

The figures in Tables 20 and 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 3,098,981 tons in 1944 and 3,881,423 tons in 1945, 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 locks 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.

**23.—St. Lawrence-Great Lakes Traffic Using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1945**

Canals Used	Up-Bound Freight	Down-Bound Freight	Total
	tons	tons	tons
<b>Traffic Using Canadian Canals—</b>			
St. Lawrence only .....	534,020	3,439,627	3,973,647
St. Lawrence and Welland Ship .....	497,624	2,130,920	2,628,544
St. Lawrence, Welland Ship and Sault Ste. Marie <sup>1</sup> .....	57,638	279,418	337,056
Welland Ship only .....	404,860	5,918,751	6,323,611
Welland Ship and Sault Ste. Marie <sup>1</sup> .....	167,049	3,506,072	3,673,121
Sault Ste. Marie only .....	440,703	1,062,294	1,502,997
<b>Totals, Traffic Using Canadian Canals.....</b>	<b>2,101,894</b>	<b>16,337,082</b>	<b>18,438,976</b>
<b>Traffic Using United States Locks at Sault Ste. Marie Only....</b>	<b>15,551,374</b>	<b>92,292,768</b>	<b>107,844,142</b>
<b>Totals, Canal Traffic .....</b>	<b>17,653,268</b>	<b>108,629,850</b>	<b>126,283,118</b>

<sup>1</sup> Through both Canadian and United States locks at Sault Ste. Marie.

Traffic through the Sault Ste. Marie canals, Canadian and United States, has been approximately twice as heavy as the traffic through the Panama Canal during the last ten years for which records are available, and in 1940 was almost three times as heavy. It has varied from a low of 20,484,000 tons in 1932, which was less than the Panama traffic, to a high of 120,200,814 tons in 1942. The dominant traffic, from a tonnage aspect, is iron ore. During the past 50 years this has fluctuated from 4,901,000 tons in 1892, a low of 3,607,000 tons in 1932 and an average of 50,000,000 tons in the 1920's to a peak of 94,326,578 tons in 1942. Although wheat has ranged as low as only 7 p.c. of the iron-ore tonnage, its value has generally been greater than that of the iron-ore traffic, and has been the most valuable single commodity passed through the canals; in 1928 the value of wheat passed through the canals was 40 p.c. of the value of all traffic. Other grains have been about a quarter to a fifth of the wheat tonnage and a smaller ratio of the value.

Bituminous coal has generally been second in tonnage to iron ore and a large part of it is carried by the ore vessels when returning for a cargo of ore.