

The figures in Tables 11 and 12 include duplications where the same freight passes through two or more canals, but in Table 13 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 trans-shipped 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 trans-shipping port.

13.—St. Lawrence-Great Lakes Traffic using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1952

Canals Used	Up-Bound Freight	Down-Bound Freight	Total
	tons	tons	tons
Traffic using Canadian Canals—			
St. Lawrence only.....	2,005,809	2,950,647	4,956,456
St. Lawrence and Welland Ship.....	1,073,802	3,025,587	4,099,389
St. Lawrence, Welland Ship and Sault Ste. Marie ¹	144,579	422,560	567,139
Welland Ship only.....	831,090	7,769,693	8,600,783
Welland Ship and Sault Ste. Marie ¹	239,069	4,404,376	4,643,445
Sault Ste. Marie only.....	833,539	1,438,156	2,271,695
Totals, Traffic using Canadian Canals¹.....	5,127,888	20,011,019	25,138,907
Totals, Traffic using United States Locks at Sault Ste. Marie only.....	12,077,444	91,989,627	104,067,071
Totals, Canal Traffic.....	17,205,332	112,000,646	129,205,978

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 it was almost three times as heavy. Canal traffic has varied from 20,484,000 tons in 1932, which was less than the Panama traffic, to 120,200,814 tons in 1942. The dominant traffic, from a tonnage aspect, is iron ore and 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, to a peak of 94,326,578 tons in 1942. Although wheat ranks third in tonnage, its value over the past quarter-century has been greater, generally, than that of either iron ore or coal.

Other grains have been about one-quarter to one-fifth of the wheat tonnage and a smaller ratio of the value.

Soft coal has usually been second in volume to iron ore, increasing from 8,676,297 tons during the 1949 season to 13,301,048 tons in 1950; there was a decline, however, to 10,684,734 tons in 1951 and 9,901,211 tons in 1952.

The Panama Canal.—The Panama Canal, which was opened to commercial traffic on Aug. 15, 1914, has been a waterway of great importance to the ports of British Columbia, from which vessels leave direct for United Kingdom and other European ports throughout the year. As an alternative route to that of the trans-continental railway lines, this water passage is of vital importance in the solution of