

struction on the project and another special article carried in the 1960 Year Book (pp. 851-860) covers the story of the Seaway, its new facilities and services and the movement of freight during the second year of its operation.

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 1961. Duplicate transits are eliminated so that the figures show the actual total movement of goods through the St. Lawrence Seaway. On this basis, 5,141 ships carrying more than 10,196,000 tons of cargo moved upbound through the Seaway in 1961 and 5,082 vessels carrying 26,011,000 tons moved downbound. Ocean-going ships carried 21.3 p.c. of the total cargoes, lakers 78.4 p.c. and other craft 0.3 p.c. There is still evident an imbalance of loading, 56.8 p.c. of the gross registered tonnage of all vessels upbound being in ballast compared with 43.2 p.c. loaded. Downbound, however, only 12.5 p.c. of the tonnage was in ballast.

Of the total tonnage carried upbound in 1961, 8,481,000 tons were domestic cargo and 1,716,000 foreign traffic; downbound, 20,328,000 tons were domestic freight and 5,683,000 tons were carried to and from foreign ports.

On the Montreal-Lake Ontario Section, upbound freight decreased 6.3 p.c. in 1961 compared with 1960 but downbound traffic increased by 31.7 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 23 more in 1961 than in 1960, 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 91.1 p.c. of the total traffic through the Montreal-Lake Ontario Section for 1961, amounting to 21,344,000 tons compared with 18,056,000 tons in 1960. General cargo totalled nearly 2,074,000 tons, a decrease of 7.9 p.c. from the 1960 season. The principal commodities through the St. Lawrence canals were wheat, iron ore, corn, scrap iron and steel, bituminous coal and fuel oil. Traffic patterns according to country of origin or destination show that 38.6 p.c. of the total movement was between two Canadian ports, 29.2 p.c. moved between Canadian and United States ports and 31.7 p.c. consisted of foreign trade to and from Canada and the United States.

In the Welland Canal there were 7,747 transits in 1961 and the registered gross tonnage of all transiting vessels was 40,724,000. Cargo volume amounted to 7,668,000 tons upbound and 23,787,000 tons downbound and bulk cargo accounted for 94.0 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 involves only the Welland Canal. These movements are largely iron ore, grain and coal. The Welland Canal traffic was nearly 8,000,000 cargo tons greater than that reported for the Montreal-Lake Ontario Section.