

14.—St. Lawrence—Great Lakes Traffic using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1958

Canals Used	Up-bound Freight	Down-bound Freight	Total
	tons	tons	tons
Traffic using Canadian St. Lawrence—Great Lakes System	7,175,034	26,214,574	27,389,608
St. Lawrence only.....	1,930,876	3,363,611	5,294,487
St. Lawrence and Welland Ship.....	2,691,046	3,459,443	6,150,489
St. Lawrence, Welland Ship and Sault Ste. Marie.....	33,971	78,819	112,790
Welland Ship only.....	2,205,943	12,510,028	14,715,971
Welland Ship and Sault Ste. Marie.....	74,627	220,317	294,944
Sault Ste. Marie only.....	238,571	582,356	820,927
Traffic using United States Locks at Sault Ste. Marie only	9,285,342	66,167,510	75,452,852
Totals	16,460,376	86,382,084	102,842,460

Traffic through the Sault Ste. Marie canals, Canadian and American, has fluctuated from a high of 128,489,000 tons reached in 1953 to 111,792,000 tons in 1957 and 76,684,000 tons in 1958. The dominant traffic from a tonnage aspect is iron ore which also reached its highest point in 1953 at 98,657,591 tons, decreasing to 86,509,714 tons in 1957 and to 54,188,010 tons in 1958. Soft coal has usually been second in volume to iron ore, increasing from 8,676,297 tons during the 1949 season to 13,301,048 tons in 1950; volume in recent years amounted to 9,053,769 tons in 1955, 10,238,048 tons in 1956, 8,970,640 tons in 1957 and 6,388,803 tons in 1958. Although wheat is generally third in tonnage, in 1958 it was in second place with a volume of 6,615,540 tons. Its value over the past quarter-century has been generally higher than that of either iron ore or coal. Other grains have been about one-quarter to one-fifth of the wheat tonnage and a smaller ratio of the value.

Canadian use of the Panama Canal.—The use of the Panama Canal as a transport facility for the movement of goods from one Canadian port to another is of relatively minor importance. Of the total of 4,574,336 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1959 and passing through the Panama Canal, only 25,974 long tons were destined for Eastern Canadian ports. Similarly, of the 282,206 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 49,336 long tons were destined for Western Canadian ports. The total tonnage passing through the Panama Canal and arriving in Canadian West Coast ports from any origin, Canada or elsewhere, amounted to 523,174 long tons in the year ended June 30, 1959; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 317,302 long tons.

Subsection 4.—The St. Lawrence Seaway

Events leading up to the beginning of the St. Lawrence Seaway project and the progress made during the years of its construction are covered in previous Year Books, beginning with the 1954 edition. Also a special article carried in the 1956 Year Book (pp. 821-829) gives detailed information on Great Lakes-St. Lawrence waterway traffic immediately prior to the beginning of construction on the new project. The following article brings up to date the story of the Seaway after its first year of operation.

THE ST. LAWRENCE SEAWAY IN OPERATION*

The St. Lawrence Seaway has been described as the "master project of the North Atlantic Continent" and, indeed, it constitutes a transportation asset that may advance more notably than any other factor the economic integration of the mid-Continent region. With the deepening of the St. Lawrence River channels, larger ships with deeper draughts may ply into the heart of the Continent and smaller ships that were previously able to negotiate the river may now save eight to ten hours of time in their passage from Montreal

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