

Movement of Gasoline and Petroleum.—The Ontario ports of Sarnia, Toronto and Port Credit are the major Canadian distributing centres for gasoline and petroleum products in the Great Lakes region, and Montreal is the major distributing centre for the St. Lawrence region. All shipments of gasoline to Fort William and Port Arthur at Lakehead in 1954 were from Canadian ports—almost half from Montreal and the remainder from Toronto and Clarkson, Ont. The St. Lawrence upbound petroleum traffic of 1,000,000 net tons came almost wholly from Trinidad in the British West Indies to Port Credit, Ont., and a small quantity downbound from western Canada.

Between 1950 and 1954 crude oil from Alberta flowed through a pipeline to Superior, Wisconsin, and from there was shipped by tanker mainly to Sarnia, Corunna and Clarkson in Ontario. Since 1954 however when the pipeline was extended from Superior to Sarnia, waterborne shipments of crude oil have declined markedly and only one or two large tankers now operate on the Great Lakes.

Movement of Sand, Gravel and Stone.—These bulk commodities represent low unit value and are usually carried in scows. They constitute a considerable volume of traffic in the Great Lakes area but are of no practical importance on the St. Lawrence as only small amounts move down from the Oka region of Quebec to Montreal.

Movement of other Cargo.—In addition to the commodities specified above, other commodities moving by way of the St. Lawrence system include some bulk commodities such as cement, gypsum, quartzite, fluorspar, sulphur, fertilizers, etc., which are shipped in relatively small quantities, and general merchandise, such as salt, sugar, fish, packaged freight, etc. Cement is shipped from Belleville to Toronto, Ont., and gypsum is carried from the Maritimes to Montreal, where it is trans-shipped and then taken through the St. Lawrence canals to Belleville. Quartzite is moved from the south shores of Lake Huron to Welland and Cornwall. Fluorspar comes up the River from Newfoundland; sulphur is carried from Sorel in Quebec to Cornwall, Hamilton and Thorold in Ontario; fertilizers move mainly by rail but a small quantity moves through the canals from Sorel to Hamilton. Salt is shipped from Windsor and Sarnia to other ports on the Great Lakes, Cornwall and Montreal. Canal movement of cars and car parts is negligible. General merchandise, which consists of miscellaneous goods of varying size and weight, is of high unit value and provides considerable revenue to the shipowners, particularly in the lower St. Lawrence River.

This review of the traffic of commodities on the Great Lakes and through the St. Lawrence canals illustrates the economic importance of this water route to Canada in general and to the provinces adjacent to it in particular. Parallel advantages accrue to the United States. The economic growth of the two countries however is such that the present waterway is inadequate for the steadily increasing traffic. The construction project now under way has been undertaken to alleviate that inadequacy and to provide the facilities that will enable the waterway to perform in the future the role for which it has been designed. The new Seaway will be completed for use in the navigation season of 1959.

Subsection 1.—Shipping

All waterways including canals and inland lakes and rivers are open on equal terms, except in the case of the coasting trade, to the shipping of all countries of the world so that the commerce of Canada is not dependent entirely upon Canadian shipping. However a large part of the inland and coastal traffic is carried in ships of Canadian registry.

Canadian Registry.—Under Part I of the Canada Shipping Act all ships in excess of 10 tons net register are required to be registered; ships of lower tonnage may be registered voluntarily, otherwise they are required to be operated under a Vessel Licence if powered by a motor of 10 h.p. or more. Sect. 6 of the Act restricts ownership to British subjects or bodies corporate established under and subject to the laws of some part of Her Majesty's Dominions and having their principal place of business in those Dominions.