

at Hamilton, Welland and Sault Ste. Marie. These industries still rely chiefly on iron ore from the Mesabi Range in Minnesota supplemented by ore from the Steep Rock and Algoma areas in Ontario.

In 1954 the Lake Carriers' Association reported that total shipments of iron ore from ports on the Great Lakes amounted to 68,100,000 net tons. Nearly 97 p.c. of these shipments were from United States ports on Lake Superior (Superior, Two Harbours, Duluth, Escanaba, etc.) and about 3 p.c. from the Canadian ports of Port Arthur and Michipicoten. Most of the iron ore (96 p.c.) went to the United States steel industry—65 p.c. to the Lake Erie ports of Cleveland, Conneaut, Buffalo, Lorain, etc. The Canadian ports of Hamilton, Port Colborne and Sault Ste. Marie received about 4 p.c.

In recent years the output of the best United States Mesabi ore has passed its peak and the cost of producing iron ore has been increasing. The United States steel industry has, therefore, been seeking new sources of ore to supplement and, perhaps later, to supplant the present supply. In 1954 for the first time in United States history, imports of iron ore were substantial, amounting to about 8,000,000 tons—5,000,000 from Venezuela and 3,500,000 from Canada. Most of the supply from Canada came from Ontario but a small amount, about 233,000 tons, came from the Quebec-Labrador area. These shipments mark the beginning of a new pattern in movements of iron ore. The development of the tremendous reserve in the Quebec-Labrador area and the construction of the St. Lawrence Seaway provide the United States and Canadian steel industries with a new source of iron ore, easily accessible and at a cost competitive with the present prices of ore from the Mesabi Range. It is very likely that, in the not too distant future, shipments of iron ore will be the major item of westbound freight up the St. Lawrence. Only a small amount of pig iron passes through the canals. The traffic in iron and steel products is predominantly eastward, and moves mostly by rail.

*Movement of Forest Products.*—The forest group of commodities includes principally newsprint, wood pulp, pulpwood and lumber. In proportion to the total tonnage of these products moving in Canadian trade, only very small amounts are shipped by the St. Lawrence waterway. Shipments of pulpwood are the most important—each year about half a million tons move downbound through the Sault Ste. Marie canals and about the same volume moves upbound through the St. Lawrence and Welland canals. About half of the pulpwood goes to the United States and the remainder to Thorold, Ont. A substantial proportion of the pulpwood comes from Franqueline, Que., and other places in that Province and in Newfoundland.

Canadian wood pulp, like newsprint, has a substantial market in the United States but most of it moves by rail. Some wood pulp comes from Ontario and some from Quebec moves up through the St. Lawrence canals from Baie Comeau to the Chicago area. Only about 240,000 tons of newsprint passed through the St. Lawrence canals in 1954, mostly to the United States—a small amount compared with the total export of approximately 5,000,000 tons. Lumber transported from British Columbia and the Maritime Provinces, moving into central Canada and the United States, is largely transported by rail; British Columbia lumber also moves eastward via the Panama Canal.

*Movement of Coal.*—Most of the coal moving on the Great Lakes comes from the United States Lake Erie ports, though a small amount comes from the port of South Chicago. As already stated the greater part of the coal shipments do not go through canals. Of the total 1954 shipments of over 46,000,000 net tons, only about 7,400,000 tons passed through the Sault Ste. Marie canals, of which 1,500,000 net tons went to Canadian ports. About half of the approximately 10,000,000 net tons of coal imported into Canada each year from the United States comes by water. Most of this goes to ports on Lake Erie and Lake Ontario, but only about 1,500,000 net tons passes down the St. Lawrence canals to Quebec. This Province also receives coal, assisted by the Canadian Government freight subvention, from Sydney, N.S., but only a small amount, 95,000 net tons, moves up the St. Lawrence River as far as Cornwall, Ont. There is also a relatively unimportant downbound traffic through the St. Lawrence canals in coke, which originates in the United States.