthmovers Make the Grade on King Size Cut", *Construction Equipment*. March, 1956. pp. 53-58.

1957

1959
ST. LAWRENCE SEAWAY FACTSHEET. May-December, 1959.
"St. Lawrence Seaway: Investments in Industrial Growth", Thomson & McKinnon Investment Survey. May 26, 1959. 6 pages

1960
St. Lawrence Seaway & Midcontinental FACTSHEET. September-December 1960.

UNDATED
"A New Frontier For World Shipping", H. C. Brockel. Sillages. No. 5. 8 pages.

CONGRESSIONAL RECORDS
Congressional Record. Seventy-first Congress, Second Session, June 16, 1930.

U.S. SENATE COMMITTEE DOCUMENTS
"St. Lawrence Seaway and Power Project", Prepared for the Committee on Foreign Relations, United States Senate. August 13, 1959.

ST. LAWRENCE SEAWAY PHOTOGRAPHS
The majority of these photos show various phases of the construction phase in the International Section of the St. Lawrence River between Ogdensburg and Massena. Some pictures, taken by Carleton Mabee perhaps, show ships, rural and shoreline scenes in the St. Lawrence Valley circa 1955, as well as construction and earth-moving. Information about the location and the date of many of the photos is incomplete.

58 1-8 NON-GOVERNMENTAL ASSOCIATIONS AND ORGANIZATIONS INVOLVED IN THE ST. LAWRENCE SEAWAY’S DEVELOPMENT [Note: For governmental agencies involved in the Seaway’s development see POWER AUTHORITY OF THE STATE OF NEW YORK and THE SEAWAY DEVELOPMENT CORPORATION.

1 American Public Power Association, (APPA) Washington, D.C
"Looking Ahead to Niagara and St. Lawrence Power", speech by Alex Radin, General Manager, APPA, at annual convention of Municipal Electric Utilities Association of New York, September 29, 1956.
"Public Power-The Accomplishment and the Challenge", speech by Alex Radin, General Manager, APPA, at annual convention of Municipal Electric Utilities Association of New York State, September 17, 1958.

Detroit Great Lakes-St. Lawrence Seaway Committee
"The St. Lawrence Seaway: A New Frontier For America."

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"Report of Seaway and Navigation Committee to the Great Lakes Commission" Harry Brockel, Chair, November 9, 1959.

**Great Lakes Harbors Association**

**Great Lakes-St. Lawrence Tidewater Association**

"A Sea Base for the Marooned Continent: A Diplomatic, Engineering and Financial Undertaking/Duluth-Superior Gateway; The Inheritance and Responsibility of Two States" An address by Charles P. Craig, Executive Director of the Great Lakes-St. Lawrence Tidewater Association at the annual meeting of the Duluth Chamber of Commerce, October 16, 1928. 2 copies.


"Analyzing the Factors: Channels-Ships-Costs-Traffic on the Great Lakes-St. Lawrence Route: Observations on the further improvement of the bottle-neck in the Lakes-to-Ocean route, and of the ships and cargoes now moving through the St. Lawrence Channels on the hypothesis that whatever is, is feasible." John Stone Pardee. Bulletin No. 43, March 1930. 2 copies.


"Railways and the Seaway: It Must Be Both Railroads to the Sea and Searoad Into The Continent", Bulletin 46, October 1929.


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"The Great Lakes-St. Lawrence Seaway: A Project of National Benefit To-day 90 per cent Complete", Text of Letter from President Franklin D. Roosevelt on Statement presented by the National Seaway Council at White House Conference, September 16, 1936.

"Pointed Paragraphs from the St. Lawrence Seaway Conference", Excerpts from addresses delivered at the Detroit St. Lawrence Seaway and Ship Building Conference held at Detroit, Michigan, December 5 and 6, 1940.

"The Great Lakes-St. Lawrence Seaway and Power Project," Factsheet.

**National St. Lawrence Project Conference: A National Organization in Opposition**

"The Current St. Lawrence Argument!" February 1954. flyer.


**University of Michigan**


"The Development of Upper Peninsula Port and Back-up Facilities to Benefit From the St. Lawrence Seaway", by John C. Beukema, at the Upper Peninsula Transportation Conference, held at Iron Mountain, Michigan, sponsored by University of Michigan, Friday, October 10, 1958.
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<td>&quot;Selected Bibliography&quot;, no source given except 'Mineral Deposits Branch', March 1955.</td>
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<td>Planning Efforts in St. Lawrence County</td>
<td>Proposed Master Plan Program, Town of Potsdam, New York. October 1958. 4 mimeograph sheets. St. Lawrence Valley Association of Chambers of Commerce; special meeting at the Arlington Hotel, Potsdam, New York, February 26, 1954. To discuss area problems of the St. Lawrence Power and Seaway Project with particular reference to surveys of area facilities with representatives of interested agencies. 2 copies. &quot;Take a Look!: Industrial Opportunities in New York's St. Lawrence Valley,...&quot; 12 page brochure produced by Vermont Railway.</td>
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13

"There's a Future for YOU in Massena, New York, 'The Aluminum City', Massena Chamber of Commerce. 60 pages.
"Requirements for the Approval of Sub-Division Plans in the Village of Massena, New York."
Massena Village Planning Commission. 23 pp.
"Playdays in the Playland of St. Lawrence Valley", tourist literature.

10 Other Background Information about the Massena, New York Area:
March 1956, booklet. 56 pp. 2 copies.
"Going to Canada? See the Seaway", includes map, 1959. tourist brochure.
"Massena, NY: Seaway vacationland", Massena Chamber of Commerce, tourist brochure. no date.

60 1-9 Impact and Effects of the Seaway

1 Crime Reports

2 Economic Impact
"Its BIG now, but the BEST is still to Come in Northern New York State: Watch It Grow With the St. Lawrence Seaway-Power Project", newspaper series by Alan Emory, 8 articles. From the Watertown Daily Times. no date or page numbers.
"Economic Implications of the St. Lawrence Seaway", address by John C. Beukema, Annual Conference, New York State University Professors, Potsdam, N. Y., August 22, 1958. 8 pp.

3 Port of Buffalo

60 4 Port of Chicago
"Chronological List of Activities of the Chicago Association of Commerce and Industry in Connection with the Development of Waterways Serving Chicago." 2 copies.
"Historical Highlights of the Association's Activity in Behalf of Chicago's Development As a Water Transportation Center.", 6 pages.
Chronology of Chicago Association's activities during the 1930's.

60 5 Port of Cleveland
Port of Cleveland: World Port Serving the Industrial Heart of America. Cleveland Seaway Committee of the Cleveland Chamber of Commerce. booklet. no page numbers. 2 copies.
"The World, the Seaway-Cleveland: A Series of Programs Saluting the Seaway Year", Cleveland Public Library, 959. pamphlet.

