

### 6.—Seasons of Open Navigation on the St. Lawrence Ship Channel, 1933-48

NOTE.—Figures for the years 1882-1911 are given at p. 756 of the 1934-35 Year Book and for 1912-32 at p. 615 of the 1942 edition.

Year	Channel Open, Quebec to Montreal <sup>1</sup>	First Arrival from Sea, Montreal Harbour	Last Departure for Sea, Montreal Harbour	Year	Channel Open, Quebec to Montreal <sup>1</sup>	First Arrival from Sea, Montreal Harbour	Last Departure for Sea, Montreal Harbour
1933.....	Mar. 23	Apr. 14	Dec. 6	1941.....	Apr. 14	Apr. 19	Dec. 17
1934.....	" 28	" 26	" 8	1942.....	" 17	May 2	" 16
1935.....	" 30	" 15	" 9	1943.....	" 29	" 24	" 13
1936.....	" 28	" 13	" 11	1944.....	" 20	Apr. 20	" 9
1937.....	Apr. 9	" 19	" 8	1945.....	" 1	" 9	" 3
1938.....	" 12	" 18	" 4	1946.....	" 1	" 12	" 18
1939.....	" 29	" 29	" 12	1947.....	" 16	" 19	" 5
1940.....	" 23	" 24	" 5	1948.....	" 16	" 19	" 10

<sup>1</sup> "Channel Open" means the route can be navigated although there may be floating ice in the river.

### Subsection 3.—Canals

The canals and canalized waters of Canada under the jurisdiction of the Department of Transport, comprise a series of waterways providing navigation for 1,875 miles inland from salt water. The canals may be divided into two classes: (1) the main or primary canals on the St. Lawrence River and the Great Lakes, including the Lachine, Soulanges, Cornwall and Williamsburg Canals on the St. Lawrence River, the Welland Ship Canal between Lakes Ontario and Erie and the Sault Ste. Marie Canal between Lake Huron and Superior; and (2) subsidiary or secondary canals including the St. Peters Canal between Bras d'Or Lake and the Atlantic Ocean, Cape Breton, the St. Ours and Chambly Canals on the Richelieu River, the St. Anne, Carillon and Grenville Canals on the Ottawa River, the Rideau Canal between the Ottawa River and Lake Ontario and the Trent and Murray Canals between Lake Ontario and Georgian Bay.

The importance of this transportation system as a highway of commerce is evidenced by the fact that, during 1948, 23,559,313 tons of freight passed through, the second highest tonnage since 1916; the peak was reached in 1938 when the freight traffic amounted to 24,636,462 tons. In 1948, 22,643 vessels passed through the canals compared with 20,874 in 1947.

In addition to freight and passenger vessels, there were thousands of pleasure craft locked through the canals. The number of passengers on vessels locking at Sault Ste. Marie reached 63,707 in 1948 as compared with 53,782 in 1947.

Revenue from the canals during the year ended Mar. 31, 1948, amounted to \$1,017,412, of which \$826,207 was derived from rentals for hydraulic and land privileges and wharfage.

The names of the various canals along these routes, their locations and lengths, together with the number and dimensions of the locks thereon and other information may be found in the bulletin "Canals of Canada", published by the Department of Transport.

Under the jurisdiction of the Federal Department of Public Works are the St. Andrews Lock (length, width and draught, respectively, 215, 45 and 17 ft.) at Selkirk on the Red River, Man., and the lock at Poupore, Que. There are also a few small isolated locks, each controlled under the authority of the province in which it is situated.