

There has also been a sharp increase in the movement of grain direct from the Lakehead, although the volume is still comparatively small, amounting to less than one million bushels. The fact however that such a movement has started and gathered some momentum previous to the opening of the deep waterway is a strong indication of its future popularity, particularly in terms of low freights.

The Seaway will not completely obviate the need for trans-shipment. The absence of navigation in winter will continue to make rail shipments mandatory, especially because the Canadian harvest occurs late in the Fall and the Canadian Wheat Board cannot have it all moved to St. Lawrence ports before the freezing of the canals.

The increased capacity of the Seaway however is bound to divert all the Spring and Fall volume of grain that now makes use of rail facilities as present canals are unable to meet the demand.

The greater savings possible through the use of the deep waterway will provide an added incentive to the utilization of water transport. It will extend the zone from which grain can be gathered in the Prairies and delivered abroad at competitive prices via the St. Lawrence ports.

To sum up, it seems that Canada is in a very favourable position in world markets for grain, in spite of the current relaxed condition of the international wheat trade.

Even taking in account the recent trend toward more shipments of export grains through Pacific Coast outlets and the Port of Churchill, a considerable volume of grain will be moved on the new Seaway at a significant reduction in cost. This cannot help but benefit the Canadian grain growers and all their suppliers.

On the other hand, the St. Lawrence Seaway will have no effect upon the transportation of oil and gasoline products in the Province of Alberta since this province is now joined with the Province of British Columbia by the Trans-Mountain Pipe-Line and to the Province of Saskatchewan, Manitoba and Ontario by the Interprovincial Pipe-Line. Neither will the Seaway enhance the distribution of Alberta coal to points in the Province of Ontario.

Look at the map of North America, and you will find that the Great Lakes - St. Lawrence Seaway lies almost in the centre of the five physiographic regions of the North American continent. The upper end of the Seaway links the Canadian West to the Atlantic seaboard and the mid-west states to the port of New York. It joins the wheat fields of Western Canada to the United Kingdom market.

When one realizes that more yearly tonnage passes through the navigation facilities in the Upper Lakes region, namely, the locks at the Sault, than through the Panama and Suez Canals put together, this gives some idea of the tonnage that is likely to come through when the development is completed. The building of the Panama Canal through the Isthmus of Panama, the construction of the Suez Canal linking the Mediterranean with the Red Sea were logical projects. They were the inevitable and the