6  **Port of Oswego**
Port of Oswego: The Port of Central New York. 9 pages.

7  **Muskegon Chamber of Commerce**
"Port of Muskegon, Michigan", fact sheet, 2 pages.
"Greater Muskegon, the Sea-Port of West Michigan", Gateway to World Trade!" brochure.

8  **Ohio**
Ohio's New Economic Frontiers, The Ohio Chamber of Commerce. excerpts from addresses at the 61st Annual Meeting, Columbus, Ohio, October 27, 1954, "What the St. Lawrence Seaway Will Mean to Ohio" by Lewis Castle, Administrator, St. Lawrence Seaway Corporation, and "New Frontiers for Ohio's Dynamic Progress" by Clem D. Johnston, President, Chamber of Commerce of the United States.

9  **Wisconsin and The Seaway**
"Wisconsin and the Seaway", Marquette Business Memo, The College of Business Administration, Marquette University, Milwaukee, Wisconsin, Vol. 3 No. 4, July-August, 1955, pp. 2-4. 2 copies.
"Port: Set for the Seaway", by Harry C. Brockel, Milwaukee Municipal Port Director, Let's See, March 7, 1958, pp. 36-7.
"The St. Lawrence Seaway and Power Project: Benefits Expected From Economic Development, by Harry C. Brockel, Municipal Port Director, Port of Milwaukee, Wisconsin. Reprinted from The Dock and Harbor Authority, April 1955, 2 copies.
"Facts About Duluth, Minnesota", Issued by the Duluth Chamber of Commerce. undated. 10 pp. promotional brochure.

61  **1-8 Miscellaneous**
1  **Power rate cards.**
2  **Centennial Observance Program.** Louisville Landing Community Church. Sunday, August 29, 1954.
3  **promotional brochures:** The St. Lawrence Seaway and Power Project.
4  **Ink Drawing** of the International Section of the St. Lawrence River between Ogdensburg and Massena.
5  **Correspondence-Letters to Carleton Mabee**

**Invitations for bids**
Project: Grass River Lock Excavation and Construction of Dike 8A, St. Lawrence Seaway, St. Lawrence River. Addendum No. 2. 15 March 1955.
Project: Grass River Lock Excavation and Construction of Dike 8A, St. Lawrence Seaway, St. Lawrence River. Addendum No. 3. 18 March 1955.

**Consultant Summary Sheet**
Summary of Equipment; Excavation Quantities; Concrete Quantities, 4 pages. Summary power project.

**Hydro-electric Power**
Additional speeches
"Questions Concerning the St. Lawrence Seaway and Power Project", Extension of Remarks of Hon. Homer Ferguson of Michigan, in the United States Senate, June 23, 1944. See CONTAINER # 75 FOLDER # 3.

**Seaway Development Corporation** - The U. S. agency responsible for the construction and operation of the Seaway.

1 **Seaway Bibliographies**
issued periodically by the Seaway Development Corporation between August 1, 1955 and August 28, 1959.

2 **Articles**
"St. Lawrence Seaway-Fact and Future", An article prepared for publication in the 1959 Interstate Port Handbook by M. W. Oettershagen, Deputy Administrator, St. Lawrence Seaway Development Corporation, May 5, 1959.

3 **United States Tolls Committee**
Conference Proceedings on The Method of Assessing and Collecting Tolls and Other Subjects, The United States Tolls Committee of The St. Lawrence Seaway Development Corporation.

4 **Speeches and Addresses**
"Chicago, One of America's Heartland Gateways". address by Lewis G. Castle, Administrator, Seaway Development Corporation, before the Executive's Club of Chicago, Illinois, February 4, 1955.
Robert Moses, Chairman, Power Authority of the State of New York, September 1, 1955 to Lewis G. Castle, Administrator, Seaway Development Corporation, copy of t.l.
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Robert Moses, Chairman, Power Authority of the State of New York, July 27, 1956 to Lewis G. Castle, Administrator, Seaway Development Corporation, copy of t.l.
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66 Special and Annual Reports

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Power Marketing. The Power Authority of The State of New York, February 1, 1957. 2 copies.
D. THE CANADIAN MATERIALS SUBSERIES (Additional Clippings, Articles, and Periodicals Containing related articles.)

1 Articles


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"R. Lowery On Water Transportation", R. Lowery. *Canadian Transportation*, May, 1956, pp. 295-305


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"Kingston, Strategic Seaway Port, Combines Commerce and Culture; Brings Colorful Past to Life in City of Universal Appeal", *The Distributor*, November 1954, pp. 26-33, pp. 40-44.

"Gananoque, Thousand Islands Gateway, Bids Traveller Halt, Look Around!", *The Distributor*, November 1954, 4 pages.


2 The following 5 articles appear in *The Canadian Mining and Metallurgical Bulletin*, Vol. 50, June 1957:

"The St. Lawrence Seaway and Power Project: Channel Excavation" by Lionel Peckover, p. 334-338.

"Overburden and Rock Excavation", by E.A.Buie, pp. 339-341.

"The Power Project", by W.M. Hogg, pp. 342-351.

"Geology and Foundation Treatment", by W.M. Duncan, pp. 352-358.


3 CANADIAN GOVERNMENT PUBLICATIONS

**St. Lawrence Waterway Project: Canadian Government Document, 1928. contains following 3 articles:**
"Correspondence between the Governments of Canada and the United States, 927-28"
"Report of the Canadian Advisory Committee, January, 1928, and observations thereupon by certain of its members."
"Orders in Council referring to the Supreme Court of Canada certain questions as to water power rights of the Dominion and the Provinces"
Proceedings of the Special Committee Appointed to Inquire into the Development and Improvement of the St. Lawrence River. The Senate of Canada.

67 4 Additional clippings (7)

68 1-12 **ONTARIO-HYDRO**

1 **Speeches by James S. Duncan, Chairman, Ontario Hydro**
"The Committee on The Organization of Government in Ontario", presentation by James S. Duncan, Chairman, Ontario Hydro, November 18, 1958.
"The Answer is Self-Discipline", address by James S. Duncan, Chairman, Ontario-Hydro, before the Ontario Good Roads Association, February 25, 1959.

1 "Highway to the Inland Seas", address by James S. Duncan, Chairman, Ontario-Hydro before The Royal Canadian Geographical Society, March 12, 1959.
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2 **Speeches by Other Individuals Affiliated With Ontario Hydro**
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5 **St. Lawrence Power Project**. album. One hundred selected photographs, 1954-1959.

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Construction of the St. Lawrence Seaway and Power Project

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Discours Prononcé Par L’Honorable Lionel Chevrier, Devant La Chambre De Commerce De Lachine, le 28 Juin, 1956.

