

## CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION . DEPARTMENT OF EXTERNAL AFFAIRS . OTTAWA, CANADA

0.00 The Suspension of the dolls-cent the Wellend Vol. 17 No. 36 is a mily to betselfered live land wender since the suspension tooks effect on July of ventures that are flourishing enterprises today looked on the sames Let's P62 be reasonable about this - 10 to 15 years from now, judge the Seaway, if you like, on its record, but,

## in the meantime, most seriously I say to you -ZTNATNOOM, was approximately 8% perfect over the sante

Seaway for the Ships of the World	Trinidad-Tobago Independence
Forest Production	Vehicle Permits
The Arctic's Floating Islands	Eskimos to Run Arctic Plants
forecast for 1963, should therefore show a further gain	the competitors in the transportation field something

## tends north from Ellesmere Island has become de tached and is floating free in The SHITH CHUTCHET nothing SEAWAY FOR THE SHIPS OF THE WORLD in the planting SEAWAY FOR THE SHIPS OF THE WORLD in the planting of borneles I

The following is a partial text of an address by the President of the St. Lawrence Seaway Authority,

and the Lake Carriers Association conference in

encourage Serway usage, as we think it may well be...

to approximately: \$9.2 million V in 1960 \$9.5 million

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expressed in equivalent volume abilien

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

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 im-Portant, 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 greater elevator space for storage) ....

"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.

simpact has the Seaway had on trade patterns? As you

let us lend jeur support; to any course that

"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 TO THE OTHER

"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. and their of the seaway.