

14.—St. Lawrence Seaway Traffic classified by Type of Cargo, 1965

(Combined traffic of the Montreal-Lake Ontario Section and the Welland Canal, with duplications eliminated)

Commodity	Cargo Tons	P.C. of Total	Commodity	Cargo Tons	P.C. of Total
Agricultural Products	19,495,584	32.5	Forest Products	319,171	0.5
Wheat.....	9,461,850	15.8	Pulpwood.....	214,138	0.4
Corn.....	3,895,033	6.5	Other forest products.....	96,033	0.2
Soybeans.....	1,778,664	3.0	Manufactures and Miscellaneous	10,815,207	18.0
Barley.....	1,548,509	2.6	Iron and steel, manufactured.....	3,127,927	5.2
Oats.....	944,018	1.6	Fuel oil.....	2,610,259	4.4
Flaxseed.....	383,116	0.6	Newsprint.....	542,497	0.9
Soybean oil cake and meal.....	321,599	0.5	Gasoline.....	371,743	0.6
Flour, wheat.....	235,911	0.4	Food products.....	348,629	0.6
Beans and peas.....	221,674	0.4	Pig iron.....	321,545	0.5
Malt.....	97,846	0.2	Chemicals.....	245,841	0.4
Rye.....	87,513	0.1	Lubricating oil and grease.....	231,384	0.4
Other agricultural products.....	519,851	0.9	Sugar.....	193,702	0.3
Animal Products	425,137	0.7	Petroleum products, other.....	186,475	0.3
Packing house products, edible.....	145,128	0.2	Cement.....	175,720	0.3
Hides, skins and pelts.....	86,613	0.1	Rubber, crude, natural, synthetic.....	151,693	0.3
Other animal products.....	193,396	0.3	Scrap iron and steel.....	147,285	0.2
Mineral Products	28,025,423	46.7	Sodium products.....	132,293	0.2
Iron ore.....	17,183,496	28.7	Iron and steel, nails, wire.....	116,764	0.2
Bituminous coal.....	7,778,202	13.0	Tar, pitch and creosote.....	106,947	0.2
Stone, ground or crushed.....	872,513	1.5	Syrup and molasses.....	91,974	0.2
Salt.....	632,917	1.1	Machinery and machines.....	88,903	0.1
Clay and bentonite.....	208,090	0.3	Other manufactures and miscellaneous.....	1,617,666	2.7
Coke.....	207,658	0.3	Package Freight	903,466	1.5
Gravel and sand.....	161,873	0.3	Package freight—domestic.....	886,864	1.5
Petroleum, crude.....	130,548	0.2	Package freight—foreign.....	16,602	--
Aluminum ore and concentrates.....	113,807	0.2			
Other mineral products.....	736,319	1.2	Totals	59,974,988	100.0

On the Montreal-Lake Ontario Section, upbound traffic increased 19.4 p.c. in 1965 over 1964 and downbound traffic 10.2 p.c. The former was accounted for almost entirely by the volume of iron ore shipped from St. Lawrence ports to Hamilton and Lake Erie, and the latter by overseas shipments of wheat. There were 251 more upbound transits and 300 more downbound transits in 1965 than in 1964, indicating a slight increase in the number of vessels using this portion of the Seaway. Bulk cargo comprised 87.1 p.c. of the total traffic through the Section in 1965, the principal commodities through the St. Lawrence canals being iron ore, wheat, corn, fuel oil, barley and bituminous coal. Traffic patterns show that 29.5 p.c. of the total movement was between two Canadian ports, 39.1 p.c. moved between Canadian and United States ports and 31.1 p.c. consisted of foreign trade to and from Canada and the United States. The small remainder was traffic between two ports in the United States.

There were 8,384 transits through the Welland Canal in 1965, with a cargo volume of 19,949,000 tons upbound and 33,472,000 tons downbound; bulk cargo accounted for 91.2 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 of iron ore, grain and coal. The Welland Canal traffic was 10,073,000 cargo tons greater than that reported for the Montreal-Lake Ontario Section.

Income of the St. Lawrence Seaway Authority for 1965 amounted to \$16,848,181, comprising toll revenue of \$15,480,631 assessed for transits through the Seaway locks between Montreal and Lake Ontario and sundry revenues (rentals, wharfage, bridge revenue, etc.) of \$1,367,550. Total expenses for 1965 amounted to \$12,414,128, of which operation and maintenance expenses amounted to \$10,472,700 and regional headquarters, headquarters administration and engineering expenses amounted to \$3,468,899, less an allocation to non-toll canals of \$369,761 and to construction cost of \$1,157,710.