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**B. SCRAPBOOKS**
Two scrapbooks, hardbound in NY Air Brake covers are a potpourri of articles, correspondence, and printed literature.

**C. ORGANIZATIONS AND ASSOCIATIONS INVOLVED WITH THE SEAWAY**

1. **Association of American Railroads**
   "Appendix B: Iron Ore"
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The Great Lakes-St. Lawrence Seaway and Power Project. Primarily an Analysis of the testimony presented before the Committee on Public Works of the House of Representatives, Eighty-Second Congress. by Arthur Schwietert and Leverett S. Lyon published by The Chicago Association of Commerce and Industry. August 1951, 100 pages, 2 copies.

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7 Niagara-Mohawk Power Corporation
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8 Power Authority of the State of New York
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Listed below are several documents that were originally included in the Sillcox Series, but have been deleted because they have been previously listed with another part of the Seaway Collection. To find the materials listed below please look in the containers indicated:
"Land Acquisition on the American Side for the St. Lawrence Seaway and Power Projects."
"Recreation, Housing, Highways and Related Matters. St. Lawrence Power Authority of the State of New York, December 1954, 7+ pages. See CONTAINER #77 FOLDER #11.

9 Federal Documents and Publications
"Statement of Walter P. Hedden, Director of Port Development for the Port of New York Authority. In opposition to the Navigational Features of the St. Lawrence Seaway before the Public Works Committee of the House of Representatives, April 24, 1951." 43 pages.
"Great Lakes-St. Lawrence Seaway Project: Minority Views", the Committee on Foreign Relations, U.S. Senate, 80th Congress, January 7, 1948. 45 pages, 2 copies.
S.J. Res. 111. joint resolution. in the Senate of the United States, 80th Congress, April 21, 1947. 2 copies.

10 Railroad Co-operative League of Michigan

75A 1-6 D. SPEECHES, PHOTOS, AND MISCELLANEOUS

"Iceway" Photos-showing an unidentified section of the Great Lakes-St. Lawrence River Region frozen over in winter.

Other addresses, on a variety of subjects, by Mr. Sillcox form a separate collection, housed in Special Collections. MSS Collection # collections.
3 Additional Speeches and Addresses.
"Questions Concerning The St. Lawrence Seaway and Power Project", extension of Remarks of Hon. Homer Ferguson of Michigan, in the United States Senate, June 23, 1944. See CONTAINER #56 FOLDER # 11.

Address of Hon. William E. Wollard, President of the New York State Waterways Association, October 18-21, 1933.

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"Will Hydroelectric Power if Developed On the St. Lawrence River Be Transmitted to New England?" source and date unknown, position paper 13 pages.

Miscellaneous speeches and documents unrelated to the St. Lawrence Seaway
III. THE ST. LAWRENCE UNIVERSITY SERIES

1-2 A. CLIPPINGS AND ARTICLES

1 Assorted Clippings

2 Periodicals containing articles related to the St. Lawrence Seaway and Power Project


The following newspaper articles were originally part of the Seaway collection. The articles themselves have been removed but are available in the Library on microfilm.

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"Ocean-going Vessels Already Sailing on River", p. 2.

"Lakes Like Series of Gigantic Cups", Seaway Section, p. 2.

"North to Prosper from Seaway-Power Project", p. 3.

"Massena Project Boosts Area's Tourist Appeal", p. 4.

"Car Trailer Will Aid in the Housing Shortage", p. 4.

"River Lore is Enriched by Bateau", p. 4.

"Seaway is Key Factor in Labrador Ore Venture", p. 6.


"Mr. Public Works' Head of Power Authority", p. 9.

"Power Project's Concrete Equal to the Thruway's", p. 9.

"North Dreamed of Seaway Project for 50 Years", p. 10.

"Hall Corporation is Noted as St. Lawrence Carrier", p. 10.

"C.S.L. has Valuable Collection of Ship Models", p. 12.


"St. Lawrence Power Project Dooms Iroquois", p. 19.


"220,000,000 Now Committed in Project Work", p. 2.

"Work is Started on Seaway Project Proper" p. 3.

"Kin of Seaway Official Originated 'Whaleback' Vessel", p. 4.

"House Construction Boom Likely With Seaway", p. 6.


"Boom Grows From Work at Massena", p. 8.


"Massena is Something of Geological Curiosity", p. 12.


"Hydro to Push Powerhouse Work this Year", p. 14.


"Bricklayers' Aristocracy", p. 15.

"New York City Unaware of Seaway Project", p. 16.

"Digging Bids for Seaway All Received", p. 17.

"Nuclear-Powered Craft will Transit Seaway", p. 18.
"Everybody Figuring to Ride Gravy Boat on St. Lawrence: Tiny Hudson, O., is Aboard" p. 19.
"Engineers Sweeps Now are On Way to Seaway", p. 19.

PROGRESS REPORT NO. 3. Watertown Daily Times, August 22, 1955, 32 pages:
"Land Acquisition is Project Headache", p. 3.
"Temporary Bridge is Serving Project", p. 8.
"All Seaway Digging Contracts Let", p. 8.
"Geography Scrambled by Seaway Models", p. 16.
"5 Northern Firms Share in Power Project Work", p. 19.
"Seaway Digging is Moving At Fast Clip", p. 20.
"Canadians Will Build New Office", p. 23.
"Seaway Site is Inspected by Chevrier", p. 23.
"Land Taken For Seaway", p. 31.

"Preliminary Phase of Projects Nearly Finished", p. 2.
"Flooding for Seaway to End Croil's Island Three-Century History", p. 4.
"Excavators Will Defy Frigid Weather", p. 5.
"Crushers to Furnish Job Aggregates", p. 5.
"Excavation Payments Based on Close Checks", p. 8.
"Iroquois Dam Holds Key to Water Level", p. 11.
"Tracy's Last to Abandon River Road", p. 12.
"Well and Canal is Seen Major Factor in Plans for Greater Shipping", p. 16.
"Venice-Like City Proposed Along Power Project Area", p. 18.
"New, 30 Bed Hospital Opened Near Cornwall", p. 21.
"St. Lawrence Named After Early Martyr", p. 21.

