THE ST. LAWRENCE SEAWAY COLLECTION
Mss. Coll. # 40
Approx. 30 linear ft.

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 cooperate 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

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92   E. Miscellaneous Materials on the Background and Effects of the Seaway
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.

2 1 U.S.: 1954-St. Lawrence Seaway.
2 Canada: Moving, August 1955-December 1955.

4 1 U.S.: St. Lawrence Seaway, 1954-57.
5 1 U.S.: St. Lawrence Seaway, 1955.
7 1 U.S.: St. Lawrence Seaway, January 1955.
2 U.S.: St. Lawrence Seaway, February 1955.

8 1 Canada: St. Lawrence Seaway, Effects, January-April 1955.
9 1 U.S.: St. Lawrence Seaway, Effects, April-May 1955.

10 1 U.S.: St. Lawrence Seaway, Effects, September-October 1955.
11 1 Canada: St. Lawrence Seaway, Effects, May 1955.
2 Canada: St. Lawrence Seaway, Effects August-December 1955.

2 U.S.: St. Lawrence Power, August 1955.

13 1 St. Lawrence Seaway: Construction, January-March 1955.
2 U.S.: St. Lawrence Seaway, Construction, April-June 1955.


15 1 Canada: St. Lawrence Seaway, Construction January-June 1955.
2 Canada: St. Lawrence Seaway, Construction July-December 1955.

16 1 Canada: St. Lawrence Power, 1955-59.

17 1 St. Lawrence Seaway: 1956.
18 1 St. Lawrence Seaway: 1956.

19 1 Canada: St. Lawrence Seaway, Moving 1956.
20 1 Canada: St. Lawrence Seaway, Effects, January-May 1956.
2 Canada: St. Lawrence Seaway, Effects, May-June 1956.

21 1-2 Canada: St. Lawrence Seaway, Effects, June-December 1956.
22 1 Canada: St. Lawrence Seaway, Construction 1956.
2 Canada: St. Lawrence Seaway, Construction 1956.

23 1 St. Lawrence Seaway: Construction, January-April 1956.
24 1 St. Lawrence Seaway: Construction, July-September 1956.
2 U.S.: St. Lawrence Seaway, Construction, October-December 1956.


2 U.S.: St. Lawrence Seaway, Effects, April-July 1956.

27 1 U.S.: St. Lawrence Seaway, Effects, August-December 1956.
28 1 St. Lawrence Seaway: 1956-57.

29 1 U.S.: St. Lawrence Seaway, 1957.
30 1 U.S.: St. Lawrence Seaway, 1957.
31 1 U.S.: St. Lawrence Seaway, 1957.

32 1-2 St. Lawrence Seaway: January-February 1957.
3 St. Lawrence Seaway: March-April 1957.
4 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 Notebooks-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
8 1955
9 1956
10 1957
11 1958
12 1959
13 undated.
14 Minneapolis Star.

55 Magazine and Journal Articles


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 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.

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.

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.


"The Great Lakes-St. Lawrence Seaway: Let's Finish the Job", Bulletin No. 49, December, 1931.

" 'The Seaway by '36': Eleven Governors Demand Speed for The St. Lawrence", Bulletin No. 50, January, 1932, 2 copies.


"The Way to the Sea: Annual Report of the Executive Director, Great Lakes-St. Lawrence Tidewater Association for the fifteen months ending March 30, 1928."


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"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**


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BACKGROUND INFORMATION ON THE ST. LAWRENCE SEAWAY AND POWER PROJECT

1 Bibliographies

2 Geologic Survey Reports

3 Seaway: National Defense Arguments

4 Library of Congress Report to Congressman Clarence Kilburn

5 Northern New York State Resources
U.S. Department of Agriculture. Soil Survey of St. Lawrence County, New York, 1925.

6 Northern New York Climate

7 New York State Department of Commerce

8 Planning Efforts in St. Lawrence County
Proposed Master Plan Program, Town of Potsdam, New York. October 1958. 4 mimeograph sheets.
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"Take a Look!: Industrial Opportunities in New York's St. Lawrence Valley,..." 12 page brochure produced by Vermont Railway.

9 Planning in the Massena, New York area
"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.

Other Background Information about the Massena, New York Area:
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4 Port of Chicago
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"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.
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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**

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

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

8 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.

1-11 Seaway Development Corporation- The U. S. agency responsible for the construction and operation of the Seaway.

1 Seaway Bibliographies
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2 Articles
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3 United States Tolls Committee

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.
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"Some Legal Aspects of the St. Lawrence Seaway", address of Harry C. Shriver, General Counsel, Seaway Development Corp. before Insurance, Negligence, and Compensation Law Section, American Bar Association, Miami Beach, Florida, August 24, 1959.


