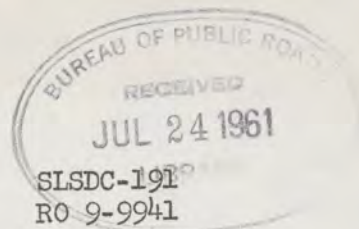


SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
OPERATIONS BUILDING  
SEAWAY CIRCLE  
MASSENA, NEW YORK



FOR A.M. RELEASE: JULY 20, 1961

Preliminary statistics released today by the Saint Lawrence Seaway entities for the 1961 navigation season through the month of June reflect an increase in cargo tonnage of 13.4% for the Montreal-Lake Ontario Section and a decrease of 2.9% for the Welland Canal Section when compared with the final figures recorded for the same period during 1960. Substantial increases of downbound cargo tonnages are partially offset by decreases registered for the upbound traffic.

For the Montreal-Lake Ontario Section, 5,272,186 tons of downbound cargo is listed for April-through-June of 1961, an increase of 48.9% over the 3,541,032 tons for 1960. Upbound 1961 tonnage is 2,270,879, a 27.0% decrease from the 1960 figure of 3,110,457 tons. For the month of June only, the upbound tonnage is 968,001, down 33.4% from the 1,453,405 tons carried in June 1960, and the downbound tonnage of 2,044,146 represents an increase of 24.3% over the June 1960 cargoes of 1,644,825 tons.

A similar pattern holds on the Welland Canal Section. Upbound traffic for June of 1961 totals 889,325 tons, down 39.2% from 1,461,016 tons in June 1960, while downbound traffic shows a 6.7% increase this June with 3,099,197 tons compared to 2,905,849 tons last year. For the April-through-June period, the 1961 upbound traffic of 2,287,128 tons is a 27.7% decrease from 3,164,842 tons for 1960, whereas the downbound tonnage for 1961 of 7,830,544 tons is 7.9% more than the 7,256,121 tons for the previous year.

A summary of the preliminary toll traffic statistics follows:



## ST. LAWRENCE SEAWAY

Press Release

## PRELIMINARY TOLL TRAFFIC STATISTICS

APRIL TO JUNE 1960 AND 1961

Period and Item	Montreal - Lake Ontario				Welland			
	Up		Down		Up		Down	
	1960	1961	1960	1961	1960	1961	1960	1961
<u>June:</u>								
No. of Transits*	472	404	492	427	525	492	532	503
Bulk Cargo - Tons	1,323,546	849,012	1,533,942	1,928,611	1,341,080	778,505	2,814,213	2,994,518
General Cargo - Tons	129,859	118,989	110,883	115,535	119,936	110,820	91,636	104,679
Total Cargo - Tons	1,453,405	968,001	1,644,825	2,044,146	1,461,016	889,325	2,905,849	3,099,197
Percent Increase or Decrease 1961/1960	-	- 33.4	-	+ 24.3	-	- 39.2	-	+ 6.7
<u>April to June:</u>								
No. of Transits*	1,175	1,128	1,094	1,074	1,431	1,375	1,270	1,244
Bulk Cargo - Tons	2,708,285	1,866,622	3,314,653	5,016,007	2,798,865	1,916,761	7,079,852	7,617,900
General Cargo - Tons	402,172	404,257	226,379	256,179	365,977	370,367	176,269	212,644
Total Cargo - Tons	3,110,457	2,270,879	3,541,032	5,272,186	3,164,842	2,287,128	7,256,121	7,830,544
Percent Increase or Decrease 1961/1960	-	- 27.0	-	+ 48.9	-	- 27.7	-	+ 7.9

\* Excludes Pleasure Craft.

Note: These statistics are based on Cargo Declaration Forms received to and including July 15, 1961, and do not necessarily agree with Lock Records of Vessel Passages.