"Excellent Progress Noted on Seaway Jobs", p. 2.
"Project Facilities Construction Awaited", p. 3.
"Fridays Prove Rough Days on Iroquois Job", p. 5.
"Intake Work to Assure Water Supply", p. 7.
"Army's Soil Program Has Big Seaway Role", p. 8.
"Big Contracts Show Scope of Power Job", p. 11.
"Demand Great for Seaway Information", p. 12.
"Cornwall Dike Job to Gain Momentum", p. 13.
"Housing Area is Planned Near Seaway Building", p. 13.
"Agencies Preparing for Tourist Influx", p. 15.
"Problems Today are Same as '99", p. 15.
"Iroquois Dam Concrete Work Continues", p. 16.
"Agencies Determined to Finish Jobs on Time", p. 17.
"Housing and Traffic Problems Seen Acute in Massena Section", p. 18.
"Hall Corporation to Add Two New Vessels to Fleet", p. 18.
"Ice Floes No Barrier to Ferries", p. 18.
"Pampered Soil is Handled Carefully", p. 19.
"Concrete Pouring Set for American End of Powerhouse", p. 20.
"Relocation of Villages is Gigantic Task", p. 20.
"One of North's Beauty Spots, Massena Weir Will Disappear", p. 23.
"North Firms Receive Share of Contracts on St. Lawrence Project", p. 23.

**PROGRESS REPORT NO. 6. Watertown Daily Times, May 21, 1956, 16 pages.**

"Workers Find Mobile Home Ideal", p. 3.
"River Projects Moving to Major Phases", p. 4.
"Chain of Command Key to Job's Success", p. 7.
"Woman Prefers Work on Construction Job; was Teacher 2 years", p. 9.
"Nurse Likes Power Site Job", p. 9.
"New York Via the St. Lawrence Moroccan's Aim", p. 12.
"Woman Operates Mobile Food Stand for Workers", p. 14.
"250,000 Expected to Visit Sites", p. 14.

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"They (tolls) Must Be High Enough to Meet Costs and Yet Low Enough to Stimulate Trade", p. 2.
"One Year Makes Big Difference in Hydro's Half of Powerhouse", p. 3.
"Hydro Makes Little One From Big Ones at Busy Quarry, Once a Pasture", p. 4.
"Wives of Project Workers Make the Best of Trailer Living--and Some Even Like it", p. 5.
"Construction of Cornwall Dike is Proceeding Apace", p. 7.
"People Come to Look and Stay to Marvel", p. 10.
"Bridge Found", p. 10.

**PROGRESS REPORT NO. 8. Watertown Daily Times. November 12, 1956, 16 pages.**

"First Stage of Power Project Completed", p. 2.
"Sections of First Turbine Now Arriving for Barnhart", p. 3.
"Turtle Club is Rare Group", p. 3.
"500,000 Persons Attracted to Projects Since January", p. 4.
"End of Long Sault Rapids is Near", p. 5.
"Population Hike Guess for Ogdensburg Varies", p. 5.
"River Being Tailored to Fit New Look", p. 6.
"No Winter Concrete Work is Planned on River Locks", p. 7.
"All-Canada Seaway Key Issue in Talks", p. 8.
"McGill Makes Study of Economic Impact of Seaway on Canada", p. 8
"Flame and Oil Used to Bore Blasting Holes", p. 8.
"Ship Line is Now Ready for Seaway", p. 9.
"Fine Weather Aids Canadian Seaway Project", p. 10.
"Relocated Railroad Line Will Be Opened Spring", p. 11.
"Detroit Shipper Making Plans to Conquer Seas Via the Seaway", p. 12.
"Work is Begun on Guide Wall", p. 13.
"Area Telephone Service Along St. Lawrence Project Proves Major Undertaking", p. 15.

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"Concrete Holds Secrets of Projects' Longevity", p. 2.
"Project Boom Will Hit Peak This Summer", p. 3.
"Elaborate Park is Due Near Morrisburg", p. 4.
"Village Relocation Along Canadian Side of River in 2nd Year", p. 4.
"Seaway Work Resumes After Winter Lay-off", p. 5.
"Seaway Seen Boost to Lakes Shipyards", p. 6.
"Brockville to Reap Seaway's Benefits", p. 11.
"Waddington Has New Look", p. 11.
"Famed Dragline Has Left North", p. 11.
"Veteran Newsman Heads Information Office at Cornwall", p. 12.
"Engineers on Project Use Beaver-Building Technique", p. 12.
"Pipe, Air Bubble Seen Way to Keep Seaway Ice-free", p. 15.
"Land Clearing Creates Confusion Among Birds", p. 15.

**PROGRESS REPORT No. 10. Watertown Daily Times, July 29, 1957, 12 pages.**

"Employment Average is at 10,620 in June on Power Projects", p. 2.
"Hundreds of Collegians Employed During Summer on St. Lawrence Project", p. 3.
"Beach Will Aid Sports", p. 4.
"Safety Record on Project 'Model of Achievement'", p. 6.
"Thousand Islands Area Notes Economic Gains as Result of Seaway", p. 7.
"Five Towns Submerged", p. 7.
"Red Mills Hamlet Site of Early Power Project; Venture was a Failure", by Elizabeth Baxter. p. 9.
"Toll Question Still Major Issue; Two Plans are Being Discussed", by Alan S. Emory. p. 11.
"Work on Beach Due this Fall", p. 11.

**PROGRESS REPORT NO. 11. Watertown Daily Times, June 30, 1958, 28 pages.**

"Giant Project has Conquered St. Lawrence", p. 2.
"Ogdensburg Holds 1st Letters of Seaway Area Grant in 1788", p. 4.
"Canal Closing is Due Today", p. 5.
"25,000 to View Flooding Phase at Cornwall Dike", p. 8.
"Drilling, Blasting and Dredging Job in Islands Area Progresses", by R. Gareth Service. p. 11.
"Massena Cultural Community Activities Are Also 'Booming' Under the Influence of Project", by James M. Hatch, p. 13.
"Ogdensburg Still Awaits Boom", p. 16.
"Scores of Dredges Dig Lakes-to-Sea Channel", by Nina Eleanor Dumas, p. 18.
"Huge Blast to Mark Highlight of Power Pool Floodig Drama", p. 19.
"Key to Locks", p. 19.
"Big Tourist Influx Will Bring Boom", p. 20.
"Gouvernor, Moses To See Blast", p. 21.
"Eight Men of Corps Have Shared Seaway Responsibility Load", p. 23.
"Planner Sees Seaway Realized", p. 25.
"Harnessing St. Lawrence Power an Epic Struggle on International Scale", p. 27.

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"Jewels Help Queen Look the Part", by Jacqueline C. Burns. p. 4.
"Royal Tour No Tourist's Delight, But Exhausting Trip, Spanning Continent", by Frank P. Augustine. p. 5.
"Tourist Promotion Development is Slow But Orderly at Massena", p. 6.
"American Locks Popular with Seaway's Skippers", p. 6.
"Touring With Queen Elizabeth", p. 7.
"Special TV Plans Made", p. 7.
"Ogdensburg a Center of Early Barnhart Island Legal Battle", by Elizabeth Baxter, p. 9.
"Many Years & Many Treaties Form Background & History of Joint Seaway-Power Project", p. 12.
"442 Years to Finish", p. 14.
"Facts of Waterway Mean a Widespread, If Gradual, Effect", p. 15.
"Seaway Toll Rates", p. 16.
"Color and Pageantry For Seaway Opening", p. 17.
"Manure Not the Least of Power Job's Cares", p. 17.
"Massena's Short Wave Radios Eavesdropping on Ship Traffic", p. 17.
"Heuvel Once Touted As a Seaway Center", p. 19.

