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OTTAWA

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SUMMARY OF CANAL TRAFFIC

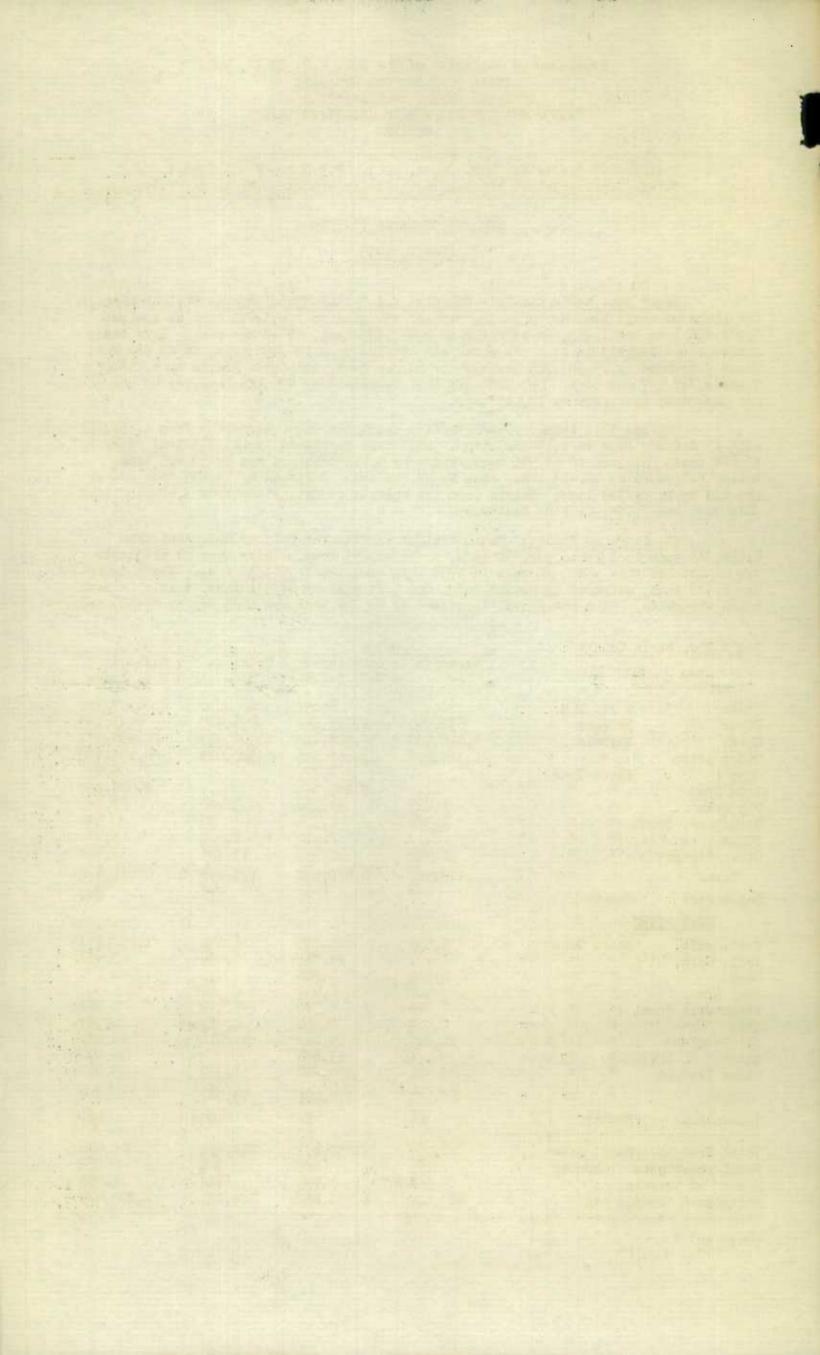
OCTOBER, 1935.

Sault Ste. Marie Canals - Canadian and United States Locks: Freight through the locks at Sault Ste. Marie during October amounted to 7,453,671 tons as against 5,005,676 tons last year, an increase of 2,447,995 tons, or 49 per cent. This large increase was largely in iron ore which was heavier by 2,195,292 tons, or 82 per cent. Wheat increased by 13,349,325 bushels, or 60 per cent, and other grains by 8,736,156 bushels, or 197 per cent. Upbound soft coal decreased by 476,128 tons, or 41 per cent, but hard coal increased by 18,111 tons.

Welland Ship Canal: Total traffic using the canal decreased from 1,330,721 tons in October 1934 to 1,150,823 tons. Soft coal decreased by 115,333 tons, coke by 33,628 tons, pulpwood by 53,535 tons, wheat by 9,010 tons and rye by 50,683 tons. Barley increased by 10,413 tons, oats by 43,388 tons, pulpwood by 24,635 tons and iron ore was up by 36,329 tons. Totals from the opening of navigation were 7,470,510 tons this year and 7,884,921 tons last year.