5 Seaway Construction Specifications
Specifications For Robinson Bay Lock Excavation and Construction of Dikes 3A and 4A, St. Lawrence Seaway, St. Lawrence River.
Specifications For Grass River Lock Excavation and Construction of Dike 8A St. Lawrence Seaway, St. Lawrence River.

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63 1 Power Authority of the State of New York
List of Contractors on St. Lawrence Power and Seaway Projects. February 1, 1956.
Power Authority Act. Originally Enacted as Chapter 772, Laws of New York, 1931, Approved April 27, 1931. As Amended by the 1951 Legislature. Also contains amendments by the 1954 and 1955 Legislatures.
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"St. Lawrence Power Pool: July 1, 1958", co-produced by the Hydro-electric Commission of Ontario and the Power Authority of the State of New York.
"St. Lawrence Power and Park". tourist information and brochure describing Massena facilities, no date.

63 2 Correspondence
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.
Robert Moses, Chairman, Power Authority of the State of New York. July 11, 1956 to Lewis G. Castle, Administrator, Seaway Development Corporation, copy of t.l.
Robert Moses, Chairman, Power Authority of the State of New York, July 20, 1956 to Dr. Richard L. Hearn, Chairman, Ontario-Hydro, copy of t.l. Several pages. Includes copy of Power Authority's press release opposing Rooseveltown Bridge.

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

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"Overburden and Rock Excavation", by E.A.Buie, pp. 339-341.
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67 4 Additional clippings (7)

68 1-12 ONTARIO-HYDRO

1 Speeches by James S. Duncan, Chairman, Ontario Hydro
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"The Answer is Self-Discipline", address by James S. Duncan, Chairman, Ontario-Hydro, before the Ontario Good Roads Association, February 25, 1959.
"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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"Costing Methods, Past and Present", address by Keith Coleman, Director of Accounting, Ontario-Hydro, before The Ontario Municipal Electric Association, March 3, 1958.
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CANADIAN GOVERMENTAL AGENCIES AND COMMISSIONS WITH A ROLE IN THE CONSTRUCTION OF THE ST. LAWRENCE SEAWAY AND POWER PROJECT

Construction of the St. Lawrence Seaway and Power Project

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"Fact Sheet: Final Test of Iroquois Lock", November 22, 1957, The St. Lawrence Seaway Authority.
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14 Maps

II. THE SILLCOX SERIES

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21 Articles: 1953
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1-9 C. ORGANIZATIONS AND ASSOCIATIONS INVOLVED WITH THE SEAWAY

1 Association of American Railroads
"Appendix B: Iron Ore"
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2 Association of American Railroads
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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:

9 Federal Documents and Publications
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10 Railroad Co-operative League of Michigan

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.

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4 **Maps**

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"Proposed St. Lawrence Seaway and Power Project"/ Channel Works and Estimated Cost Lake Ontario to Montreal"

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"Commercially Navigable Inland Waterways"

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5 **Miscellaneous**


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"St. Lawrence Seaway Project: Current Developments", January 1, 1949, 2 pages.

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1-2 A. CLIPPINGS AND ARTICLES

1  Assorted Clippings

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


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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.  

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"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.  
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"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.  
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"Army's Soil Program Has Big Seaway Role", p. 8.  
"Big Contracts Show Scope of Power Job", p. 11.  
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"Hall Corporation to Add Two New Vessels to Fleet", p. 18.  
"Ice Floes No Barrier to Ferries", p. 18.  
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"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.

"Workers Find Mobile Home Ideal", p. 3.
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"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.

"They (tolls) Must Be High Enough to Meet Costs and Yet Low Enough to Stimulate Trade", p. 2.
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"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.
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"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.

"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.

"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.

"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.
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"Eight Men of Corps Have Shared Seaway Responsibility Load", p. 23.
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"Harnessing St. Lawrence Power an Epic Struggle on International Scale", p. 27.

"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.
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"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.
"Facts of Waterway Mean a Widespread, If Gradual, Effect", p. 15.
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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

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.

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.

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.
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2 The Canadian Deep Waterways & Power Association

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"Power?", The New York State Power Authority. brochure.


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.

79 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 April 2, 1932
May 29, 1926 April 9, 1932
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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.

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

**Maps**
St. Lawrence River Power Project. International Rapids Section. Power Authority of the State of New York, 1948. 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 "Massena, 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.


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.


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.


9. Promotional literature

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


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.
"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.


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

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

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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:


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86 2 Memorandum in Respect to Chicago Diversion. signed by George S. Reed. n.d. 1 page.
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