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"Channel Job Would Require Five Years", p. 36.
"2 River Projects Will Spark Gain In Area Economy", p. 17.
"Railroads Look For Good Year", p. 17.

"Developing of Seaway Imminent": p. 1-E.
"Canadian Writer Predicts Approval of St. Lawrence Project", p. 1-E.
"Seaway Will Create New Coast", by Walter Karig, p. 2-E.
"Seaway Survey Report Slated For March 1", p. 3-E.
"St. Lawrence Project Will Rival Panama in Scope", p. 4-E.

THE MASSENA OBSERVER. February 27, 1942.
"St. Lawrence River Development to Produce 2,200,000 Horsepower" Section II, p. 1.

"Massena Bursting at Seams in Biggest Building Expansion Boom in its History", p. 3.
Chain of Command. Chart. Shows the organizations in both Canada and the United States involved in the construction on the St. Lawrence River, p. 3.
"Seaway Tolls Under Study", Power and p. 3.
"Massena Logical Spot for Port Establishment; Steps are Outlined", p. 3.
"Temporary Bridge Was Major Job", p. 3.
"4,200-Foot Cofferdam is Built", p. 3.
"Remove Fish at De-Watered Dam Area", p. 4.
"Ontario Counties Ask Hydro to Develop Parks on River", p. 4.
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"Seaport Corp. Pushes $100 Million Project!", p. 1.
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76-B CANADIAN NEWSPAPERS (The following Canadian Newspapers and articles can be found in Box 76-B.)

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"Long Sault Rapids Were Famous Landmark", last page.
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"Ice Causes First Major Accident", p. 2.
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"House-mover Sensation in Valley", p. 4.
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"Famed Edgehill Hall Had Colorful History", p. 41.
"Chronology Lists Principal Dates", p. 42.
"Farm Field Vital Link in Operations", p. 42.
"St. Lawrence State Park Taking Shape", p. 42.
"Cottage Dwellers Must Go", p. 42.
"How Powerhouse Will Operate", p. 43.
"Giant Dredge for Seaway", p. 43.
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"Increase in Draught is Announced", p. 2.
"New Lake Creation Witnessed by 70,000", p. 8.
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"'59 Seaway Tonnage 25 Million?", p. 11.
"Three Rivers Has Modern Port Setup", p. 11.
"Ice-free Seaway Possible", p. 11.
"$40 Million is Spent by Hamilton", p. 13.
"Installed Capacity is Second Largest", p. 15.
"New Seaway Map Issued by Authority", p. 17.
"Vast Expenditures Tied With Seaway", p. 18.
"Upper Canada Village Woman's Handiwork", p. 18.
"River Key Point in Our Progress", p. 23.
"Start Soon on New North Span Bridge", p. 31.
"Engineers Named for Seaway Areas Named", p. 34.
"Rochester To Be Busy Seaway Port", p. 37.
"Opportunities Galore Due For Montreal", p. 38.
"Waterway A Dream Realized to Open Northwest Passage", p. 40.

The above Canadian Newspapers and articles can be found in Box 76-B
B. ST. LAWRENCE PHOTOGRAPHS
1-2 Seaway Construction Photos--Ontario Hydro--SL series & SLA series.

St. Lawrence Seaway Photographs

77B 1-2 Seaway Construction Photos--Ontario Hydro--SLB and "G" series.
3 Seaway Photos--Smith's Photographs Series of Morrisburg Ontario.
4 The St. Lawrence Seaway Authority.

78 St. Lawrence Seaway Photographs (Folders 1-16)
1-16 Photos show construction and earth-moving on the St. Lawrence Seaway project during the 1950's including Eisenhower Lock and the power dam. Some of the photos are from Power Authority of the State of New York and the Seaway Development Corporation.
2 Photos show loading and unloading of ocean-going vessels as well as Seaway construction and earthmoving. Also a photo of John C. Beukema.
also found in CONTAINER #78 are numerous other photographs (8x10): most show the construction phase in the International Section of the St. Lawrence River during the 1950's.

79 C. ASSORTED SEAWAY MATERIAL
1 Speeches and Addresses relating to the St. Lawrence Seaway
"The St. Lawrence Seaway", an address by Minister of Transport, Mr. Lionel Chevrier, delivered to the Canadian Association of Real Estate Boards, October 6, 1952.
Summary of an address by Mr. O.E. Fleming President of the Canadian Deep Waterways & Power Association, before a joint meeting of the Border Chamber of Commerce and the Real Estate Board, May 23, 1928.
"Fishing For a Waterways Yardstick", address by Samuel Botsford, Executive Vice-president, Buffalo Chamber of Commerce, before Railway Business Association, November 19, 1930.
2 The Canadian Deep Waterways & Power Association
3 The Sanitary District of Chicago
Issued by the Sanitary District of Chicago, 1911.
5 Catalog of Charts
6 The Lakes-To-The Gulf Deep Waterway Association
The Deep Waterway Between the Great Lakes and the Gulf of Mexico. October 1911, 47 pages.
7 "A Summary of the Project to Improve and Complete The Great Lakes-St. Lawrence Seaway and Power Project." 11 pages.
9 "Chronology of Action Taken in Connection the Great Lakes-St. Lawrence Development", no source given no date, 8 pages.
Threate at Niagara. The Power Authority of the State of New York. Reprint of the Joint Hearings Before the Subcommittee on Flood Control and Rivers and Harbors of the United States Senate and the Committee on Public Works of the House of Representatives, 83rd Congress, First Session.


The following materials from the Power Authority of the State of New York were originally included in the University Series of the St. Lawrence Seaway Collection. Since they already exist in other series in this collection, they have been deleted from this location. The deleted materials are listed below, with a notation of where the information can be found.

St. Lawrence Power Project: Construction Progress. The Power Authority of the State of New York. Originally ten monthly issues were part of the University Series; July-December 1956 January, February, April, and May 1957. See Container # 64.


12 The Great Lakes-St. Lawrence Tidewater Association

The Great Lakes-St. Lawrence Seaway News. published by the Great Lakes-St. Lawrence Tidewater Association.

January 2, 1926

May 29, 1926

July 6, 1929

March 19, 1929

April 2, 1932

April 9, 1932

April 16, 1932

April 30, 1932


16 "Inland Waterways: The Answer of the Railroads to the Mississippi Valley Association", Memorandum for Honorable John Dickinson Assistant Secretary of Commerce. submitted by the Association of Railway Executives, 1933.

