

22.—Canal Traffic, by Direction and Origin, Navigation Seasons 1940 and 1941—conc.

Year and Canal	Traffic by Direction		Origins of Cargo		Total Cargo	Increase (+) or Decrease (-) cpd. with Previous Year
	Up	Down	Canada	United States ¹		
	tons	tons	tons	tons	tons	tons
1940						
Sault Ste. Marie.....	526,112	1,428,618	1,782,947	171,783	1,954,730	-821,039
Welland Ship.....	1,802,787	11,103,687	4,685,153	8,221,321	12,906,474	+1,178,921
St. Lawrence River.....	2,683,975	4,795,642	5,325,979	2,153,638	7,479,617	-860,548
Richelieu River.....	43,122	71,699	48,346	66,475	114,821	+3,144
St. Peters.....	17,780	36,871	54,651	Nil	54,651	-24,364
Murray.....	180	755	935	"	935	-2,772
Ottawa River.....	145,137	172,275	317,412	"	317,412	+15,741
Rideau.....	839	471	1,310	"	1,310	-699
Trent.....	4,016	19,808	23,824	"	23,824	-5,161
St. Andrews.....	11,977	4,802	16,779	"	16,779	-3,747
Totals, 1940.....	5,235,925	17,634,628	12,257,336	10,613,217	22,870,553	-520,524
1941						
Sault Ste. Marie.....	852,176	1,918,642	2,150,361	620,457	2,770,818	+816,088
Welland Ship.....	1,510,782	11,719,393	3,921,487	9,308,688	13,230,175	+323,701
St. Lawrence River.....	1,981,308	4,948,261	3,664,169	3,265,400	6,929,569	-550,048
Richelieu River.....	33,849	50,387	35,930	48,306	84,236	-30,585
St. Peters.....	15,775	59,944	75,719	Nil	75,719	+21,068
Murray.....	85	3,529	575	3,039	3,614	+2,679
Ottawa River.....	113,349	196,160	306,323	3,186	309,509	-7,903
Rideau.....	537	861	1,398	Nil	1,398	+88
Trent.....	5,154	20,278	25,432	"	25,432	+1,608
St. Andrews.....	16,935	5,962	22,897	"	22,897	+5,118
Totals, 1941.....	4,529,950	18,923,417	10,204,291	13,249,076	23,453,367	+582,814

The figures in Tables 20 to 22 include duplications where the same freight passes through two or more canals, but in Table 23 duplications in the traffic passing through the St. Lawrence and Welland Ship Canals and the Canadian Lock at Sault Ste. Marie, which amounted to 4,229,748 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 transhipping port.

23.—St. Lawrence-Great Lakes Traffic Using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1941

Canals Used	Up-Bound Freight	Down-Bound Freight	Total
	tons	tons	tons
Traffic Using Canadian Canals			
St. Lawrence only.....	1,256,575	2,340,460	3,597,035
St. Lawrence and Welland Ship.....	588,033	2,116,772	2,704,805
St. Lawrence, Welland Ship, and Sault Ste. Marie.....	136,700	491,029	627,729
Welland Ship only.....	614,823	6,472,578	7,087,401
Welland Ship and Sault Ste. Marie.....	171,226	2,639,014	2,810,240
Sault Ste. Marie only.....	622,076	1,251,528	1,873,604
Totals, Traffic Using Canadian Canals.....	3,389,433	15,311,381	18,700,814
Traffic Using United States Canals			
Traffic through United States locks at Sault Ste. Marie that used Welland Ship and St. Lawrence Canals.....	77,826	2,462,929	2,540,755
United States locks at Sault Ste. Marie only.....	14,177,948	91,631,035	105,808,983
Totals, United States Locks at Sault Ste. Marie.....	14,255,774	94,093,964	108,349,738