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.

12.—St. Lawrence-Great Lakes Traffic using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1959

Canals Used	Up-bound Freight	Down-bound Freight	Total
	tons	tons	tons
Traffic using Canadian St. Lawrence-Great Lakes System	**13,679,651**	**20,736,916**	**34,416,567**
St. Lawrence only	3,777,031	2,287,542	6,064,573
St. Lawrence and Welland Ship	7,332,257	7,252,916	14,585,173
St. Lawrence, Welland Ship and Sault Ste. Marie	45,905	186,835	232,740
Welland Ship only	2,132,667	10,401,460	12,534,127
Welland Ship and Sault Ste. Marie	85,443	68,247	153,690
Sault Ste. Marie only	306,348	539,916	846,264
Traffic using United States Locks at Sault Ste. Marie only	**10,269,878**	**59,403,759**	**69,673,637**
Totals	**23,949,529**	**80,140,675**	**104,090,204**

Traffic through the Sault Ste. Marie canals, Canadian and United States, has fluctuated between a high of 128,489,000 tons reached in 1953 and a low of 70,906,000 tons in 1959. The dominant traffic from a tonnage aspect is iron ore which also reached its highest point in 1953 at 98,658,000 tons, decreasing to 54,188,000 tons in 1958 and 47,214,000 tons in 1959. Soft coal has usually been second in volume to iron ore and in the past ten years has declined from 13,301,000 tons in 1950 to a low of 6,389,000 in 1958, rising to 7,361,000 tons in 1959. Although wheat is generally third in tonnage, in 1958 and 1959 it was in second place totalling 7,478,000 and 7,496,000 tons, respectively. Its value over the past quarter-century has been generally higher 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.

Canadian use of the Panama Canal.—The use of the Panama Canal as a transport facility for the movement of goods from one Canadian port to another is of relatively minor importance. Of the total of 4,195,000 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1960 and passing through the Panama Canal, only 44,000 long tons were destined for Eastern Canadian ports. Similarly, of the 495,000 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 34,000 long tons were destined for Western Canadian ports. The total tonnage passing through the Panama Canal and arriving in Canadian West Coast ports from any origin, Canada or elsewhere, amounted to 685,000 long tons in the year ended June 30, 1960; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 655,000 long tons.

Subsection 4.—The St. Lawrence Seaway

Events leading up to the beginning of the St. Lawrence Seaway project and the progress made during the years of its construction are covered in the 1954 to 1959 Year Books. A special article carried in the 1956 edition (pp. 821-829) gives detailed information on Great Lakes–St. Lawrence waterway traffic immediately prior to the beginning of construction on the project and another special article carried in the 1960 Year Book, (pp. 851-860) covers the story of the Seaway, its new facilities and services and the movement of freight during the first year of its operation.