17 Miscellaneous

"The Feast of St. Lawrence", church program. Gunnison Chapel, St. Lawrence University, August 10, 1927.

"Relative Sizes of Major American Power Developments", chart.


"Skyway to Canada: The 1000 Islands Bridge", tourism pamphlet, includes map of the Northeastern United States, Southern Ontario, and part of Southern Quebec, circa. 1940.

Seaway Development Corporation
Cataloged separately. See Rare Book Collection: call number: HD1694.A2

Ontario Hydro - St. Lawrence Power
A free publication for the employees of Ontario Hydro and contractors' workforces involved in the construction of the St. Lawrence Power Project.

Maps
Public Works Department Maps. 2 volumes;
1889-90; contents; 35 maps relating to snow & ice conditions on the St. Lawrence River, 1886-87.
1891-92, contains 18 maps on water level and course of St. Lawrence River c. 1890
"Masaena, New York Site of St. Lawrence River Power and Seaway", 2 copies.
Bibliography

Scrapbook
"A Story of Timber Rafting on the St. Lawrence", by E. R. Barrows, St. Lawrence Class of 1894. photos and short typescript.

The following items, which were originally included in the University Series, have been deleted since they can be found elsewhere in the Seaway Collection. Following the item, you will find the container and folder numbers where the item can be found.

IV. THE REED SERIES

A. STATE AND PRIVATE AGENCIES AND ORGANIZATIONS

The Power Authority of the State of New York

1 Supplement to Application of the Power Authority of the State of New York to the Federal Power Commission. For a License under the Federal Power Act for a Power Project to be Located in St. Lawrence County, State of New York. For development of the International Rapids Section of the St. Lawrence River. 1948. 2 copies.


4 Brief of the State of Vermont relating to the Application of The Power Authority of the State of New York to the Federal Power Commission. Project No. 2000. For a license under the Federal Power Act for a Power project to be located in St. Lawrence County, State of New York, for development of the International Rapids Section of the St. Lawrence River.

5 Statement adopted by the Trustees of the Power Authority of the State of New York for presentation at public hearings of a subcommittee on Foreign Relations, United States Senate, 79th Congress, 2nd Session, on the United States-Canadian Agreement of March 19, 1941 to complete the Great Lakes-St. Lawrence Project.

6 The Federal-State Accord on the St. Lawrence Project. Compiled from the Public Papers of Franklin D. Roosevelt as Governor of New York, 1929-1932, and as President of the United States, 1933-1945. The Power Authority of the State of New York.

7 Memorandum to the Committee on Rivers and Harbors of the House of Representatives, from the Power Authority of the State of New York. In regard to H.R. 8327, a Bill to Legalize an Annual Average Diversion of 5,000 cubic second feet from Lake Michigan into the Mississippi River, March 8, 1938.

8 St. Lawrence Power Project. Engineering reports by Uhl, Hall and Rich, by the Power Authority of the State of New York, 22 pages plus charts, graphs and maps.

9 Promotional literature

10 Minutes and notes of the Trustees of The Power Authority of the State of New York, 1940.

11 Revised Resolution. U.S. S.J. 104. Memorandum Respecting the Approval, by Concurrent Legislation of the Senate and House of Representatives, of an Agreement Between the United States and the Dominion of Canada, March 19, 1941, With particular reference to the Aiken Bill. George S. Reed, of the New York State Bar, and also trustee of the Power Authority of the State of New York.


14 Minutes, Monthly Statements of the Trustees of The Power Authority of the State of New York, 1942.

15 "Survey of the Proposed St. Lawrence Power Project", The Power Authority of the State of New York, 18 pages. Includes cover letter to Mr. Reed, dated 1946.

16 "Recommendations For Completion of the St. Lawrence Seaway and Power Project", Excerpts from Public Statements of Presidents, Cabinet Officials and Government Agencies. Presented by the
Power Authority of the State of New York at Public Hearings of the Committee on Public Works, United States House of Representatives, July 16, 1947, in support of the St. Lawrence Project Resolution, H. J. Res. 192.


18 Memorandum of George S. Reed, Trustee, in State of New York, Supreme Court, County of Niagara, 24 pages plus appendix.

19 "Memorandum on Development of Boundary Waters Between the United States and Canada. George S. Reed, Trustee, New York State Power Authority.


21 Maps
"Transmission Distances From New York State Power Project"
"The Great Lakes-St. Lawrence Project: Works Required for Completion", 1946. 2 copies.
"The Great Lakes-St. Lawrence Seaway and Power Project: Works Required for Completion", plus 3 pages of written information, 3 copies.
"Map Showing Cities of Over 25,000 Population within 325 Miles of Four Major American Power Projects. 1 page.
Map depicting 36 hydro-power projects in progress or under consideration throughout the United States, Power Authority of the State of New York, 1946.

"St. Lawrence River Project: International Rapids Section, General Plan" Reproduced by the Power Authority of the State of New York, 1948, 2 copies.

The following items which were originally part of the Reed Series have been deleted because they can be found in another part of The St. Lawrence Seaway Collection;

Power Marketing. report of the Power Authority of the State of New York. January 1957. See CONTAINER # 40.66

Niagara Power Park and Arterial Development. The Power Authority of the State of New York, September, 1956. See CONTAINER #79 FOLDER #11.

83 The Great Lakes-St. Lawrence Tidewater Commission of Minnesota
"A Sea Base For the Marooned Continent", A Diplomatic, Engineering and Financial Undertaking", address by Charles P. Craig, Executive Director of the Great Lakes-St. Lawrence Tidewater Association delivered at the annual meeting of the Duluth Chamber of Commerce, October 16, 1928. See CONTAINER #58 FOLDER #5.

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"Will the Ships Come?: Coastwise Traffic Between Great Lakes and Seaboard when St. Lawrence is Open." Great Lakes-St. Lawrence Tidewater Association, no date, 16 pages.
"Mid-Continental Transportation: Which Shall it Be Railroads Only to the Sea or A Sea Road into a Continent?", Bulletin No. 41. Great Lakes-St. Lawrence Tidewater Association, July 1929, 20 pp.
"Analyzing the Factors: Channels, Ships, Costs, Traffic on the Great Lakes-St. Lawrence Route-Observations on the Further Improvement of the Bottle-neck in the Lakes-to-Ocean Route, and of
the Ships and Cargoes Now Moving through the St. Lawrence Channels on the Hypothesis that Whatever Is, Is Feasible." Bulletin No. 43. by John Stone Pardee. Great Lakes-St. Lawrence Tidewater Association, March 1930, 35 pages. See CONTAINER #58 FOLDER #5.

