

Traffic through the Sault Ste. Marie canal (Canadian lock and United States locks) fluctuated between a high of 128,489,000 tons in 1953 and a low of 70,906,000 tons in 1959; the volume in 1963 was 86,061,301 tons. The dominant traffic from a tonnage aspect continued to be iron ore, which also reached its highest point in 1953 at 98,658,000 tons, dropped to 47,214,000 tons in 1961 and stood at 58,569,070 tons in 1963. In the period 1958-63, wheat replaced soft coal in second place with tonnages increasing each year from 7,478,000 in 1958 to 10,177,000 in 1961 but dropping to 10,058,409 tons in 1963; other grains usually ranged between 40 p.c. and 60 p.c. of the wheat tonnage, although they were only 28 p.c. of that tonnage in 1961 and 37 p.c. in 1963. Soft coal tonnages in the 1958-63 period ranged from 6,389,000 in 1958 to 5,998,523 in 1963.

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 4,067,000 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1963 and passing through the Panama Canal, only 23,000 long tons were destined for Eastern Canadian ports. Similarly, of the 712,000 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 18,000 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 539,088 long tons in the year ended June 30, 1963; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 617,399 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 the 1954 to 1959 Year Books. A special article carried in the 1956 edition (pp. 821-829) gives detailed information on Great Lakes-St. Lawrence waterway traffic immediately prior to the beginning of construction 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 12 and 13 give combined traffic statistics of the St. Lawrence and Welland Canals for the year 1963. Duplicate transits are eliminated so that the figures show the actual total movement of goods through the St. Lawrence Seaway. On this basis, 4,784 ships carrying more than 15,820,000 tons of cargo moved upbound through the Seaway in 1963 and 4,737 vessels carrying 29,750,000 tons moved downbound. Ocean-going ships carried 17.6 p.c. of the total cargoes, lakers 82.3 p.c. and other craft 0.1 p.c. There is still