

## **THE ST. LAWRENCE SEAWAY COLLECTION**

**Mss. Coll. # 40**

**Approx. 30 linear ft.**

### **Background:**

#### **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.

### 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 (Lewis) 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.

## Series Description

### I. Mabee Series

- Box 1-48 A. Clippings--United States and Canada
- Box 49-53 B. Mabee Notebooks and Manuscripts
- Box 54-66 C. United States Materials
  - Additional Clippings
  - Magazine and Journal Articles
  - Periodicals with Seaway-related Articles
  - Congressional Records
  - U.S. Senate Committee Documents
  - St. Lawrence Seaway Photographs
  - Associations & Organizations Involved in the St. Lawrence Seaway's Development
  - Background Information on the St. Lawrence Seaway & Power Project
- Box 67-71 D. Canadian Materials
  - Additional clippings, articles, and periodicals containing related articles
  - Canadian Government Publications
  - Ontario-Hydro
  - Canadian Commissions with a Role in the Construction of the St. Lawrence Seaway Power Project
  - Canadian Materials on the Background and Impact of the St. Lawrence Seaway Project

### II. The Sillcox Series

- Box 72 Clippings and Magazine Articles
- Box 73 Scrapbooks
- Box 74 Organizations and Associations Involved with the Seaway
- Box 75A Speeches, Photos and Miscellaneous
- Box 75B Speeches and documents unrelated to the Seaway

### III. The St. Lawrence University Series

- Box 76A-76B Clippings and Articles
- Box 77-78 St. Lawrence Seaway Photographs
- Box 79-81 Assorted Seaway Materials: Speeches, Organizations, Maps & Bibliography

### IV. The Reed Series

- Box 82-85 State and Private Agencies and Organizations
- Box 86 Speeches and Correspondence of George S. Reed
- Box 87 Booklets and Pamphlets
- Box 88-91 Federal Government Documents Pertinent to the Seaway
- Box 92-94 Miscellaneous Materials on the Background and Effects of the Seaway

### V. The Robinson Series

- Box 95 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.                 |
|    | 3   | U.S.: St. Lawrence Seaway Power 1953-4.                           |
| 2  | 1   | U.S.: 1954-St. Lawrence Seaway.                                   |
| 3  | 1   | Canada: Moving, 1954-July 1955.                                   |
|    | 2   | Canada: Moving, August 1955-December 1955.                        |
| 4  | 1   | U.S.: St. Lawrence Seaway, 1954-57.                               |
| 5  | 1   | U.S.: St. Lawrence Seaway, 1955.                                  |
| 6  | 1   | U.S.: St. Lawrence Seaway, 1955.                                  |
| 7  | 1   | U.S.: St. Lawrence Seaway, January 1955.                          |
|    | 2   | U.S.: St. Lawrence Seaway, February 1955.                         |
|    | 3   | U.S.: St. Lawrence Seaway, July & August 1955.                    |
| 8  | 1   | Canada: St. Lawrence Seaway, Effects, January-April 1955.         |
|    | 2   | U.S.: St. Lawrence Seaway, Effects, March 1955.                   |
| 9  | 1   | U.S.: St. Lawrence Seaway, Effects, April-May 1955.               |
|    | 2   | U.S.: St. Lawrence Seaway, Effects, June 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.        |
| 12 | 1   | U.S.: St. Lawrence Power, January-July 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.         |
| 14 | 1   | U.S.: St. Lawrence Seaway, Construction, July-September 1955.     |
|    | 2   | U.S.: St. Lawrence Seaway, Construction, October-December 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.   |
| 25 | 1-4 | U.S.: St. Lawrence Seaway, Power Development, 1956.               |
| 26 | 1   | U.S.: St. Lawrence Seaway, Effects, January-March 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.  
2 U.S.: St. Lawrence Power, 1958.
- 40 1 St. Lawrence Seaway: U.S.-Canada.Construction, January-June 1958.  
2 St. Lawrence Seaway: U.S.-Canada Construction, July-December 1958.
- 41 1 U.S.: St. Lawrence Seaway, 1958.
- 42 1 U.S.: St. Lawrence Seaway, Effects, January-June 1958.  
2 U.S.: St. Lawrence Seaway, Effects, July-December 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.  
2 St. Lawrence Seaway: Effects, 1960.

