

The St. Lawrence Seaway Authority, constituted as a Corporation by Act of Parliament in 1951 (RSC 1952, c. 242), undertook the construction (and subsequent maintenance and operation) of Canadian facilities between Montreal and Lake Erie to allow 27-foot navigation, concurrently with the construction of similar facilities in the International Rapids Section of the St. Lawrence River by the Saint Lawrence Seaway Development Corporation of the United States. The Seaway was opened to commercial traffic on Apr. 1, 1959 and officially opened on June 26, 1959. With the opening of the Seaway, certain ancillary canals were transferred to the jurisdiction of the St. Lawrence Seaway Authority for operation and maintenance purposes. These include the Lachine, a section of the Cornwall Canal, a portion of the third Welland Canal and the Canadian locks at Sault Ste. Marie. Tolls are not assessed against vessel movements on these waterways and traffic data for them are not included in this Subsection.

Tables 13 and 14 give combined traffic statistics of the St. Lawrence and Welland Canals for the year 1960 (the first available in this form). Duplicate transits are eliminated so that the figures show the actual total movement of goods through the St. Lawrence Seaway. On this basis, 5,152 ships carrying more than 11,058,000 tons of cargo moved upbound through the Seaway in 1960 and 5,124 vessels carrying 22,648,000 tons moved downbound. Ocean-going ships carried 23.8 p.c. of the total cargoes, lakers 76.1 p.c. and other craft 0.1 p.c. There is still evident an imbalance of loading, 49.7 p.c. of the gross registered tonnage of all vessels upbound being in ballast compared with 50.3 p.c. loaded. Downbound, however, only 17.6 p.c. of the tonnage was in ballast.

Of the total tonnage carried upbound in 1960, 8,946,000 tons were domestic cargo and 2,113,000 foreign traffic; downbound, 17,333,000 tons were domestic freight and 5,315,000 tons were carried to and from foreign ports.

On the Montreal-Lake Ontario section, upbound freight decreased 19.8 p.c. in 1960 compared with 1959, but downbound traffic increased by 19.5 p.c. This decrease in upbound traffic was accounted for almost entirely by a reduction in the volume of iron ore shipped from St. Lawrence ports to Hamilton and Lake Erie. The number of transits both upbound and downbound were 583 fewer in 1960 than in 1959, indicating a slight increase in the size of vessel using this portion of the Seaway and in the volume of cargo carried. Bulk cargo comprised 88.9 p.c. of the total traffic through the Montreal-Lake Ontario section for 1960, amounting to 18,056,000 tons compared with 18,643,000 tons in 1959. General cargo totalled nearly 2,253,897 tons, an increase of 15.6 p.c. over the 1959 season. The principal commodities through the St. Lawrence canals were: iron ore, wheat, fuel oil, barley, corn and bituminous coal. Traffic patterns according to the origin or destination of the voyages show that 30.8 p.c. of the total movement was between two Canadian ports, one-third moved between Canadian and United States ports and 36.6 p.c. consisted of foreign trade to and from Canada and the United States.

In the Welland Canal there were 7,536 transits in 1960 and the registered gross tonnage of all transiting vessels was 35,528,265. Cargo volume amounted to 8,372,714 tons upbound and 20,876,975 downbound and bulk cargo accounted for 93.5 p.c. of the traffic. Although many vessels pass through both the St. Lawrence and the Welland Canals on "through" trips, there is a substantial amount of local traffic between Great Lakes ports which involve only the Welland Canal. These movements are largely iron ore, grain and coal. The Welland Canal traffic was nearly 9,000,000 cargo tons greater than that reported for the Montreal-Lake Ontario section.

Income of the St. Lawrence Seaway Authority for the first 12-month period of Seaway operation (1960) amounted to \$9,360,642, comprising toll revenue of \$7,156,249 assessed for transits through the Seaway locks between Montreal and Lake Ontario, and \$1,326,497 on transits through the Welland Canal, plus sundry revenues (rentals, wharfage, bridge revenue, etc.) amounting to \$877,896. Operating and maintenance expenses amounted to \$4,873,082 and administrative expenses were \$1,323,950, making a total of \$6,197,032,