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CEDAR GROVE

April 25
The enumerators are back on the job again. Make sure your name is on the voting list. This election is going to be worth having a say.

The Hungarian family arrived in Cedar Grove in convoy last Thursday. The Red Cross, Dr. Miller and a herd of newsmen with sharp pencils and cameras escorted them into our midst. They were photographed entering the house, moving in, looking around: everything they did for the first few hours was on camera. They seem to be very happy here and are already making plans for their garden.

Spring Thaw drew favourable comments from nearly all its local viewers last week. Nearly thirty Cedar Grovers drove in to Toronto to see the show and most of them were still laughing when they got home.

On Tuesday evening there was a shower at the church for Alice, daughter of Mr. and Mrs. L. C. Scott, who will be married shortly.

Jessie Sutherland visited Mr.

7,000,000
Bags of
Cement

How big is big? The word is colossal when applied to the St. Lawrence seaway and power project.

The project will cost \$1,000,000,000, will permit ships of 27-foot draught to freely navigate for 1,245 miles from Montreal to Lakehead, and will produce 2,200,000 horsepower of electricity.

For this, they're digging some 18,160,000 cubic yards of mud and rock—all under water.

They're excavating on dry land another 51,243,000 cubic yards of gravel, rock and earth. Together, the stuff would fill a train stretching eight times Canada's width.

Some 7,000,000 bags of cement are required.

And they're using \$100,000,000 worth of equipment—hundreds of bulldozers, scores of cranes and trucks, thousands of men.

All for the waterway they call the "big ditch." It goes into the heart of the Great Lakes—St. Lawrence basin—a drainage system covering 678,000 square miles, 493,000 square miles of it in Canada.

Climbing the locks from Montreal to the lakehead, an ocean-going ship ends up, 602 feet higher than sea level.

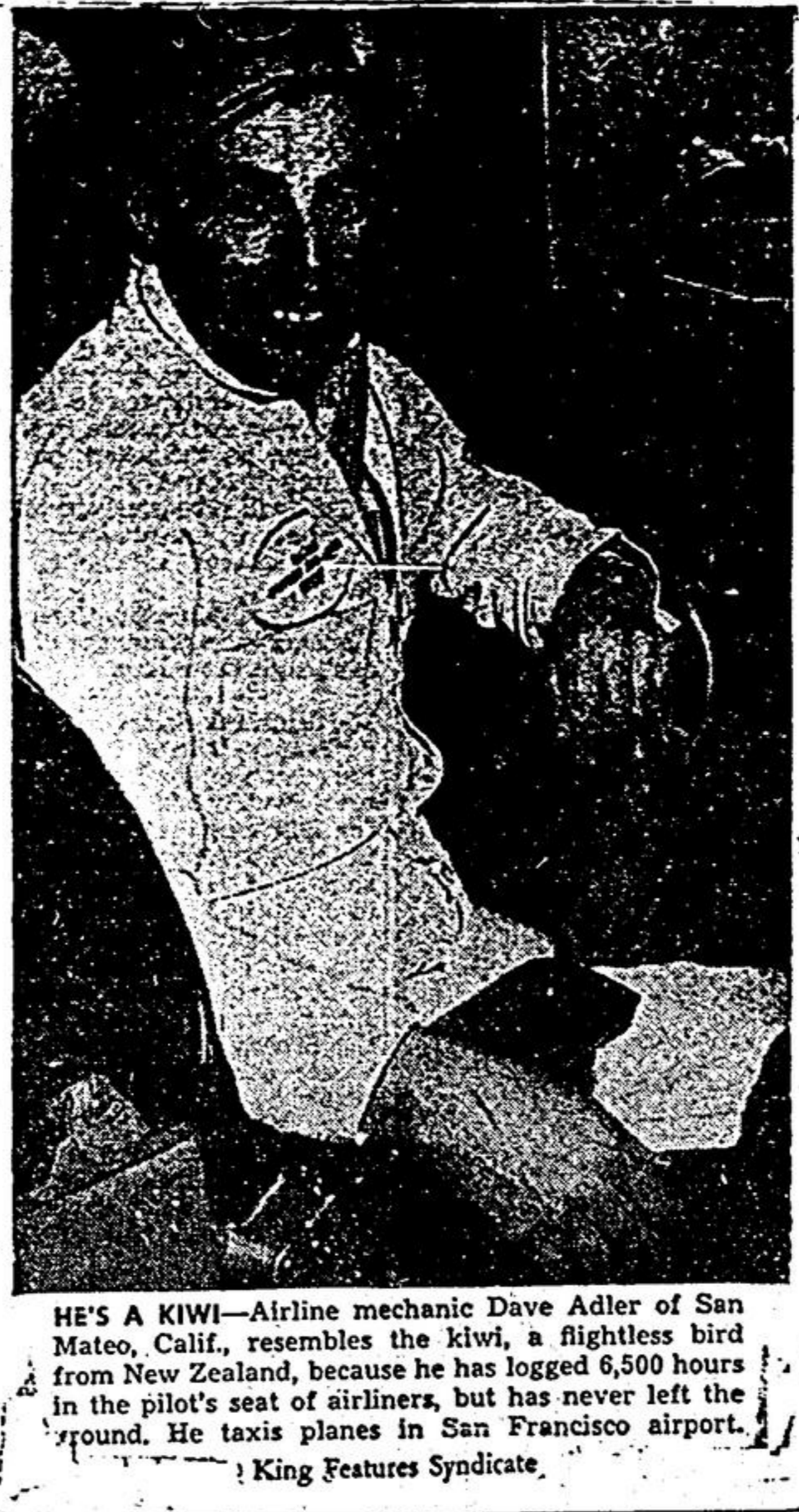
To get there, a ship will sail through 16 locks—two in the United States—under a dozen bridges, and over half-a-dozen tunnels. It will bypass the Lachine rapids, Long Sault rapids and Niagara Falls. Just 24 months from now, the first ship should be ready to sail the seaway. For that historic voyage, here's an advance view: Gateways to the seaway is just downstream from Jacques Cartier bridge, which crosses the St. Lawrence from Montreal Island to the river's south shore. The two-mile long bridge has to be raised 80 feet at one point to permit passage of high-masted ships along a diked canal to Victoria bridge and the first lock at St. Lambert, a lift of 15 feet.

