

14.—St. Lawrence Seaway Traffic classified by Type of Cargo, 1966 and 1967—concluded

Commodity	1966		1967	
	Cargo Tons	P.C. of Total	Cargo Tons	P.C. of Total
Manufactures and Miscellaneous	11,245,380	16.9	11,590,412	19.0
Gasoline.....	374,377	0.6	608,817	1.0
Fuel oil.....	2,814,311	4.4	2,791,944	4.6
Lubricating oils and greases.....	232,151	0.3	73,196	0.1
Petroleum products, other.....	220,277	0.3	154,634	0.2
Rubber, crude, natural and synthetic.....	145,865	0.2	152,469	0.2
Chemicals.....	366,534	0.6	394,313	0.6
Sodium products.....	136,824	0.2	109,875	0.2
Tar, pitch and creosote.....	148,918	0.2	139,597	0.2
Pig iron.....	356,656	0.6	250,078	0.4
Iron and steel, bars, rods, slabs.....	101,842	0.2	102,525	0.2
Iron and steel, nails, wire.....	139,510	0.2	108,248	0.2
Iron and steel, manufactured.....	2,836,517	4.4	3,294,069	5.5
Machinery and machines.....	105,422	0.2	108,461	0.2
Cement.....	138,218	0.2	93,393	0.1
Wood pulp.....	52,144	0.1	57,453	0.1
Newspprint.....	595,235	0.9	472,903	0.8
Syrup and molasses.....	122,150	0.2	132,893	0.2
Sugar.....	197,588	0.3	168,546	0.3
Food products.....	192,642	0.3	309,355	0.5
Scrap iron and steel.....	177,169	0.3	460,196	0.7
Other manufactures and miscellaneous.....	1,791,030	2.2	1,607,447	2.7
Package Freight	899,747	1.3	584,850	1.0
Package freight—domestic.....	869,454	1.3	559,553	1.0
Package freight—foreign.....	30,293	--	25,297	--
Totals	66,940,437	100.0	60,923,456	100.0

On the Montreal-Lake Ontario Section, upbound traffic amounted to 26,700,000 tons in 1967 and downbound traffic to 17,300,000 tons for a total decrease of 10.6 p.c. over 1966. 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 220 fewer upbound transits and 200 fewer downbound transits in 1967 than in 1966, indicating a slight decrease in the number of vessels using this portion of the Seaway. Bulk cargo comprised 86.5 p.c. of the total traffic through the Section in 1967, the principal commodities through the St. Lawrence canals being iron ore, wheat, corn, fuel oil, barley and bituminous coal. Traffic patterns show that 30.0 p.c. of the total movement was between Canadian ports, 38.7 p.c. moved between Canadian and United States ports and 30.7 p.c. consisted of foreign trade to and from Canada and the United States. The small remainder was traffic between ports in the United States.

There were 7,437 transits through the Welland Canal in 1967, with a cargo volume of 22,400,000 tons upbound and 30,400,000 tons downbound; bulk cargo accounted for 90.4 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 8,800,000 cargo tons greater than that reported for the Montreal-Lake Ontario Section.

Income of the St. Lawrence Seaway Authority for 1967 amounted to \$19,384,762, comprising toll revenue of \$17,282,152 assessed for transits through the Seaway locks between Montreal and Lake Ontario and sundry revenues (rentals, wharfage, bridge revenue, etc.) of \$2,102,610. Total expenses for 1967 amounted to \$15,242,135, of which operation and maintenance expenses amounted to \$11,054,187 and regional headquarters, headquarters administration and engineering expenses amounted to \$3,990,384, and construction \$197,564.

Pleasure craft locked through the Montreal-Lake Ontario Section canals numbered 12,434 upbound and 14,339 downbound in 1967, and those locked through the Welland Canal numbered 1,893 upbound and 2,478 downbound. This traffic to and from Montreal was exceptionally high compared with previous years because of the attraction of Expo 67.