

10.—Canal Traffic, by Direction and Origin, Navigation Season 1948—concluded

Canal	Traffic by Direction		Origins of Cargo		Total Cargo	Comparison with 1947
	Up	Down	Canada	United States ¹		
	tons	tons	tons	tons	tons	tons
Sault Ste. Marie.....	865,284	1,505,778	1,990,596	380,466	2,371,062	+242,732
Welland Ship.....	2,134,724	11,238,597	4,289,790	9,083,531	13,373,321	+1,567,746
St. Lawrence River.....	2,727,253	4,650,757	4,465,678	2,912,332	7,378,010	+198,416
Richelieu River.....	76,189	15,176	78,151	13,214	91,365	+30,279
St. Peters.....	10,768	9,805	20,532	41	20,573	-13,689
Murray.....	139	2,800	2,924	15	2,939	+1,939
Ottawa River.....	1,345	261,998	263,343	—	263,343	+8,516
Rideau.....	352	971	1,323	—	1,323	-185
Trent.....	—	38,681	38,681	—	38,681	+8,076
St. Andrews.....	13,141	5,555	18,696	—	18,696	+1,544
Totals.....	5,829,195	17,730,118	11,169,714	12,389,599	23,559,313	+2,045,374

¹ Figures for the United States include small percentages of traffic from other foreign countries.

The figures in Tables 9 and 10 include duplications where the same freight passes through two or more canals, but in Table 11 duplications in the traffic passing through the St. Lawrence and Welland Ship Canals and the Canadian lock at Sault Ste. Marie 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, Ont., or other transhipping port.

11.—St. Lawrence-Great Lakes Traffic Using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1948

Canals Used	Up-Bound Freight	Down-Bound Freight	Total
	tons	tons	tons
Traffic Using Canadian Canals—			
St. Lawrence only.....	1,661,321	2,529,609	4,190,930
St. Lawrence and Welland Ship.....	906,200	1,560,553	2,466,753
St. Lawrence, Welland Ship and Sault Ste. Marie ¹	149,764	302,197	451,961
Welland Ship only.....	789,225	6,522,596	7,311,821
Welland Ship and Sault Ste. Marie ¹	289,535	2,853,251	3,142,786
Sault Ste. Marie only.....	425,985	977,308	1,403,293
Totals, Traffic Using Canadian Canals.....	4,222,030	14,745,514	18,967,544
Totals, Traffic Using United States Locks at Sault Ste. Marie Only.....	19,265,337	94,258,251	113,523,588
Totals, Canal Traffic.....	23,487,367	109,003,765	132,491,132

¹ 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 latest 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