The ship of 1959 arcs around the southern rim of Laprairie basin—where new industries may be located—and into Cote Ste. Catharine lock, to be lifted 30 feet around the Lachine rapids.

From here, it sails in a channel excavated out of dry land, cutting through part of an old Indian reservation, and under the Honore Mercier bridge and a CPR bridge, finally entering Lake St. Louis, where shallow spots have been dredged.

Just past the 30-mile mark, the ship enters the Beauharnois locks—two locks at Melocheville, Que., to bypass the Quebec Hydro's power station. The locks lead over a road tunnel and into the wide Beauharnois Canal, built in 1932 for the power project but with the seaway in mind.

This canal, replacing the old navigation, passes the Cascades, Split Rock, Cedars and Coteau rapids, and leads into Lake St. Francis, its 26 miles dredged for a 27-foot channel. This point, 50 miles from Montreal, is 67 feet



HE'S A KIWI—Airliner mechanic Dave Adler of San Mateo, Calif., resembles the kiwi, a flightless bird from New Zealand, because he has logged 6,500 hours in the pilot's seat of airliners, but has never left the ground. He taxis planes in San Francisco airport.

above sea level.

In the international rapids section—key to the seaway—the ship cuts for the first time across the international boundary into American waters. It swings on the south side of Cornwall Island, and into two American locks—the Grass River and Eisenhower locks—to bypass the Ontario-New York power dam, 82 miles from Montreal. Their total lift is 88 feet.

Here the channel cuts across former shore property, in the 10-mile-long Long Sault Canal, and then re-enters the river, darting back and forth across the international border until it reaches the Canadian lock at Iroquois, Ont., 110 miles from Montreal.

And finally into Lake Ontario 246 feet above the sea—with a route open into the other Great Lakes.

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10,000 Girls
Active in
4-H Work

Popularity of 4-H Homemaking Clubs in Ontario is demonstrated by the fact that some ten thousand girls were enrolled last year in food, clothing, house furnishing, hospitality, gardening and home defence clubs. It appears that there will be more clubs and more members this year—more girls learning to plan meals and cook and sew, to be good hostesses, to dress becomingly, to grow both flower and vegetable gardens, to make simple furnishing accessories for their homes and to keep themselves fit physically and mentally.

This rapidly expanding, practical and popular type of home economics education is carried on under the leadership of local women who give their services voluntarily. At present there are 1,164 Ontario women acting as club leaders. They meet with their County Home Economist, who supervises 4-H Homemaking Club work, at the training schools where they take instruction in the project they are to direct and frequently they offer their own homes for the club meetings once a week. This co-operation from local leaders is of invaluable assistance to the Ontario Department of Agriculture in carrying on its program of 4-H Homemaking Club work.

It is gratifying to County Home Economists and local leaders that a growing number of newcomers to Canada are joining the homemaking clubs. The experience should be helpful to these girls not only because it gives them a chance to learn Canadian ways of keeping house but because a 4-H Homemaking Club is a social as well as a learning group. When the members meet in each other's homes or in that of their leader, they not only have a lesson in some phase of homemaking and a business session where they learn something about how to conduct a meeting; they also feel that they are having something akin to a party. It is a fine means of making a girl from another country feel at home among her new neighbors.

Homemaking Club work can do a lot to help other girls with problems of their own—for example, the girl who has lost her mother and who is trying to keep house for the family. Club leaders seem particularly proud of the way these girls put into practice what they learn in their clubs.

And especially heart-warming is the story of Audrey Williamson of Stormont County. Audrey whose problem is, that she has almost entirely lost her sight, is fourteen and in Grade 7 at the School for the Blind at Brantford. While she is at home in the summer months she takes part in the Farran's Point 4-H Homemaking Club and last year she completed the project—Working With Wool, making herself a wool jumper and a blouse to wear with it. She does her record book in Braille and her older sister translates her notes word for word on the opposite page. She herself collects and mounts illustrative material in her book.

Through working and playing with other girls Audrey soon overcame her shyness with strangers and is also gaining confidence through speaking in public. At the Achievement Days she now takes a full part in the program and also finds her club experience of great help in the course in home economics she is taking at school. She has a real love of music and plays both the piano and violin.

Another evidence of the interest 4-H Homemaking Clubs have for girls is the way senior girls continue in the work. Even girls in Teachers' College are often found, in vacation time or on weekends at home, taking part in a club or acting as leader. A few continue in the work after they are married so long as they are within the age limit of 26.

Any kind of manual labor is good exercise if it doesn't develop a grouch.

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