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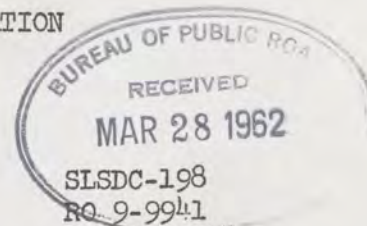
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SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
HEADQUARTERS BUILDING  
SEAWAY CIRCLE  
MASSENA, NEW YORK



FOR RELEASE -- 2:00 P.M., MARCH 16, 1962

Mr. Joseph H. McCann, Administrator of the Saint Lawrence Seaway Development Corporation, in agreement with the Saint Lawrence Seaway Authority of Canada, today released the following Notice Relative To In-Transit Cargo:

The "Memorandum of Agreement between the Saint Lawrence Seaway Authority and the Saint Lawrence Seaway Development Corporation respecting the St. Lawrence Seaway Tariff of Tolls" provides that after five complete seasons of navigation have elapsed, and not later than July 1st, 1964, the Corporation and the Authority shall report to their respective governments as to the sufficiency of the authorized tolls to meet the statutory requirements, and shall provide at the same time that the Tariff be reviewed accordingly.

Without in any way modifying this Agreement or its intent, the Authority and the Corporation have decided to give special consideration to in-transit cargo.

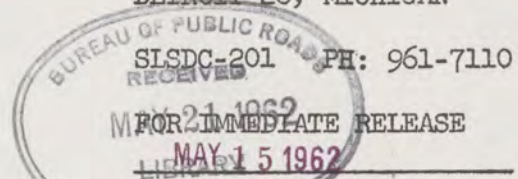
In-transit cargo means, for present purposes, all cargo not destined to or discharged at a point within the Seaway or within the Great Lakes, in the United States or in Canada, that is carried on board a vessel on both the upbound and the downbound transits in the course of the same trip.

All such in-transit cargo carried on board the vessel in the course of the upbound transit shall be deemed to be ballast and shall be toll-free. This cargo shall not, however, be toll-free where the vessel transits downbound. It shall be reported as other cargoes are reported, but identified as in-transit cargo, and adjustments will be made in the course of assessment and will be reflected in the billing.

The reclassification of upbound in-transit cargo as toll-free ballast shall apply solely to the current year of 1962 and shall not constitute a precedent nor shall it be deemed to bind the Tolls Review committees in any way. This reclassification is subject to cancellation at any time in the event that it does not contribute to traffic improvement.



SAINT LAWRENCE SEAWAY  
DEVELOPMENT CORPORATION  
COBO HALL  
DETROIT 26, MICHIGAN



Detroit, Michigan -- The Saint Lawrence Seaway Development Corporation reports a record \$3,407,461 gross revenue from operations in 1961, it was announced by Joseph H. McCann, administrator. The figure represents a \$292,421 increase over gross revenues for 1960. Despite the increase, the Corporation had a net loss of \$3,500,563 due to interest charges which amounted to \$4,432,269 for the year. The revenues were \$2,145,000 over operation and maintenance costs.

Mr. McCann, who was appointed administrator on December 31, 1961, is hopeful that the 1962 operating year will bring a nearly 4,000,000 increase in total cargo tons through the locks of the Saint Lawrence Seaway. In 1961, total cargo was 23,417,720 tons with bulk cargo accounting for 21,343,537 tons. Mr. McCann is optimistic despite the delay in opening the Seaway due to a crack in the sill gate of the Eisenhower Lock on April 12 which held up the opening to April 23.

The new administrator explains: "partially the anticipated increase will reflect a brighter economic outlook for 1962. More important, we are concentrating on getting industry here and abroad to give greater thought to the savings that can be effected through the use of the Seaway. I think more business and industrial leaders, particularly with the greater emphasis on overseas trade, are now aware of the importance of transportation costs and the savings that can be gained through increased use of the waterway which makes our great lake cities international ports.

(more)

"The Seaway and the Great Lakes ports received a great boost last year by the Department of Defense study which indicated that our government could save more than \$800,000 by sending more defense shipping through the Seaway. I think this report will prove to be of major interest to business and industrial leaders who are also seeking cost cutting advice as international competition grows even more keen."

