



The canal traffic figures in the foregoing Tables, 17 to 20, include duplications where the same freight passes through two or more canals. Table 21 below eliminates most of this duplication for the St. Lawrence-Great Lakes system. Even in this analysis, however, grain traffic originating at Lake Superior ports and transhipped from upper lake to smaller boats at Port Colborne or other points on lakes Erie or Huron, is really a duplication although not appearing as such. The elimination of duplications for Canadian canals only, is not feasible because both Canadian and United States vessels use the locks on both sides of the river at Sault Ste Marie without the payment of tolls or other restrictions.

**21.—Freight Traffic<sup>1</sup> Using the St. Lawrence, Welland and Sault Ste. Marie<sup>2</sup> Canals, navigation season of 1936.**

Canals Used.	Up-Bound Freight.	Down-Bound Freight.	Total.
	tons.	tons.	tons.
St. Lawrence only .....	2,323,369	1,317,076	3,640,445
St. Lawrence and Welland <sup>2</sup> .....	1,653,699	1,899,352	3,553,051
St. Lawrence, Welland and Sault Ste. Marie <sup>3</sup> .....	218,307	876,721	1,095,028
Welland only .....	722,536	3,776,767	4,499,303
Welland and Sault Ste. Marie <sup>3</sup> .....	111,329	1,178,092	1,289,421
Sault Ste. Marie only <sup>3</sup> .....	14,356,477	52,787,674	67,144,151
<b>Totals .....</b>	<b>19,385,717</b>	<b>61,835,682</b>	<b>81,221,399</b>

<sup>1</sup> Excluding duplications.

<sup>2</sup> Includes approximately 700,000 tons of freight using the locks at Sault Ste. Marie and transhipped at Port Colborne.

<sup>3</sup> Includes both Canadian and United States canals at Sault Ste. Marie.