#### **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.  
4 Mabee Notebooks: New York Times excerpts, 1941-1959.
- 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

- 1 1948 "Steel Industry's Hope for a Big New Source of Iron" *Business Week*. September 11, 1948. p. 40+, 11 pp.  
 "Double Harness for the St. Lawrence", *The New York Times Magazine*. Jan.18, 18-20.
- 2 1949 "Canada Hits It Rich in Iron Ore: Airlift Speeds Labrador Venture" *Sunday News Magazine*. September 18, 1949. p. 18.
- 3 1950 "Labrador Ore Shipments to Start in 1955" *Steel Magazine*. November 20, 1950. p. 73.
- 4 1952 "Seaway: Decision Must Come Soon" *The Iron Age*. January 31, 1952. p. 60-C.  
 "How Goes the St. Lawrence Seaway?" *Business Week*. February 16, 1952. p. 116.  
 "The Battle for a Seaway" Robert McKeown. p. 38+
- 5 **1954**  
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 "Great New Seacoast for Inland of North America", *Life*. May 1954. pp. 34-36.
- 6 **1955**  
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 "Draglines Float to Seaway", *Excavating Engineer*. August 1955. pp. 42-43.  
 "St. Lawrence Seaway Takes Shape", *Steel*. October 10, 1955. p. 102.  
 "St. Lawrence Seaway-Power Project... Proving Ground for New Equipment", John C. Rehfield, *Construction Equipment*. August, 1955. p. 10.  
 "Push Loading for Extra Yardage", *Construction Equipment*. September, 1955. pp. 16-18.  
 "Bridge Contractor Battles 20-mile St. Lawrence Current", *Contractors and Engineers*. November, 1955. pp. 6-10.  
 "Old Glory May Return to Great Lakes on U.S. Lines Ships", Hal Thompson, *Business Digest*. June 20, 1955. P. 5.  
 "High Speed Scrapers Move 20,000 Yd a Day", *Construction Equipment*. August, 1955. pp.16-21.  
 St. Lawrence and Welland Canal Freight Tonnages, *Canadian Transportation*. July, 1955. p. 416.  
 "What the Seaway Can Mean", *Chemical and Engineering News*. pp. 3766-3770.  
 "St. Lawrence Seaway", *Time*. June 6, 1955. p. 40-45.  
 "In the Golden Horseshoe Along Lake Ontario Canadian Industry is Building for Tomorrow", *Newsweek*. pp. 46-47.  
 [magazine photo of pile drive.]  
*Construction Equipment*. October, 1955. no page number.
- 7 **1956**  
 "Seaway Gets Through Its Biggest Crisis", *Business Week*. December 1, 1956. pp. 64-72.  
 "Four St. Lawrence Seaway Projects", Buren C. Herod, *Pit And Quarry*. May, 1956. pp. 80-86.  
 "Dirt Blasting Pays Off", John C. Rehfield, *Construction Equipment*. February, 1956. pp. 10-15.  
 "News from the Field: Dredge 'Mogul' Repowered", *Excavating Engineer*. March, 1956. pp.42-44.
- 55 7 "Five New Power Plants Will Make the Raquette A "Work Horse" River", *Clarkson Alumnus Magazine*. April, 1956. p. 3.  
 "St. Lawrence Seaway and Power Projects", Thomas P. North, Jr., *Clarkson Alumnus Magazine*. January, 1956. p. 5-6,11.  
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"Canadians Progress on Seaway Construction", *Excavating Engineer*. November, 1956. pp 34-35.  
 "St. Lawrence Seaway Project", Walter E. Trauffer, *Pit and Quarry*. October, 1956. pp. 76-83.  
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8 **1957**

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[Rochester, NY. an advertisement]. *U.S. News & World Report*. October 11, 1957. p. 114.

9 **1959**

"The Significance of The St. Lawrence Seaway", *The Centennial Review*. Summer, 1959. pp. 258-268.

56 1-10 **PERIODICALS WITH SEAWAY-RELATED ARTICLES**

1 **1950**

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2 deleted.

3 **1955**

"Rutland to Store Grain for U.S. at Ogdensburg", *Modern Railroad*. October, 1955. no page number.

