

The figures in Tables 25-28 include duplications where the same freight passes through two or more canals, but in Table 29 duplications in the traffic passing through the St. Lawrence and Welland Ship Canals and the Canadian Lock at Sault Ste. Marie, which amounted to 3,988,022 tons, have been eliminated.

Grain transhipped at Georgian Bay, Lake Erie, or other ports above Montreal is treated as new cargo and as most of this grain has passed through either the Canadian or United States lock at Sault Ste. Marie there are still duplications in the data because of this treatment. These duplications cannot be avoided when net totals for the Canadian canals are computed because it is impossible to ascertain which lock at Sault Ste. Marie was used by the grain reloaded at Port Colborne or other transshipping port.

29.—St. Lawrence-Great Lakes Traffic Using St. Lawrence, Welland Ship, and Sault Ste. Marie Canals, 1940

Canals Used	Up-Bound Freight	Down-Bound Freight	Total
	tons	tons	tons
Traffic Using Canadian Canals			
St. Lawrence only.....	1,700,823	2,473,654	4,174,477
St. Lawrence and Welland Ship.....	899,228	1,940,809	2,840,037
St. Lawrence, Welland Ship, and Sault Ste. Marie.....	83,924	381,179	465,103
Welland Ship only.....	684,219	6,272,872	6,957,091
Welland Ship and Sault Ste. Marie.....	135,416	2,508,827	2,644,243
Sault Ste. Marie only.....	342,806	929,042	1,271,848
Totals, Traffic Using Canadian Canals.....	3,846,416	14,506,383	18,352,799
Traffic Using United States Canals			
Traffic through United States locks at Sault Ste. Marie that used Welland Ship and St. Lawrence Canals.....	36,034	2,390,430	2,426,464
United States locks at Sault Ste. Marie only.....	12,234,071	73,242,407	85,476,478
Totals, United States Locks at Sault Ste. Marie.....	12,270,105	75,632,837	87,902,942

The Panama Canal.*—The Panama Canal, which was opened to commercial traffic on Aug. 15, 1914, is a waterway of great importance to British Columbian ports, from which vessels leave direct for British and European ports throughout the year. As an alternative route to that of the transcontinental railway lines, such a passage by water is of vital importance in the solution of the larger transportation problems of the continent, and while its influence is perhaps more potential than actual, such a check on transcontinental rail rates is a valuable one. During the War of 1914-18 the great expectations based upon the opening of the Canal were not realized, owing to the scarcity of shipping, but, with the post-war decline in ocean freight rates, an increase in traffic between Canada's Pacific ports and Europe took place, and, while the proportion carried in vessels of Canadian registry was comparatively small, the cargo tonnage nevertheless assumed considerable proportions.

The greater importance of the route as one from Pacific to Atlantic ports is illustrated in Table 30 by the much larger volume of freight originating at western ports than at eastern ports, and the larger volume destined for eastern than for western Canadian ports. Strictly inter-coastal Canadian cargo during the latest year was 46,116 long tons as compared with 103,291 long tons in 1939. The outbreak of war in September, 1939, has again reduced the supply of shipping for the

* Revised and figures supplied by courtesy of the Governor of the Panama Canal Zone.