The Saint Lawrence Seaway experienced its best year to date in 1961 cargo tonnage. On the Montreal-Lake Ontario section the 23,417,720 tons of cargo carried represents a 15% increase over the 1960 navigational season. The 1961 tonnage almost doubles the 11,762,100 tons carried by the old 14 ft. deep system during its last year of operation in 1958. Despite the increased cargo tonnage, the number of vessel transits, 6,892, is a decrease of 23 under the previous year. According to Mr. McCann, the decrease in vessel transits indicates a continuous trend between fewer but larger and heavier ladened vessels plying the route.

The Saint Lawrence Seaway Development Corporation is a wholly-owned United States government corporation. As of December 31, 1961, the corporation had borrowed \$120,800,000 of an authorized \$140,000,000. Interest during construction was capitalized and included in the rate base in the amount of \$6,724,170 making the total interest-bearing funds used in construction \$127,524,170. The average interest rate on the government's investment is 3.141%. Repayment to the government of the bonded debt is spread over a fifty-year period.

(more)



In establishing the rate of tolls, the Seaway Corporation anticipated a developmental period extending to 1968 during which the revenues might not be sufficient to meet all of the annual financial requirements. The corporation expects to meet all expenses of operation and maintenance but not all of the interest expenses during the first five years of operation.

In 1961 the corporation paid \$2,115,000 or 48% of the \$4,432,269 of interest due on the debt.

In reviewing the 1961 annual report, the administrator noted that the value of the Saint Lawrence Seaway transcends its profit and loss statement. He noted that the profit to the nation, the consumer and the shippers is many times over the total revenue of the Seaway Corporation.

The construction of the Saint Lawrence Seaway provided a continuous waterway extended 2,342 miles into the heart of North American continent to the Atlantic Ocean. It touches all four of the Maritime Provinces, Quebec and Ontario in Canada and the states of New York, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota. The Seaway was built as a joint enterprise with Canada.

SAINT LAWRENCE SEAWAY  
DEVELOPMENT CORPORATION  
COBO HALL  
DETROIT 26, MICHIGAN

SLSDC-203 Phone: 961-7110

FOR RELEASE: MAY 17, 1962

Detroit, Michigan -- How a Seaway shipper is now paying 10 percent less tolls than he did in 1959 -- with no change in the tolls structure -- was explained today by Mr. Joseph H. McCann, Administrator of the Saint Lawrence Seaway Development Corporation.

"You will recall" Mr. McCann stated, "the Tolls Agreement signed in 1959, and to remain effective for five years, provides that the tolls assessment for the Montreal-Lake Ontario Section be paid 71 percent in Canadian dollars and 29 percent in United States dollars. Tolls for the Welland Canal, which is strictly a Canadian venture, are payable 100 percent in Canadian dollars. Thus, tolls payments for the entire Seaway transit, Montreal-Lake Erie, average about 75 percent Canadian dollars and 25 percent United States dollars.

"Until recently the Canadian dollar enjoyed a higher valuation than the United States dollar, reaching as high a differential as 8 percent. We have determined that the average high value of the Canadian dollar was \$1.06 compared to the United States dollar. On this basis, with the shipper paying his tolls assessment with 75 percent Canadian funds and 25 percent United States funds, his Seaway tolls dollar actually amounted to \$1.045 in United States currency.

"With the Canadian dollar now pegged at a 92.5 cents equivalence with the American dollar, the Seaway tolls dollar now totals 94.375 cents in United States funds, thereby resulting in a 10.125 cents savings in tolls costs for the Seaway shipper.

(more)



SLSDC-203  
Page 2  
May 17, 1962

"In the highly competitive world of today," Mr. McCann continued, "a penny here, and a fraction of a penny there, can influence a great many decisions. I am watching developments from the devaluation of the Canadian dollar with great interest because it might point the way toward the desirability of a more flexible tolls structure when the current agreement expires at the end of the 1963 season."