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"St. Lawrence Construction After One Year", *Engineering News-Record*. November 3, 1955. pp. 34-38.

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"Massena", *The Telephone Review*, May 1955. pp. 1-5.

4 **1956**

"A New Industrial Sea", H.D. Crawford, *Steelways*. February 1956. pp. 22-24.

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5 **1957**

"Progress on The St. Lawrence Seaway", Col. Loren W. Olmstead, *The Military Engineer*. January-February 1957. pp. 1-4.

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56 6 **1958**

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7 **1959**



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8 **1960**

"Moving People for The Seaway", Carlton Mabee. The Clarkson Letter. Clarkson College of Technology. September-October 1960.

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**9 UNDATED**

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10 **CONGRESSIONAL RECORDS**

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Congressional Record. Eighty-fifth Congress, First Session, February 14, 1957.

Congressional Record. Eighty-fifth Congress, Second Session, September 4, 1958.

11 **U.S. SENATE COMMITTEE DOCUMENTS**

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"Questions and Answers on the St. Lawrence Seaway" prepared by the St. Lawrence Seaway Development Corporation for the Committee on Foreign Relations, United States Senate, January 1960. 86<sup>th</sup> Congress, 2<sup>nd</sup> session

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

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## **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.

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## **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**

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4 **Ontario Hydro; Power Rates and Costs 1954, 1959.**

5 **Ontario Hydro and the St. Lawrence Power Project**

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- 70 2 **Addresses by Hon. Lionel Chevrier: English, Head of the St. Lawrence Seaway Authority.**  
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- 70 2 As President before the Cornwall Board of Trade, September 20, 1956. 2 copies.  
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- 3 **Addresses by Lionel Chevrier: French Language**

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*Beauharnois*. The Quebec Hydro-Electric Commission. bi-lingual. 1951. annual report. [2 copies]

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71 8 **Port of Toronto**

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13 **Postcards**

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St. Lawrence Power Project

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### 72 1-12 A.CLIPPINGS AND MAGAZINE ARTICLES

- 72 1 **Clippings: 1938**  
 2 **Clippings: 1940**  
 3 **Clippings: 1941**  
 4 **Clippings: 1945**  
 5 **Clippings: 1946**  
 6 **Clippings: 1947**  
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 8 **Clippings: 1949**  
 9 **Clippings: 1950**  
 10 **Clippings: 1951**

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- 13 **Articles: 1941**  
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- 16 **Articles: 1948**  
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- 72 17 **"The Saint Lawrence 'Duplicity' Project"**, Carroll B. Huntress, Commercial and Financial Chronicle, May 1949.

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21 **Articles: 1953**

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73 **B. SCRAPBOOKS**

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74 1-9 **C. ORGANIZATIONS AND ASSOCIATIONS INVOLVED WITH THE SEAWAY**

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74 5 **The Montreal Board of Trade**

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"Land Acquisition on the American Side for the St. Lawrence Seaway and Power Projects." pamphlet. Power Authority of the State of New York. 1955. pamphlet. 9+ pages. **See CONTAINER #66.**

"Recreation, Housing, Highways and Related Matters. St. Lawrence Power. Power Authority of the State of New York, December 1954, 7+ pages. **See CONTAINER #77 FOLDER #11.**

"Niagara Power Park and Arterial Development", Power Authority of the State of New York, September 28, 1956, pamphlet. 20 pages. **See CONTAINER #77 FOLDER #11.**

"Niagara Power and Park Development", New York State Power Authority, December 1954, pamphlet. 8 pages. **See CONTAINER #66.**

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Potential Traffic on the St. Lawrence Seaway. Department of Commerce, December 1948, 25 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.

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10 **Railroad Co-operative League of Michigan**

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

1 **The Billion Dollar Story.** edited by Richard V. Peer, Leonard H. Prince and Nick J. Podgurski. March 1956, [about Massena and the St. Lawrence Seaway and Power Project.] 56 pages. **See Container # 59 Folder # 10.**

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

75A 2 **"Iceway"**, address presented at University of Michigan by Lester K. Sillcox, First Vice President, The New York Air Brake Company, May 27, 1949. 28 pages, 2 copies. 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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  - "Buffalo's Views Change", p. 14.
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 "St. Lawrence Seaway Will Open in Spring", by B. J. Roberts, p. 14.  
 "Trade Impact of Seaway to Be Gradual", by Allan Kent, p. 14.  
 "Mayor Sees Bright Future For 'Valley'", by Mayor L. G. Lavigne, p. 18.  
 "Duluth Ready to Reap Golden Seaway Harvest", p. 19.

