

12.—St. Lawrence-Great Lakes Traffic using St. Lawrence, Welland and Sault Ste. Marie Canals, 1965 and 1966

NOTE.—Duplications eliminated wherever possible.

Canals Used	1965			1966		
	Upbound Freight	Downbound Freight	Total	Upbound Freight	Downbound Freight	Total
	tons	tons	tons	tons	tons	tons
Traffic using Canadian St. Lawrence-Great Lakes System	25,134,325	35,737,766	60,872,091	28,983,445	38,665,509	67,648,954
St. Lawrence and Ottawa.....	4,264	—	4,264	—	—	—
St. Lawrence only.....	4,865,250	1,685,911	6,551,161	6,214,926	1,360,983	7,575,909
St. Lawrence and Welland.....	17,244,744	19,353,303	36,598,047	19,353,318	22,058,384	41,411,702
St. Lawrence, Welland and Sault Ste. Marie.....	60,469	164,722	225,191	40,792	65,855	106,647
Welland only.....	2,478,001	13,839,835	16,317,836	2,873,613	14,502,092	17,375,705
Welland and Sault Ste. Marie.....	194,664	106,897	301,561	177,069	75,450	252,519
Sault Ste. Marie.....	286,933	587,098	874,031	323,727	602,745	926,472
Traffic using United States Locks at Sault Ste. Marie	11,415,468	82,770,873	94,186,341	11,587,496	90,802,223	102,389,719
Totals	36,549,793	118,508,639	155,058,432	40,570,941	129,467,732	170,038,673

Cargo traffic through the Canadian lock and United States locks at Sault Ste. Marie during 1966 totalled 103,669,435 tons—the first year since 1957 that shipments were in excess of 100,000,000 tons; the record to date was established in 1953 when 128,489,170 tons were reported through the lock systems. Of this volume, by far the greater portion travels through the American side, where the three wider and longer locks accommodated all but approximately 1,250,000 cargo tons in 1966. In terms of tonnage, three commodities—iron ore, wheat and coal—dominate all others in lake traffic, and in 1966 made up over 90 p.c. of movements through the Sault Ste. Marie locks. Iron ore shipments alone, at 69,439,792 tons, comprised 67.0 p.c. of the total and wheat shipments amounted to 14,998,263 tons, indicative of important sales abroad. A relatively small volume of wheat moves directly to foreign lands aboard ocean-going vessels, most of it being carried by the laker fleet to elevators along the St. Lawrence River to await later shipment to receiving countries. Bituminous coal shipped through the Sault Ste. Marie locks during 1966 amounted to 8,078,117 tons, reflecting a continuing, impressive consumption of this commodity in the Great Lakes region.

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 5,642,000 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1966 and passing through the Panama Canal, only 6,000 long tons were destined for Eastern Canadian ports. Similarly, of the 689,000 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 13,000 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 1,151,430 long tons in the year ended June 30, 1966; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 536,764 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