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SAINT LAWRENCE SEAWAY  
DEVELOPMENT CORPORATION  
COBO HALL  
Detroit 26, Michigan  
SLSDC-211 Phone 961-7110

FOR RELEASE: AM, Friday, November 23, 1962

### ST. LAWRENCE SEAWAY TRAFFIC - OCTOBER 1962

Cargo carried through the Montreal-Lake Ontario section of the St. Lawrence Seaway during October amounted to 3,873,000 tons to set a record for any month since the Seaway opened in 1959, according to statistics issued by the United States and Canadian entities today.

This October's traffic is 10.6% ahead of the corresponding figure for October 1961 and exceeds by 43,000 tons, the previous monthly record set in May this year.

During the current navigation season, to the end of October, the cumulative traffic figure is 9.6% in excess of that for the corresponding period in 1961. The cargo carried through the Montreal-Lake Ontario section of the Seaway totals 22,164,000 tons to the end of October this year.

Shipments through the Welland Canal section of the Seaway to the end of October, also showed a strong increase from the corresponding period in 1961 with a total of 30,364,000 tons, a rise of 13.4%.

By the end of October, 5,483 vessels had transited the Montreal-Lake Ontario section and passages through the Welland Canal section for the same period numbered 6,421, an actual decrease in the number of transits of 8.4% and 3.0% respectively from 1961.

On the Montreal-Lake Ontario section for the same period up to the end of October, the upbound movement increased by 2,648,000 tons (35.4%) while downbound shipping decreased by 700,000 tons (5.5%). Bulk cargo (as defined by the tariff) accounted for 90.7% of the total. Upbound cargoes through the Welland Canal section increased by 44.3% and downbound by 2.7%.

During the month of October this year, on the Welland Canal, there was a notable increase of 23.8% in upbound traffic, while the downbound tonnage was 12.6% above that of October 1961. The total for the month was 4,940,000 tons as compared with 4,270,000 last year, an increase of 15.7%.

A summary of preliminary traffic statistics follows:



## ST. LAWRENCE SEAWAY

Press Release

## PRELIMINARY TRAFFIC STATISTICS

APRIL TO OCTOBER 1961 - 1962

MONTREAL - LAKE ONTARIO SECTION

Period and Item	Up		Down		Total	
	1961	1962	1961	1962	1961	1962
<u>October:</u>						
No. of Transits*	450	453	437	422	887	875
Bulk Cargo - Tons	1,237,414	1,399,101	1,957,255	2,077,656	3,194,669	3,476,757
General Cargo - Tons	206,802	263,279	99,795	132,772	306,597	396,051
Total Cargo - Tons	1,444,216	1,662,380	2,057,050	2,210,428	3,501,266	3,872,808
Percent Increase or Decrease 1962-1961	-	+ 15.1	-	+ 7.5	-	+ 10.6
<u>April to October:</u>						
No. of Transits*	3,019	2,789	2,962	2,694	5,981	5,483
Bulk Cargo - Tons	6,442,254	8,807,567	12,037,393	11,286,445	18,479,647	20,094,012
General Cargo - Tons	1,039,273	1,321,990	696,316	747,590	1,735,589	2,069,580
Total Cargo - Tons	7,481,527	10,129,557	12,733,709	12,034,035	20,215,236	22,163,592
Percent Increase or Decrease 1962-1961	-	+ 35.4	-	- 5.5	-	+ 9.6

\* Excludes Pleasure Craft

NOTE: These figures are based on Transit Declaration Forms received to and including November 16, 1962.

