

West on the Seaway route lie the Lake Erie ports, the chief ones, such as Ashtabula, Cleveland and Toledo, being in the United States. Next ships pass through the Detroit River, where Detroit and Windsor face each other across the international boundary. Then north through Lake St. Clair and the St. Clair River, the route serves Sarnia and the Lake Huron and Georgian Bay ports, important to Canada's wheat trade.

Access to Lake Michigan from Lake Huron is by means of the Strait of Mackinac, but the through-route takes shipping north and west through the St. Mary's River, with a lift of some 20 feet by means of one of the four United States locks or the Canadian lock at Sault Ste. Marie, to Lake Superior. Beyond lies the long run across the open lake to the United States lakehead at Duluth-Superior or the Canadian lakehead at Thunder Bay, at the very heart of the North American continent, 2,300 miles from the Atlantic Ocean.

Seaway economy By most recent figures, new work on the Seaway proper from Montreal to Lake Erie will have cost Canada about \$340 million; work in the international reaches of the river will have cost the United States some \$130 million. (The two power entities will have spent \$600 million in developing the power at Barnhart -- \$300 million by HEPCO and \$300 million by PASNY. These sums, which have been raised by floating bonds and by other types of borrowing, will be financed out of revenues realized from the sale of power.)

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 -- 73 per cent to the St. Lawrence Seaway Authority (Canada) and 27 per cent to the Saint Lawrence Seaway Development Corporation (U.S.). All lockage fees from transit of the Welland Canal accrue to the St. Lawrence Seaway Authority.

Traffic In the course of a navigation season extending between April 1 and December 15, the intensity of traffic grows as the upstream end of the waterway is approached. Some 53.7 million tons of cargo transited the Montreal-Lake Ontario section of the Seaway in 1972; on the Welland Canal section, nearly 64.2 million tons of cargo moved. The locks at the Sault have handled nearly 98.2 million tons of cargo during the 1972 navigation season. This waterway is primarily a bulk-cargo route; on the St. Lawrence Seaway itself about 90 per cent of the traffic is of this nature. From Sept-Îles and other St. Lawrence ports upstream between 12 and 13 million