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## SEAWAY FOR THE SHIPS OF THE WORLD

The following is a partial text of an address by the President of the St. Lawrence Seaway Authority, Mr. R. J. Rankin, in Toronto on August 25:

"...The building of the Seaway is now in the past and since April 1959 it has been in operation. It is with the results of these three and one-half years that I propose to deal briefly today, discussing such questions as:

1. What impact has the Seaway had on the trade patterns?
2. What benefits has it brought in industrial and port development to the Great Lakes, and even to the lower St. Lawrence region?
3. What is its present financial position in relation to its commitments?

"Before proceeding to deal with these questions, I feel I should recognize that there are many...who would reach different conclusions than those I have in mind. It is a well-known fact that, from the time the idea of a Seaway was conceived, it has been a controversial subject in many influential quarters, and it remains so today.

"In analysing the points of controversy, it is important, I think, to keep in mind that the main reasons for building the deep waterway were to provide ease of transit at lowest cost for all types of commodities moving within the St. Lawrence and Great Lakes trading areas.

"In this respect, from the standpoint of revenue, the movement of bulk products, such as grain from the West and iron ore from the East, was expected to provide the basic, or bread-and-butter income. The icing on the cake was expected to come from increased trade, industrial development and easier and less costly access to foreign markets.

"And this generally is the trend that has been established. For example, in relation to bulk commodities, it is possible to pass through the present Seaway facilities a ship with a cargo capacity nine times that of the small canaller in use in pre-Seaway days and crewed by 35 men instead of a nine-ship total of 225 men.

"In cargo, instead of being restricted to the maximum load of a smaller canaller, approximately 100,000 bushels, the large lakers of today carry approximately 1,000,000 bushels, representing the harvest of some 50,000 acres of grain.

"Hundreds of millions of dollars of public money were spent to construct this low-cost transit artery - making the people of Canada and the United States shareholders in the venture.

## TOLL POLICY ATTACKED

"Critics of the Seaway recognize this fact, and to my knowledge it has never been suggested that the Seaway as such should be abandoned. The target for attack has been the fact that the present level of tolls has not been sufficient to provide revenue to meet the fixed charges on, and the planned repayment of, the huge sums lent to it for construction costs. But does the experience of a three-and-a-half year period provide a sound basis for such criticism?

"And even if it does, what is the alternative? Surely it would never be seriously suggested that, after spending the hundreds of millions of dollars to which I have referred to create an avenue of cheap transportation, the charges for its use should be such that they eliminate the benefits that were anticipated! This would defeat the whole purpose of the Seaway.