## ST. LAWRENCE SEAWAY

Press Release

## PRELIMINARY TRAFFIC STATISTICS

APRIL TO OCTOBER 1961 - 1962

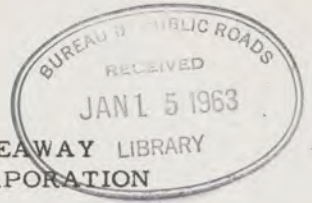
## WELLAND CANAL

Period and Item	Up		Down		Total	
	1961	1962	1961	1962	1961	1962
<u>October:</u>						
No. of Transits*	515	552	505	496	1,020	1,048
Bulk Cargo - Tons	1,013,581	1,250,994	2,987,567	3,362,084	4,001,148	4,613,078
General Cargo - Tons	180,423	226,835	88,041	100,256	268,464	327,091
Total Cargo - Tons	1,194,004	1,477,829	3,075,608	3,462,340	4,269,612	4,940,169
Percent Increase or Decrease 1962-1961	-	+ 23.8	-	+ 12.6	-	+ 15.7
<u>April to October:</u>						
No. of Transits*	3,392	3,312	3,227	3,109	6,619	6,421
Bulk Cargo - Tons	5,912,058	8,782,909	19,281,606	19,868,504	25,193,664	28,651,413
General Cargo - Tons	973,314	1,152,671	610,182	564,600	1,583,496	1,717,271
Total Cargo - Tons	6,885,372	9,935,580	19,891,788	20,433,104	26,777,160	30,368,684
Percent Increase or Decrease 1962-1961	-	+ 44.3	-	+ 2.7	-	+ 13.4

\* Excludes Pleasure Craft.

NOTE: These figures are based on Transit Declaration Forms received to and including November 16, 1962.





SAINT LAWRENCE SEAWAY LIBRARY  
DEVELOPMENT CORPORATION  
COBO HALL  
Detroit 26, Michigan  
SLSDC-212 Phone 961-7110

FOR RELEASE: December 27, 1962

ST. LAWRENCE SEAWAY TRAFFIC - NOVEMBER 1962

St. Lawrence Seaway traffic set new records for the period ending November 30th with a rise of 9.0% on the Montreal-Lake Ontario portion and an increase of over 12.0% on the Welland Canal. November tonnage this year exceeded that for the same month in 1961.

Total cargo for the season, excluding December, amounted to over 25,500,000 tons on the Montreal-Lake Ontario portion and 34,645,000 tons on the Welland section, according to preliminary figures issued by the Canadian and United States Seaway entities.

During November 3,320,000 tons of traffic passed through the "new" Seaway locks, an increase of 4.2% over the total for the same month last year.

For the April-November period, tabulations show that cargoes through the Montreal-Lake Ontario section increased by 32.0% upbound, from 8,226,000 to 10,861,000 tons, although downbound cargoes decreased by 3.5% from 15,176,000 to 14,639,000 tons. This decrease in downbound traffic is almost entirely due to the reduced movement of wheat, which was extremely heavy during the latter part of 1961 season.

The Welland Canal shows an increase for 1962 in both upbound and downbound cargoes with an overall increase of 12.8% to 34,645,000 tons as compared with 30,721,000 tons in 1961. The increase in upbound traffic amounted to 41.7% with a total tonnage exceeding 10,708,000, downbound shipments increased by 3.3% from 23,165,000 to 23,936,000 tons. Since navigation through the Welland Canal did not close until December 15th, these figures will be slightly larger when final returns are complete and may reach a total of 35,000,000 tons.

A summary of preliminary traffic statistics follows:

## ST. LAWRENCE SEAWAY

Press Release

## PRELIMINARY TRAFFIC STATISTICS

APRIL TO NOVEMBER 1961 - 1962

MONTREAL - LAKE ONTARIO SECTION

Period and Item	Up		Down		Total	
	1961	1962	1961	1962	1961	1962
<u>November:</u>						
No. of Transits*	404	354	482	469	886	823
Bulk Cargo - Tons	567,176	560,657	2,283,661	2,355,962	2,850,837	2,916,619
General Cargo - Tons	177,653	171,646	158,521	231,904	336,174	403,550
Total Cargo - Tons	744,829	732,303	2,442,182	2,587,866	3,187,011	3,320,169
Percent Increase Decrease or 1962-1961	-	- 1.7	-	+ 6.0	-	+ 4.2
<u>April to November:</u>						
No. of Transits*	3,423	3,143	3,444	3,164	6,867	6,307
Bulk Cargo - Tons	7,009,430	9,367,227	14,321,054	13,659,921	21,330,484	23,027,148
General Cargo - Tons	1,216,926	1,493,619	854,837	979,478	2,071,763	2,473,097
Total Cargo - Tons	8,226,356	10,860,846	15,175,891	14,639,399	23,402,247	25,500,245
Percent Increase Decrease or 1962-1961	-	+ 32.0	-	- 3.5	-	+ 9.0

\* Excludes Pleasure Craft

NOTE: These figures are based on Transit Declaration Forms received to and including December 14, 1962.



