

The figures in Tables 12 and 13 include duplications where the same freight passes through two or more canals, but in Table 14 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-shipment port.

#### 14.—St. Lawrence-Great Lakes Traffic using St. Lawrence, Welland Ship and Sault Ste. Marie Canals 1956

Canals Used	Up-bound Freight	Down-bound Freight	Total
	tons	tons	tons
<b>Traffic using Canadian St. Lawrence-Great Lakes System</b> .....	<b>8,010,110</b>	<b>23,331,224</b>	<b>31,341,334</b>
St. Lawrence only.....	2,395,177	3,497,078	5,892,255
St. Lawrence and Welland Ship.....	3,366,769	3,593,252	6,960,021
St. Lawrence, Welland Ship and Sault Ste. Marie.....	79,460	76,460	155,920
Welland Ship only.....	1,489,859	13,983,461	15,473,320
Welland Ship and Sault Ste. Marie.....	133,224	343,776	477,000
Sault Ste. Marie only.....	545,621	1,887,197	2,432,818
<b>Traffic using United States Locks at Sault Ste. Marie only</b> .....	<b>13,765,513</b>	<b>92,343,655</b>	<b>106,109,168</b>
<b>Totals</b> .....	<b>21,775,623</b>	<b>115,724,879</b>	<b>137,500,502</b>

Traffic through the Sault Ste. Marie canals, Canadian and American, has been approximately twice as heavy as the traffic through the Panama Canal during the latest ten years for which records are available. Canal traffic has varied from 20,484,000 tons in 1932, which was less than the Panama traffic, to 109,907,136 tons in 1954. The dominant traffic from a tonnage aspect is iron ore which fluctuated from a low of 3,607,000 tons in 1932 to a high of 98,657,591 tons in 1953. In 1955 this tonnage amounted to 89,396,865, but dropped to 79,085,608 in 1956.

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; succeeding years brought declines to 7,397,623 tons in 1954, 9,053,769 tons in 1955 and 10,238,048 tons in 1956.

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.

**The Panama Canal.**—The Panama Canal was opened to commercial traffic on Aug. 15, 1914, and has since 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 transcontinental railway lines, this water passage is of vital importance in the solution of the larger transportation problems of the Continent. During World War I the great expectations based upon the opening of the Canal were not realized, because of the scarcity of shipping. However, with the postwar decline in ocean freight rates, an increase in traffic between Canada's Pacific ports and Europe took place and, while the proportion carried in vessels of Canadian registry was comparatively small, the cargo tonnage nevertheless assumed considerable