

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, 1960**

Canals Used	Up-bound Freight	Down-bound Freight	Total
	tons	tons	tons
<b>Traffic using Canadian St. Lawrence—Great Lakes System.....</b>	<b>11,690,411</b>	<b>23,840,810</b>	<b>35,531,221</b>
St. Lawrence and Ottawa.....	80	279,620	279,700
St. Lawrence and Richelieu.....	4,267	—	4,267
St. Lawrence only.....	2,790,127	1,966,005	4,756,132
St. Lawrence and Welland Ship.....	6,011,503	9,437,045	15,448,548
St. Lawrence, Welland Ship and Sault Ste. Marie.....	57,920	207,663	265,583
Welland Ship only.....	2,156,778	11,165,174	13,321,952
Welland Ship and Sault Ste. Marie.....	171,124	79,923	251,047
Sault Ste. Marie only.....	498,612	705,380	1,203,992
<b>Traffic using United States Locks at Sault Ste. Marie only.....</b>	<b>9,421,712</b>	<b>80,632,290</b>	<b>90,054,002</b>
<b>Totals.....</b>	<b>21,112,123</b>	<b>104,473,100</b>	<b>125,585,223</b>

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 47,214,000 tons in 1959 and rising to 67,938,901 tons in 1960. Soft coal has usually been second in volume to iron ore with a volume ranging from 13,301,000 tons in 1950 to a low of 6,389,000 in 1958, rising to 7,361,000 tons in 1959 and declining again to 6,964,000 in 1960. Although wheat has generally been third in tonnage, during the three years 1958-60 it has remained in second place, totalling 7,478,000, 7,496,000 and 7,611,000 tons, respectively. Other grains range between 40 p.c. and 60 p.c. of the wheat tonnage.

**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 4,135,000 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1961 and passing through the Panama Canal, only 19,000 long tons were destined for Eastern Canadian ports. Similarly, of the 771,000 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 28,000 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 679,000 long tons in the year ended June 30, 1961; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 801,000 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 con-