

**12.—St. Lawrence-Great Lakes Traffic using St. Lawrence, Welland and Sault Ste. Marie Canals, 1964 and 1965**

Note.—Duplications eliminated wherever possible.

Canals Used	1964*			1965		
	Upbound Freight	Downbound Freight	Total	Upbound Freight	Downbound Freight	Total
	tons	tons	tons	tons	tons	tons
<b>Traffic using Canadian St. Lawrence-Great Lakes System.....</b>	<b>21,837,865</b>	<b>34,891,332</b>	<b>56,729,197</b>	<b>25,134,325</b>	<b>35,737,766</b>	<b>60,872,091</b>
St. Lawrence and Ottawa.....	—	—	—	4,264	—	4,264
St. Lawrence only.....	2,956,875	1,522,515	4,479,390	4,865,250	1,685,911	6,551,161
St. Lawrence and Welland.....	15,594,530	19,221,747	34,816,277	17,244,744	19,353,303	36,598,047
St. Lawrence, Welland and Sault Ste. Marie.....	24,203	31,318	55,521	60,469	164,722	225,191
Welland only.....	2,895,886	13,574,151	16,470,037	2,478,901	13,839,835	16,317,836
Welland and Sault Ste. Marie.....	41,996	32,398	74,394	194,664	106,897	301,561
Sault Ste. Marie.....	324,376	509,203	833,578	286,933	587,098	874,031
<b>Traffic using United States Locks at Sault Ste. Marie.....</b>	<b>10,928,447</b>	<b>82,998,582</b>	<b>93,917,029</b>	<b>11,415,466</b>	<b>82,770,573</b>	<b>94,186,041</b>
<b>Totals.....</b>	<b>32,766,312</b>	<b>117,879,914</b>	<b>150,646,226</b>	<b>36,549,793</b>	<b>118,508,639</b>	<b>155,058,433</b>

Since 1950, the traffic through the Sault Ste. Marie canal (Canadian lock and United States locks) has fluctuated between a high of 128,489,000 tons in 1953 and a low of 70,906,000 tons in 1959; the volume in 1965 was 95,593,250 tons. Throughout the period, 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 65,029,589 tons in 1965. In 1958, wheat replaced soft coal in second place where it has remained, tonnages increasing from 7,478,000 to 11,223,342 during the 1958-65 period; during the same years, other grains usually ranged between 35 p.c. and 60 p.c. of the wheat tonnage, although they were only 28 p.c. of that tonnage in 1961 and 38 p.c. in 1965. Soft coal carried in the 1958-65 period ranged between 6,389,000 tons in 1958 and 7,948,339 tons in 1965.

**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 5,291,000 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1965 and passing through the Panama Canal, only 9,000 long tons were destined for Eastern Canadian ports. Similarly, of the 969,000 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 22,000 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 865,493 long tons in the year ended June 30, 1965; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 476,734 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