

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 12, the intensity of traffic grows as the upstream end of the waterway is approached. On the Montreal-Lake Ontario section of the Seaway, some 51.1 million tons of cargo transited in 1970; on the Welland Canal section, over 62.9 million tons of cargo moved. The locks at the Sault have handled over 101.4 million tons of cargo during the 1970 navigation season. 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 between 15 million and 20 million tons of iron ore to Hamilton and Ashtabula. Approximately equivalent tonnages 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, about 70 per cent of the ships that sail the St. Lawrence Seaway are of Canadian registry.

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