

To recover the costs of construction, operation and maintenance of the navigation works, tolls are charged according to a schedule, which is published. (The toll receipts from the operation of the Montreal-Lake Ontario portion of the Seaway are divided between Canada and the United States on the basis of the respective annual charges of the two national Seaway entities -- 71 per cent to The St. Lawrence Seaway Authority (Canada) and 29 per cent to the Saint Lawrence Seaway Development Corporation (U.S.). All tolls from transit of the Welland Canal accrue to The St. Lawrence Seaway Authority. Not later than July 1, 1964, the two entities must report to their respective governments as to the sufficiency of the authorized tolls to meet the statutory requirements.)

Traffic

In the course of a navigation season extending between April 15 and November 30, the intensity of traffic grows as the upstream end of the waterway is approached. On the Montreal-Lake Ontario section of the Seaway, some 25,600,000 tons of cargo transited in 1962; on the Welland Canal section, over 35,000,000 tons of cargo moved. The locks at the Sault have handled over 80,000,000 tons a year during recent navigation seasons. This waterway is primarily a bulk-cargo route and on the St. Lawrence Seaway itself over 90 per cent of the traffic is of this nature. From Seven Islands and other St. Lawrence ports upstream move 5,000,000 to 6,000,000 tons of iron ore to Hamilton and Ashtabula. Approximately 9,000,000 tons of grain from the Western prairies and the American mid-Western states are carried from the head of the lakes and other lake ports to the Montreal, Three Rivers and Quebec elevators and to markets abroad.

Furthermore, although United States ships move much of the Great Lakes cargo that does not come through the Seaway proper, two ships of every three that sail the St. Lawrence Seaway are of Canadian registry.

RP/C