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"Cleveland Far-sighted on Seaway", p. 2.  
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 "Increase in Draught is Announced", p. 2.  
 "New Lake Creation Witnessed by 70,000", p. 8.  
 "New Era On Lakes Underway", p. 8.  
 "Watching Seaway Pattern", p. 10.  
 "Lakehead Terminal For Grain", p. 10.  
 "First Ships Through the Seaway", p. 10.  
 "'59 Seaway Tonnage 25 Million?", p. 11.  
 "Three Rivers Has Modern Port Setup", p. 11.  
 "Ice-free Seaway Possible", p. 11.  
 "Six Fine Beaches on New Lakefront", p. 13.  
 "\$40 Million is Spent by Hamilton", p. 13.  
 "Seaway Facilities Extend From Montreal to Welland", p. 14.  
 "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.  
 "Chrysler's Farm Battlefield Covered by New Lake Waters", p. 24.  
 "Duluth Second to N.Y. Total Cargo Tonnage", p. 26.  
 "Start Soon on New North Span Bridge", p. 31.  
 "Engineers Named for Seaway Areas Named", p. 34.  
 "Thousands to Visit Hub of the Seaway", by John Gordon, p. 37.  
 "Rochester To Be Busy Seaway Port", p. 37.  
 "Will Seaway Open Ontario Market to Nova Scotia Coal?", p. 37.  
 "Opportunities Galore Due For Montreal", p. 38.  
 "Waterway A Dream Realized to Open Northwest Passage", p. 40.

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***The above Canadian Newspapers and articles can be found in Box 76-B***

- 77 **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 1-17 **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***  
"The St. Lawrence Route and Canada's Import Trade", The Canadian Deep Water ways and Power Commission. statement presented to the International Joint Commission, March 30, 1921. pamphlet.  
79 3 ***The Sanitary District of Chicago***  
The Sewerage System of Chicago. by C. D. Hill. Sewage Disposal in the U.S. and Abroad. by Langdon Pearse. Reprinted from the Journal of the Western Society of Engineers September, 1911. Issued by the Sanitary District of Chicago, 1911.  
4 **The St. Lawrence Seaway: The Realization Of a Mighty Dream.** Reproduced in its entirety from the 1954 Annual Report. Distillers Corporation-Seagram Ltd. 40 pages, 2 copies.  
5 **Catalog of Charts** of the Great Lakes and Connecting Waters Also Lake Champlain New York Canals Minnesota-Ontario Border Lakes. Published by U.S. Lake Survey, 1955 edition, 18 pages.  
6 ***The Lakes-To-The Gulf Deep Waterway Association.***  
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7 "A **Summary** of the Project to Improve and Complete The Great Lakes-St. Lawrence Seaway and Power Project." 11 pages.  
8 "The **St. Lawrence Deep-Waterway Project**", Speech of Hon. Arthur H. Vandenberg in the Senate of the United States, Monday May 29, 1933. Congressional Record. 73<sup>rd</sup> Congress, First Session.  
9 "**Chronology of Action Taken** in Connection the Great Lakes-St. Lawrence Development", no source given no date, 8 pages.  
10 "**Welland Ship Canal: 1931**", typescript. 22 pages.  
11 **Power Authority of the State of New York** "Report on New York State Power Development", December 31, 1962. pamphlet. 10 pp.  
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Threat 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.

- Statement of Chairman Frank P. Walsh, Before the Subcommittee on Foreign Relations at Hearings on the St. Lawrence Treaty. presented orally, December 13-14, 1932, 30 pages.
- "Power?", The New York State Power Authority. brochure.
- "St. Lawrence and Niagara Power" address by Robert Moses, Chairman of the Power Authority of the State of New York, at a meeting of the American Society of Civil Engineers, October 15, 1957.
- Niagara Power and Local Taxes. Power Authority of the State of New York, December 2, 1957, report. 45 pages.
- "St. Lawrence Power Project: Data and Statistics", Organized by Uhl, Hall and Rich for Power Authority of the State of New York.
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- Niagara Power Park and Arterial Development. The Power Authority of the State of New York. September 28, 1956.
- Power Progress: St. Lawrence-Niagara. 25th Annual Report. The Power Authority of the State of New York, December 1955. 2 copies.
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- Four Years of Construction Progress August, 1954-August, 1958. 36 pp.

