

The figures in Tables 10 and 11 include duplications where the same freight passes through two or more canals, but in Table 12 duplications in the traffic passing through the St. Lawrence and Welland Ship Canals and the Canadian lock at Sault Ste. Marie have been eliminated wherever possible.

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 transshipping port.

12.—St. Lawrence—Great Lakes Traffic using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1949

| Canals Used | Up-Bound Freight | Down-Bound Freight | Total |
|---|-------------------|--------------------|--------------------|
| | tons | tons | tons |
| Traffic using Canadian Canals— | | | |
| St. Lawrence only | 1,741,355 | 2,013,378 | 3,754,733 |
| St. Lawrence and Welland Ship | 919,271 | 2,286,287 | 3,205,558 |
| St. Lawrence, Welland Ship and Sault Ste. Marie ¹ | 159,898 | 559,776 | 719,674 |
| Welland Ship only | 749,459 | 5,620,164 | 6,369,623 |
| Welland Ship and Sault Ste. Marie ¹ | 311,999 | 3,085,355 | 3,397,354 |
| Sault Ste. Marie only | 473,038 | 897,522 | 1,370,560 |
| Totals, Traffic using Canadian Canals | 4,355,020 | 14,462,482 | 18,817,502 |
| Totals, Traffic using United States Locks at Sault Ste. Marie only | 11,413,824 | 82,472,431 | 93,886,255 |
| Totals, Canal Traffic | 15,768,844 | 96,934,913 | 112,703,757 |

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 from 4,901,000 tons in 1892, an average of 50,000,000 tons in the 1920's, a low of 3,607,000 tons in 1932 and 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 one-quarter to one-fifth of the wheat tonnage and a smaller ratio of the value.

Bituminous coal has generally been second in tonnage to iron ore increasing from 15,529,045 tons during the 1947 season to 16,558,048 tons in 1948; however, in 1949 tonnage declined to 8,675,037 tons due to labour trouble in the United States mines.