

for the construction of two piers in anticipation of heavier traffic. Two new warehouses have been constructed.

It is argued that the main difficulty in developing Kingston as a Seaway port results from the fact that the north channel, immediately outside the harbour, has a depth of only 16 feet and beyond that the river bed is of solid rock. The present small dock is being lengthened and there are dry dock facilities which could be improved for larger ships. Cornwall is planning a deep-water harbour to serve local industries which will accommodate the larger Seaway ships.

Port Arthur and Fort William, the twin ports at the head of the Lakes, have immediate plans for a new general cargo terminal for ocean and lake ships, for greater grain storage, for more dredging and for modernized iron-ore shipping facilities. There are ship-repairing facilities at these harbours and their present grain elevator capacity amounts to over 90,000,000 bu.

In addition to the grain-elevator capacities of the ports mentioned, there are also elevator storage spaces in the following St. Lawrence ports: Sorel, 3,000,000 bu.; Trois Rivières, 7,000,000 bu.; Quebec City, 4,000,000 bu. and Baie Comeau (opened July 1960), 11,868,000 bu.

Freight Traffic and Commodity Movements.—Most of the freight traffic on the Great Lakes consists of bulk shipments of commodities. The following figures show the increase since 1900 in the movement of the four most important commodities:—

Year	Net Tons	Year	Net Tons
1900.....	35,297,624	1940.....	145,216,410
1910.....	80,014,591	1950.....	177,952,946
1920.....	106,518,531	1953.....	199,696,932
1930.....	112,528,927	1959.....	144,622,380

These shipments reached a record level in 1953. Of the 144,600,000 tons shipped in 1959, about 51,500,000 tons (35.6 p.c.) were iron ore, 47,300,000 tons (32.7 p.c.) coal, 13,600,000 tons (9.4 p.c.) grain, and 26,200,000 tons (18.1 p.c.) limestone. An indication of the movements of these and other commodities in 1958 and 1959 is shown in the following statement of freight movements through the canals in the Great Lakes and the St. Lawrence River. They include all traffic passing through the canals, that is, traffic to and from all Canadian and American ports in vessels wherever registered. They exclude, however, shipments that do not pass through any of the canals—for instance, most of the limestone shipped on the Great Lakes to the steel industries does not pass through the canals and much of the soft coal from Lake Erie goes to other ports on the Great Lakes between the Welland and Sault Ste. Marie canals.

Commodity	Net Tonnages Moving Through—					
	Sault Ste. Marie Canals ¹		Welland Canal		St. Lawrence Canals	
	1958	1959	(in millions)		1958	1959
Wheat.....	7.48	7.50	3.63	3.96	2.78	3.59
Other grain.....	3.82	4.02	2.97	4.27	2.03	3.32
Flour.....	0.04	0.07	0.02	0.19	0.02	0.19
Other mill products.....	0.20	0.21	0.02	0.08	0.01	0.05
Other agricultural products.....	—	0.06	0.02	0.21	0.02	0.36
Iron ore.....	54.19	47.21	4.29	7.30	1.53	6.28
Manufactured iron and steel.....	0.32	0.23	0.11	0.51	0.12	0.59
Pig iron.....	0.13	0.29	0.02	0.10	0.02	0.10
Scrap iron.....	0.15	0.14	0.17	0.25	0.06	0.07
Paper and wood pulp.....	0.21	0.16	0.51	0.59	0.29	0.37
Pulpwood.....	0.28	0.29	0.52	0.35	0.49	0.34
Anthracite coal.....	0.08	0.15	0.01	—	0.01	—
Soft coal and coke.....	6.43	7.39	4.45	4.84	1.06	1.17
Gasoline.....	0.34	0.29	0.33	0.29	0.04	0.04
Crude oil.....	0.33	—	0.33	—	0.25	0.32
Fuel oil.....	0.43	0.47	0.93	0.92	0.55	1.23
Other petroleum products.....	0.04	0.03	0.33	0.20	0.18	0.11
Sand, gravel and stone.....	1.39	1.40	0.52	0.84	0.21	0.34
All other.....	0.82	1.01	2.10	2.61	2.10	2.75
TOTALS.....	76.68	70.92	21.28	27.51	11.77	21.22

¹Including United States locks.