

In 1974, mine products made up some 52 per cent of the goods moved on the Seaway. Agricultural products and manufactured goods — 30 per cent and 16.8 per cent respectively — made up most of the remainder. Large terminal facilities at Thunder Bay move vast quantities of grain from Western Canada to world markets through the Great Lakes and the Seaway.

In the Northwest Territories, the Northern Transportation Company Limited operates a fleet of tugs and barges, as well as coastal vessels and hovercraft, on the Mackenzie River and in the Western Arctic. Over the past two decades, the cargo carried has grown from 92,500 tonnes (91,000 tons) in 1954 to 342,000 tonnes (337,000 tons) in 1974. This waterway has played a substantial role in oil-exploration activity in the sub-Arctic and Arctic regions, and it is bound to play a continuing role in the further development of the Mackenzie region and Canada's North.

Rivers and lakes have been important transport-routes from forest to mill ever since logging first started commercially in Canada. There have been occasions when the economies of certain types of river-driving were challenged as water-transport costs increased at a rate greater than land-transport costs. Later still, free floating of wood came into conflict with the interests of recreationists and environmentalists. However, in terms of cost, water-transportation of wood for distances of 160 kilometers (100 miles) or more is still cheaper than any other form of transport. Also, because of distance and terrain, some mills have no alternative. All things considered, wood transport *via* Canada's rivers is still the least energy-consuming means of transport available.

### *Inland fisheries*

In 1867, the year Canada became a nation, some 1.6 million kilograms (3.5 million pounds) of fish were taken from freshwater sources, primarily the Great Lakes/St. Lawrence system. After 1867, freshwater fisheries expanded to such a degree that by 1974 the annual landings had increased to 44.9 million kilograms (99 million pounds), with a landed value of about \$19 million.

Although inland-fish landings represent only 4 per cent of the landings from all freshwater and ocean sources, and 6 per cent of the value from such landings, it should be remembered that the value of rivers lies not only in their yield of freshwater fish but also in the