*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.**
- Power Marketing. Report of the Power Authority of the State of New York. **See Container # 66.**
- St. Lawrence Reforestation, Parks and Recreation. The Power Authority of the State of New York. December, 1955. **See Container # 66.**
- St. Lawrence Power. The New York State Power Authority. August 10, 1954. **See Container # 66.**
- Niagara Power and Park Development. New York State Power Authority. December 1954. **See Container # 65.**

## 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
July 6, 1929	April 16, 1932
March 19, 1929	April 30, 1932

- 13 **"Memorandum with Appendices on the St. Lawrence Route"**, submitted to Sir Hector L. Langevin, February, 1888, 56 pages.
- 14 **Annual Report of the Inland Waterways Corporation** Calendar Year 1925, issued by Brig. Gen. T.Q. Ashburn.
- 15 **Convention Report. Water Power Development Committee** 1927-28. National Electric Light Association. To be presented at the Fifty-first Convention, June 4-8, 1928.
- 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.
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### **Seaway Development Corporation**

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### **Ontario Hydro - *St. Lawrence Power***

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St. Lawrence Power. 1957 issues.

St. Lawrence Power. 1958 issues.

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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.

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 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.*

St. Lawrence Seaway FACTSHEET. Vol. 1, No.8, May 1959. **See CONTAINER NO. 56, FOLDER NO. 7.**

Joint Resolution. S.J. Res. 111. 80<sup>th</sup> Congress, 1st Session. In the Senate of United States, May 9, 1947. **See CONTAINER NO. 74, FOLDER NO. 9.**

"St. Lawrence Power and Seaway Projects", New York State Commerce Review, Vol. 8, No. 11, November 1954, 20pp. 2 copies. **See CONTAINER #59 FOLDER #7.**

## IV. THE REED SERIES

### 82 1-21 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.
- 2 "The Federal-State Accord On New York State's Public Power Project", Legislation to Authorize Completion of the Great Lakes-St. Lawrence Seaway and Power Development. Official Statements by President Harry S. Truman and Governor Thomas E. Dewey. Power Authority of the State of New York, October, 1945
- 3 "The St. Lawrence Development and New York State Power Project". Official Statements of Governors and Other Public Comments by Representative Citizens in New York State. 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.
- 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, 2<sup>nd</sup> 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.
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- 10 Minutes and notes of the Trustees of The Power Authority of the State of New York, 1940.
- 82 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.
- 12 "Historical Chronology on the St. Lawrence Project Including References to Principal Surveys Reports, Treaties, Agreements, and Legislation 1907-1947." 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.
- 13 "Legislative Chronology: St. Lawrence Project 1902-1948. A Chronological Synopsis of Legislation Concerning The St. Lawrence Seaway and Power Project. Prepared by the Research and Publications Division, The Power Authority of the State of New York, 1948.
- 14 Minutes, Monthly Statements of the Trustees of The Power Authority of the State of New York, 1942.
- 82 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

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- 17 "Memorandum on Water Power at Niagara", prepared by George S. Reed, Trustee, The Power Authority of the State of New York, March 23, 1935.
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- 19 "Memorandum on Development of Boundary Waters Between the United States and Canada. George S. Reed, Trustee, New York State Power Authority.
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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.

## 83 The Great Lakes-St. Lawrence Tidewater Commission of Minnesota

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- 83 "New England and the Seaway Treaty: Including a review of Adverse New England Who and Why." Bulletin No. 52. Great Lakes-St. Lawrence Tidewater Association. January 1933, 35 pp.
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#### 86 **1-2 B. SPEECHES AND CORRESPONDENCE OF GEORGE S. REED**



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2 **Correspondence**

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87 **C. BOOKLETS AND PAMPHLETS**

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**D. FEDERAL GOVERNMENT DOCUMENTS PERTINENT TO THE SEAWAY**

88 U.S. Congress. Senate. Survey of the Great Lakes-St. Lawrence Seaway and Power Project, Vol. I. Doc. No. 116, 73d Congress, 2d Session, 1934. 646pp.

