

12.—Canal Traffic by Direction and Origin, Navigation Season 1954—concluded

Canal	Traffic by Direction		Origins of Cargo		Total Cargo 1954	Total Cargo 1953
	Up	Down	Canada	United States ¹		
	tons	tons	tons	tons	tons	tons
Sault Ste. Marie.....	845,990	1,761,978	2,227,056	380,912	2,607,968	3,389,409
Welland Ship.....	2,395,791	15,118,467	7,144,945	10,369,313	17,514,258	19,542,150
St. Lawrence River.....	2,973,706	6,663,328	7,573,098	2,063,936	9,637,034	10,081,992
Richelieu River.....	85,165	24,273	90,440	18,998	109,438	94,379
St. Peters.....	1,594	1,637	3,231	—	3,231	3,841
Murray.....	72	200	272	—	272	676
Ottawa River.....	445	190,365	190,810	—	190,810	243,032
Rideau.....	367	1,133	1,490	—	1,490	1,531
Trent.....	45	125	170	—	170	239
St. Andrews.....	2,429	3,601	6,030	—	6,030	15,815
Totals.....	6,305,594	23,765,107	17,237,542	12,833,159	30,070,701	33,373,064

¹ Figures for the United States include small amounts of traffic from other foreign countries.

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 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 trans-shipment port.

13.—St. Lawrence-Great Lakes Traffic using St. Lawrence, Welland Ship and Sault Ste. Marie Canals 1954

Canals Used	Up-bound Freight	Down-bound Freight	Total
	tons	tons	tons
Traffic using Canadian Canals.....	4,610,618	22,489,137	27,099,755
St. Lawrence only.....	1,714,532	3,311,716	5,026,248
St. Lawrence and Welland Ship.....	1,136,745	2,790,873	3,927,618
St. Lawrence, Welland Ship and Sault Ste. Marie.....	111,978	370,374	482,352
Welland Ship only.....	913,351	6,506,662	7,420,013
Welland Ship and Sault Ste. Marie.....	233,717	5,450,558	5,684,275
Sault Ste. Marie only.....	500,295	4,058,954	4,559,249
Traffic using United States Locks at Sault Ste. Marie only.....	9,353,426	73,453,955	82,807,381
Totals, Canal Traffic.....	13,964,044	95,943,092	109,907,136

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. 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 has fluctuated from a low of 3,607,000 tons in 1932 to a high of 98,657,591 tons in 1953. The 1954 tonnage was 62,583,469.

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 8,609,598 tons in 1953 and 7,397,623 tons in 1954.

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.