"Transportation: A Continental System", Review of Hearings Before the International Joint Commission in Respect to The Improvement of the St. Lawrence. published by the Great Lakes-St. Lawrence Tidewater Association, November, 1921, 93 pages.


"The St. Lawrence Waterway and the Northwest", address by Governor Theodore Christianson of Minnesota, delivered to the Great Lakes-St. Lawrence Tidewater Congress, January 5, 1926. published by the Great Lakes-St. Lawrence Tidewater Association.

84 International Joint Commission


85 The Sanitary District of Chicago

Report on the Diversion of Water from Lake Michigan by the Chicago Sanitary District. 1924. The following softbound reports by and about the Sanitary District of Chicago are also found in CONTAINER #85:


"The Lake Lowering Controversy and a Program of Remedial Measures: Recommendations including a brief statement of findings and conclusions." The Engineering Board of Review of the Sanitary District of Chicago, December 1924, 17 pages.


86 1-2 B. SPEECHES AND CORRESPONDENCE OF GEORGE S. REED
1 **Speeches of George S. Reed** on the Great Lakes-St. Lawrence Seaway and Power Project
   1934-December-Lowville Kiwanis Club
   1936-Ogdensburg Chamber of Commerce -St. Lawrence County Supervisor's Meeting.
   1939-Jan. 19-Watertown-Community Forum 2 copies.
   1940-March 26-Watertown-Answer to Roper debate, 2 copies.
   1941-March 19-Ogdensburg-League of Women Voters
   -June 14-Ogdensburg-for Governor Lehman (missing 4/22/76)
   1944-June 21-Gouverneur-Chamber of Commerce, 2 copies.
   1946-June 6-Chicago-Annual Meeting of the Great Lakes Harbors Association
   1947-October 22-Watertown-Chamber of Commerce, 2 copies.
   1948-June 21-Gouverneur-Chamber of Commerce, 2 copies.

2 **Correspondence**
   Harold B. Johnson, Editor and Publisher, Watertown Daily Times, to Mr. George S. Reed, t.l.s.
   March 24, 1941.
   Maurice P. Davidson, fellow Trustee of the Power Authority of the State of New York to George
   S. Reed, t.l.s. June 4, 1940.

3 **BOOKLETS AND PAMPHLETS**
   New England and the St. Lawrence Seaway. Henry I. Harriman, President, Boston Chamber of
   Commerce, Boston, Massachusetts, 1929, 151 pages.
   State of New York. The Conservation Law in relation to Water Power as amended to the close of
   the regular session of 1933.
   "The Great Lakes-St. Lawrence Seaway and Power Project", Tom Ireland, 1946, 61 pages.

4 **D. FEDERAL GOVERNMENT DOCUMENTS PERTINENT TO THE SEAWAY**
   U.S. Congress. Senate. Survey of the Great Lakes-St. Lawrence Seaway and Power Project, Vol. II.
   U.S. Congress. Senate. Committee on Foreign Relations. St. Lawrence Waterway. Hearings
   before a subcommittee of the Committee on Foreign Relations on S. Res. 278. 72d Congress, 2d
   Session, 1932. 904pp.
   U.S. Congress. Senate. St. Lawrence Seaway. Message from the President of the United States
   transmitting a letter from the Secretary of State submitting the report of the International Joint
   Commission concerning the improvement of the St. Lawrence River between Montreal and Lake
   Government Engineers on the Improvement of the St. Lawrence River from Montreal to Lake
   Ontario made to the International Joint Commission. Doc. No. 179, 67th Congress, 2d session, 1922,
   102 pp. 2 copies.

   U.S. Congress. Senate. Committee on Foreign Relations. St. Lawrence Seaway Project. Digest of
   hearings held before a subcommittee of the Committee on Foreign Relations on S.J. Res III., 80th
   Congress, 1st session, 1947.
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   Project. Report [to accompany S.J. Res. 111] Report no. 810. 80th Congress, 2d, Jan. 7, 1948,
   101pp. 2 copies.
   U.S. Congress. Senate. Committee on Foreign Relations. St. Lawrence Seaway Project.
   Hearings before a subcommittee of the Committee on Foreign Relations on S.J. Res. 111. 80th
   Congress, 1st session, 1947.
U.S. Congress. Senate. Committee on Foreign Relations. The St. Lawrence Seaway and Power Project. Reports prepared by government agencies for a subcommittee of the Senate Foreign Relations Committee on questions raised during the debate on S.J. Res. 111. Committee Print. 81st Congress, 1st Session, 1949. 76pp. maps.


U.S. Congress. House. Committee on Rivers and Harbors. Government Hydro versus Private Steam Power. Letter from the President of the United States transmitting a letter from Mr. Frank P. Walsh, Chairman, Trustee of the Power Authority of the State of New York... Document No. 52. 75th Congress, 2d session, 1937. 72pp. 2 copies.

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No. 1 June 12, 1941 94pp. No. 11 July 3 & 7, 1941
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"Tour of Inspection of the St. Lawrence Seaway and Power Project by the United States House of Representatives Rivers and Harbors Committee", Conducted by the Corps of Engineers, U.S. Army, St. Lawrence River District July 19-21, 1941. unpaginated. 2 copies.

"Photographs and Newspaper clippings to accompany brochure of tour of inspection of the St. Lawrence River Seaway and Power Project by the United States House of Representatives Public Works Committee conducted by War Department Corps of Engineers, September 15-17, 1947. 40 pp.


Federal Power Commission


The Federal Power Commission. Brief on Behalf of Licensee February 15, 1940. In the matter of the Niagara Falls Power Project No. 16. 138pp


The Federal Power Commission. Brief of the Power Authority of the State of New York. In the matter of the Application by The Niagara Falls Power Company to Include in Project No. 16 Authority to Divert an Additional 275 Cubic feet of Water per Second. March 1, 1940. 38pp, 2 copies.


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Other Documents Relating to the Seaway


Secretary of War. Diversion of Water from the Great Lakes and Niagara River. 1921.

St. Lawrence Waterway Report of the Joint Board of Engineers Appointed by the Governments of the United States and Canada, 1926

Report to International Joint Commission on Navigation and Power in the St. Lawrence River by Hugh L. Cooper & Co. (1920)

Report of 1947 Board of Engineers on Lachine Section of the St. Lawrence Waterway, 1948, Ottawa

St. Lawrence Waterway Project Regulation of Outflows and Levels of Lake Ontario, Method No. 5. 1952, Ottawa

Folder Petition of the Citizens of the United States…Praying the Adoption of Measures to Procure Free Navigation of the St. Lawrence, April 11, 1850

The Great Lakes-St. Lawrence River Improvement—address by Hon. Atlee Pomerne of Ohio, March 30, 1922

“Executive Committee of Associated Industries of Massachusetts Declares for Great Lakes-St. Lawrence Waterway and Power Project” Industry Journal reprint from March 18, 1922.