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89 U.S. Congress. House. Committee on Public Works. Great Lakes-St. Lawrence Basin. Hearings before the Committee on Public Works on H.J. Res. 192. Part I. Document No. 13. 80th Congress, 1st Session, 1947. 165pp. 2 copies.

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90 Exhibit 51. used by Power Authority of the State of New York before the Federal Power Commission.

Federal Power Commission. Project No. 16. Opinion No. 77. June 9, 1942, 46pp.

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## 91 **Other Documents Relating to the Seaway**

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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

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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

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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

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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.

"High Tension Interconnected Electric Systems of the United States and Canada", map. The Analyst, June, 1931.

"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**

Utility Records of the Presidential Candidates: A Non-Partisan Analysis for the information of the voters by Judson King published by The National Popular Government League, Bulletin No. 175. May 1936.

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**

"St. Lawrence Project: for Power and Safe Passage", The Amsco Bulletin. No. 1, 1957, pp. 8-9.  
 "St. Lawrence Seaway and Power Projects", Kie-ways, Jan.-Feb. 1956, Vol. 11 No. 4, pp. 3-9.  
 "Another St. Lawrence River Project", Kie-ways, Sept.-Oct. 1956, pp. 1-4.  
 "Empire of the North", a collection of 3 articles by T.C. James. [First published in the January, February, and March 1945 issues of Hydro News,] pamphlet. 12 pp.  
 A Canadian View of the St. Lawrence Question, E.C. Drury, Reprint of five articles from Maclean's Magazine, 1929, 15 pp.

5 **State of New York Department of Commerce**

The Mineral Industries of New York State. State of New York, Department of Commerce  
 September 1950, 108 pp.

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.  
 "Water Power in New York State", address by Hugh L. Cooper, Consulting Engineer, at the 14th annual dinner of Associated Industries of New York State, Syracuse, New York.  
 "St. Lawrence Power: Key to the Fuel Crisis on the Eastern Seaboard", Address by Hon. Alexander T. Vogelsang, First Assistant and Acting Secretary of the Interior, December 10, 1919.  
 92 6 "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**

Agreement made the 11th day of July, A.D. 1932, Between the Dominion of Canada and the Province of Ontario, concerning the Development of Power in the International Rapids Section of the St. Lawrence River. Ottawa, 1932, 9 pp.

**Ontario-Hydro**

"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.

9 **Summary Report of the Geological Survey** Department of Mines for the Calendar Year 1919. printed by the order of Parliament, 1921.

92 10-15 **Reports**

- 10 Proposed Great Lakes-St. Lawrence Seaway. typed manuscript untitled. author not indicated.
- 11 Power Development on the Niagara River. by C.S. Ferris, 1932, 86pp.
- 12 Two reports:

Costs of St. Lawrence Hydro Power Supplemented by Steam Power Plants. John D. Ross. for the Power Authority of the State of New York. October, 1931, 32 pages.

The Cost and Selling Price of St. Lawrence Hydro Power to the Ultimate Consumer. John D. Ross. for the Power Authority of the State of New York. November, 1931, 113 pp.

13 Limitations of Federal Control of Water Powers 1912.

Part I. Limitations of Federal Control of Water Powers. An argument before the National Waterways Commission by Hon. Rome G. Brown, November 28, 1911. Senate Document No. 721, 62nd Congress, Second Session, 138pp.

Part II. United States Supreme Court. United States of America vs. Chandler-Dunbar Water Power Company. Brief of Chandler-Dunbar, October Term 1907. 112 pp.

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.

15 "The Economic Impacts of the Great Lakes-St. Lawrence Seaway System", March 10, 1995, Martin & Associates, Lancaster, PA

"The Economic Impacts of the Great Lakes-St. Lawrence Seaway System", Oct. 18, 2011, Martin Associates, Lancaster, PA

Seaway reports & materials circa 40<sup>th</sup> 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

"The St. Lawrence Seaway: The Pipedream of a Fourth Coast", by Richard Spencer, 2013 (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