## ST. LAWRENCE SEAWAY

Press Release

## PRELIMINARY TRAFFIC STATISTICS

APRIL TO NOVEMBER 1961 - 1962

## WELLAND CANAL

Period and Item	Up		Down		Total	
	1961	1962	1961	1962	1961	1962
<u>November:</u>						
No. of Transits*	418	434	511	545	929	979
Bulk Cargo - Tons	515,042	609,401	3,145,669	3,292,642	3,660,711	3,902,043
General Cargo - Tons	155,427	146,328	127,873	178,049	283,300	324,377
Total Cargo - Tons	670,469	755,729	3,273,542	3,470,691	3,944,011	4,226,420
Percent Increase or Decrease 1962-1961	-	+ 12.7	-	+ 6.0	-	+ 7.2
<u>April to November:</u>						
No. of Transits*	3,810	3,755	3,738	3,662	7,548	7,417
Bulk Cargo - Tons	6,427,100	9,409,545	22,427,275	23,193,516	28,854,375	32,603,061
General Cargo - Tons	1,128,741	1,298,999	738,055	742,692	1,866,796	2,041,691
Total Cargo - Tons	7,555,841	10,708,544	23,165,330	23,936,208	30,721,171	34,644,752
Percent Increase or Decrease 1962-1961	-	+ 41.7	-	+ 3.3	-	+ 12.8

\* Excludes Pleasure Craft.

NOTE: These figures are based on Transit Declaration Forms received to and including December 14, 1962.



SAINT LAWRENCE SEAWAY  
DEVELOPMENT CORPORATION  
Seaway Circle, Massena, N. Y.  
SLSDC-213 - Phone: RO 9-9941  
January 18, 1963

UPBOUND AND DOWNBOUND IN-TRANSIT  
CARGO TOLLS-FREE IN 1963



In-transit cargo carried onboard a vessel in the course of the upbound or downbound transit, that is for the complete trip, will be classified as ballast and will be tolls-free for the St. Lawrence Seaway's navigation season of 1963, it was announced today.

The Canadian St. Lawrence Seaway Authority and the United States Saint Lawrence Seaway Development Corporation have agreed to eliminate the in-transit charge. In 1962, the Seaway Entities gave special consideration to in-transit cargo onboard a vessel in the course of an upbound transit only. In-transit cargo as was the case in 1962, must be reported as other cargoes are reported but identified as in-transit cargo and adjustments will be made in the course of assessment and will be reflected in the billing.

In-transit cargo means all cargo not destined to or discharged at a point within the Seaway or within the Great Lakes in Canada or in the United States, that is carried aboard a vessel on both the upbound and downbound transits in the course of the same trip.

This reclassification of in-transit cargo may be cancelled at any time in the event that it does not contribute to traffic improvement. Its effects on traffic will be studied prior to the opening of the 1964 navigation season.

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SAINT LAWRENCE SEAWAY  
DEVELOPMENT CORPORATION  
COBO HALL  
Detroit 26, MICHIGAN  
SLSDC-212 Phone 961-7110

FOR RELEASE A. M., Thursday, Jan. 24, 1963

The Administrator of the Saint Lawrence Seaway Development Corporation and other Great Lakes officials are enthusiastically supporting a plan to bring one or more Norwegian training vessels to visit the Great Lakes ports in 1964.