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The Way to the Sea—Book of Facts, Great Lakes Tidewiter Association, Sept. 1922
New York State Canal System brochure
flyer for $13,000,000 City of Montreal 5% gold bond sale, 1923
Summary of Canal Statistics, April-November 1921, Dominion Bureau of Statistics, Ottawa
State of New York Conservation Law in relation to Water Power, 1933
Erie Canal and Port of New York versus St. Lawrence Canals and Port of Montreal, United Real Estate Owners Assn., November 1922
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An American Program for World Commerce, The way to the Sea (Tidewater Association, 1921)
St. Lawrence Project (Tidewater Association, 1921)
Advantages to be Derived from the Development of the St. Lawrence River, J.C. Churchill; F.A. Emerick
The St. Lawrence Project...It’s Meaning to New England, by Henry Harriman, 1921
The Next Great Improvement for World Commerce; What the West Wants, 1921
International Joint Commission Application of the New York and Ontario Power
Massena Arterial Bypass To Be Started This Year, February 3, 1955
Seaway Operations Halted by Ice Jam
Canada Benefit Due in Seaway
Ike May Take Part In Seaway Ceremony
4 More Seaway Contracts Due
First Milk Shipped by Train From Near Theresa in 1889

92 1-13 E. MISCELLANEOUS MATERIALS ON THE BACKGROUND AND EFFECTS OF THE ST. LAWRENCE SEAWAY

1 Newspaper clippings.
2 Maps
"The Great Lakes-St. Lawrence Seaway and Power Project: Works Required for Completion", National Seaway Council, map plus 3 pages of related information, 3 copies.
"Senate Vote on Seaway Treaty: March 14, 1934", map shows map of U.S. and the way each state's Senators voted.
"Map of the Village of Massena, N.Y., Massena Chamber of Commerce.
"Current Status of the St. Lawrence Seaway", map. See Container #75, Folder #5.
"St. Lawrence Seaway: International Rapids Section", Saint Lawrence Development Corporation, November 1, 1954.
"St. Lawrence Waterway: Prescott to Montreal, Plan, Showing Project for Improvement", April 9, 1932, 2 copies.
"Tri State Power Map", (New York-Penn.-N J.) compiled in the main from data furnished through the Public Service Commission of each State, 1929. rolled and stored in Archives map area labeled #10.
3 Publications
Northern New York Utilities Inc.: Yearbook 1924. 27p.
92 3 Water Power in New York State: What its Development will Mean For the Public. Empire State Gas and Electric Association, 1936.
Tommy Trent’s ABC’s of the Seaway (5 copies)
St. Lawrence Seaway Fiscal Year 1996 Annual Report
St. Lawrence Seaway Brochures (4 copies)
Geography of the Great Lakes Fact Sheet
Seaway Distances: Atlantic to Lake Ontario
Seaway Development Corporation Map
The Great Lakes St. Lawrence Seaway System

4 Periodicals with relevant articles

5 State of New York Department of Commerce

6 Additional Speeches and Addresses
"Inland Ocean", address by L. K. Sillcox, First Vice-President, The New York Air Brake Company at Harvard University, January 9, 1941.
"Hydro-electric Power", address by Charles Aubrey Eaton to the Northern New York Development League at Carthage, October 19, 1922.
"The Case for the West: The St. Lawrence Seaway in Relation to Fundamental National Economy," address by Hon. James P. Goodrich, former Governor of Indiana, President City National Bank, Indianapolis, New York City February 7, 1924.
"Advantages and Necessity of an All-American Deeper Waterway from the Great Lakes to the Atlantic", address by Hon. S. Wallace Dempsey of New York in the House of Representatives, Monday, March 22, 1926.
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"Questions Concerning the St. Lawrence Seaway and Power Project", Extension of Remarks of Hon. Homer Ferguson of Michigan. In the U.S. Senate, Friday June 23, 1944. See CONTAINER # 56 FOLDER # 11.
"Bringing the Atlantic to the Heart of the Continent", address by C.P. Craig to the Second Annual Over the Top dinner, January 2, 1919. [autographed by author.]

7 Canada-St. Lawrence Agreement
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"St. Lawrence Power Project", 50th anniversary brochure. February 15, 1956. See CONTAINER #68 FOLDER #5.

8 Thesis
The Great Lakes-St. Lawrence Seaway and Power Development. 1940. Thesis of George E. Reed, (son of George S. Reed) 2 copies.


10-15 Reports

10 Proposed Great Lakes-St. Lawrence Seaway. typed manuscript untitled. author not indicated.
12 Two reports:

13 Limitations of Federal Control of Water Powers 1912.
- Part III. Memorandum As to the Respective Rights of the State and of the Federal Government With Respect to Waters Within the State. by Paul Shipman Andrews, Special Assistant Attorney General, State of New York, no date, 46 pp.

Water Resources Development Act of 1979 Hearing before the Subcommittee on Water Resources of the Committee on Environment and public works United States Senate. S. 703 "A Bill authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control and for other purposes. AND S. 1241 A Bill to authorize the National water resources policy and development act of 1979, to direct the water resources council to act as the coordinating body for a program of water resources assistance to the states. PART 3 Winter Navigation August 27, 10979 Alexandria Bay, New York"

92A 1 “Seaway Turns 50” from Johnson Newspaper Corporation- July 2009
Seaway 1979

93 Reports, cont.

Seaway reports & materials circa 40th anniversary in 1999.
Various Seaway information and fact sheets, 2011-12, including a CD of photos
Misc. Materials
Protest re Diversion at Chicago, 1912
National Geographic Magazine, “The St. Lawrence; Canada’s Highway to the Sea”, May 1980
(uncorrected manuscript)

94 Engineering plans & maps

Maps showing planned improvements for the St. Lawrence Seaway dated:
1932 (two copies)
1948 (4 copies)
1954

95 Robinson Series materials (These papers were discovered in an expandable file labeled “St. Lawrence River Power Development” with the name “Robinson” written in pencil. They belonged to Ernest L. Robinson, SLU class of 1877, a lawyer, University trustee and first president of the St. Lawrence University Alumni Association)

Folder labeled “Power Deal” containing documents and correspondence related to:
- Great Lakes & Atlantic Canal & Power Co., Ltd.
- Transportation & Power Co., Ltd.
- Beauharnois Light, Heat & Power Corp.
- Montreal-Western Canal Company
Folder labeled “Hotel Imperial Case” (seems to be only somewhat related to the “Power Deal” documents. Some of the names are in both sets of documents)
Maps, clippings, brochures, blueprints and other documents related to the proposed power and canal developments