The invitation was issued by Louis C. Purdey, President of the International Association of Great Lakes Ports to the Norwegian Ambassador to the United States, Paul Koht. The Norwegians have three school training ships, the SS Statsraad Lehmkuhl, the SS Sorlandet and the SS Christian Radich of Windjammer fame.

Mr. McCann noted that a Norwegian line inaugurated the first scheduled Great Lakes overseas trading route in 1933, and that Norwegian ships have played an important part in Seaway history since then. He said, "It would be most appropriate for the training ships to help us celebrate the fifth anniversary of the Seaway in 1964."

Mr. Purdey pointed out that he had invited the ships to visit in June of 1964 since that date coincides with the proposed "Operation Sail -- 1964" in the port of New York. The invitation to the Lake cities will be taken up at a conference in Oslo, Norway on January 28th, at which time members of the Operations Sail committee will outline their plan to Norwegian officials.

Also supporting the proposal is Captain John Manley, director of the Port of Chicago who said, "The Chicago region has the largest Norwegian population of any center in the world. On behalf of these Norwegian Americans, who have such an important stake in our fourth seacoast, I would welcome such a visit. Indeed, we would put on one of the great celebrations for which the city of Chicago is noted."

Detroit-Wayne County Port Director Carlis Stettin stated, "Our port district looks forward to the approval of the excellent training voyage to the Great Lakes by the school sailing ships. It would be a pleasure to welcome the cadets and commemorate this important first in seaway history. "

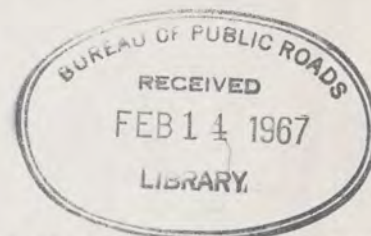
Mr. McCann added that he was sure that the proposed visit would help strengthen the commercial ties between the two nations as well as give the Great Lakes an opportunity to express its great feeling of friendship for the people of Norway.

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Saint Lawrence Seaway Development Corporation  
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1966 TONNAGE  
SETS RECORD



The Saint Lawrence Seaway Development Corporation handled a record 49,249,000 tons during the 1966 navigational season according to final statistics released today by Administrator Joseph H. McCann. Traffic was 13.5% higher than the 1965 total of 43,383,000 tons.

1966 was the first year in which the Seaway surpassed the estimates of the 1958 Tolls Committee. According to its projections, the Seaway was scheduled to handle 48 million tons in 1966. In past years the Seaway has fallen as far as 11 million tons behind Committee expectations which anticipated the Seaway reaching 50 million tons in 1968. Mr. McCann expects the Seaway to top 50 million tons in 1967 and then expand to approximately 65 million tons in the mid or late 1970s.

In his breakdown of statistics, Mr. McCann revealed that bulk cargo reached 43,761,000 tons, nearly 6 million tons more than the previous year's 37,803,000 tons. General cargo, however, failed to keep pace with the 1965 season. 1966's general cargo tonnage was 5,489,000 compared with 5,579,000 tons the year before. 1966, however, was the second best general cargo year in Seaway history.

Mr. McCann reports that a count of 7,946 vessels moved through Eisenhower Lock in 1966, compared with 7,843 vessels in 1965. Ocean cargo vessels increased to 2,638 from 2,576 in 1965. Inland cargo

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carriers climbed to 3,102 vessels, compared with 2,872 in 1965. The total lockages at Eisenhower Lock increased to 8,392 in 1966 compared with the previous year's 8,057. 5,591 vessels were put through in single lockages. 1,012 were tandem lockages and there were 1,789 dummy (empty) lockages.

Mr. McCann pointed out that the 1966 season was marred by port strikes in London and Montreal, a threatened strike on the Seaway itself, and labor trouble at several Great Lakes ports. "There was no doubt that tonnage would have been considerably higher if we had not had these disturbances. General cargo, in particular, was disrupted."

The Welland Canal reached a final figure of 59,272,000, 11% over the 53,420,000 tons of 1965. Of this total, 4,754,000 was general cargo which compared with 4,700,000 tons in 1965.

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