St. Lawrence Canals: Total freight traffic for October decreased from 1,036,283 tons in 1934 to 992,490 tons, or by 43,793 tons. There were no shipments of rye in October this year, whereas in 1934 they amounted to 56,338 tons. Wheat decreased by 43,322 tons, pulpwood by 41,818 tons, and soft coal by 63,971 tons, mostly in downbound shipments. Sand and gravel increased by 44,734 tons and iron ore by 23,326 tons.

| Sault Ste. Marie Canals | 1935 : 1934 | | | | | | |
|---|--|--|--|---|--|--|--|
| | | Canadian & | | | | | |
| EAST BOUND | Lock : | U.S. Locks | Lock | : U.S. Locks | | | |
| Lumber M Ft. B.M. Flour Barrels Wheat Bushels Other Grain " Copper Short Tons Iron Ore " " Pig Iron " Structural Steel " " Stone " " | 630,750 3,826,500 2,304,230 1,825 1,323 | 6,051 1,187,840 35,518,418 13,169,895 7,779 4,883,546 53,166 1,508 2,310 | 551,920 2,902,733 300,023 3,100 80 1,860 | 7,591 943,190 22,169,093 4,433,739 6,439 2,688,254 20,531 286 3,630 | | | |
| Other Freight " " | 18,440 | 45,433 | 17,764 | 37,424 | | | |
| Total " " | 249,351 | 6,475,572 | 177,864 | 3,639,662 | | | |
| Passengers Number | 77 | 96 | 118 | 141 | | | |
| WEST BOUND | | | | | | | |
| Coal, soft Short Tons Coal, hard " " Coke " " Iron Ore " " Structural Steel " " Salt " " Oil-Gasolene " " Stone " " Other Freight " " Total " " Passengers Number | 5,550 1,500 1,224 2,428 11,425 45,456 67,583 68 | 681,725 25,765 1,500 6,437 4,380 2,840 99,602 53,644 102,206 978,099 | 6,191 1,654 1,172 1,639 11,216 51,730 73,587 | 1,157,853 7,654 5,764 1,739 73,281 16,190 93,948 1,366,014 121 | | | |
| Total freight Short Tons Total passengers Number Number of vessels Registered tonnage net | 316,934 145 384 465,429 | 7,453,671 189 1,995 6,912,882 | 251,451 222 428 384,211 | 5,005,676 262 1,482 4,279,424 | | | |



| | | -2- | | | | |
|--|--------------------------------|--|------------------|-----------|--|--|
| | | | October | | October | |
| Welland Ship Canal: | | | 1935 | | 1934 | |
| Vessels | No | • | 64 | 5 | 722 | |
| Asgistered Tonnage | To | | 1,016,26 | | ,185,112 | |
| Passengers | No | | | ^ | 7 | |
| Barley | To | ns | 39,28 | B | 28,875 | |
| Corn | | | 15,42 | | 1.8,186 | |
| Oats | 11 | | 46,78 | | 3,394 | |
| Rys | 11 | | 6,49 | | 57,179 | |
| Theat Tour | 11 | | 224,970 26,81 | | 233,980 | |
| Gasolene | 11 | | 49,23 | | 33,150 65,020 | |
| Fatroleum & Other Oils | - 11 | | 34,24 | | 26,849 | |
| Sugar | 11 | | 10,15 | | 17,546 | |
| Merchandise | 11 | | 72,94 | Ó | 69,535 | |
| 2 cl pwood | 11 | | 34.550 | 5 | 88,091 | |
| Autos and Auto Parts | - 17 | | 3,300 | 5 | 4,330 | |
| A der | 19 | | 19,34: | | 23,895 | |
| Wood pulp | ti . | | 99,628 | 3 | 74,993 | |
| Soft Coal | 11 | | 237,040 | | 352,373 | |
| Coltra | 11 | | 34,49 | | 68,119 | |
| Iron Ore | 11 | | 115,783 | | 79,453 2,600 | |
| Sand | | | | | | |
| Total Freight | 11 | | 1,150,82 | 1. | ,330,721 | |
| St. Lawrence Canals: | | | | | | |
| Vessels | No. | | 1,519 | | 1,355 | |
| Registered Tonnage | Tor | | 878,56 | 7 | 949,249 | |
| Passengers | No. | | ارار جما | _ | 77 700 | |
| Borley | Tor | ns | 44,331 | | 33,722 | |
| Com — Oats | п | | 16,343 35,150 | | 11,560 590 | |
| Rya | 11 | | 20,120 | | 56,338 | |
| Tagat | 11 | | 21.6.22 | | 259.544 | |
| Flour | (1 | | 211,395 | | 25,618 | |
| Gasolene | 11 | | 70,610 | | 1.8,010 | |
| Potroleum & Other Oils | - 11 | | 55,305 | | 67,051 | |
| Green | 11 | | 15,81 | 7 | 21,289 | |
| Merchandise | ft. | | 80,361 | | 83.748 | |
| Pulpwood | 11 | | 46,996 | | 88,814 | |
| Autos and Auto Parts | 11 | | 50 | | 1,347 | |
| Paper | " | | 9,950 | | 13,610 34,503 | |
| Wood Pulp Hard Coal | 11 | | 99,827 57,31 | L | 35,482 | |
| Sort Coal | [1] | | 77,22 | | 141,195 | |
| Sand | н | | 61.428 | 5 | 16,694 | |
| Total Freight | 8 | | 992,490 | | ,036,283 | |
| a d down a a d a d a d a d a d a d a d a d a d | | | 7,70,1,70 | | | |
| | | | awa Canal | Rideau | a sales trans in the rate of the second seco | |
| | | 1935 | : 1934 | 1935 | : 1.934 | |
| Vessels | No. | 302 | 239 | 50 | | |
| Registered Tonnage | Tons | 61,720 | 50,892 | 5,911 | 6,302 | |
| Passengers | No. | 50 (07 | 28 | 7 001 | * 1107 | |
| Total Freight | Tons | 52,697 | 37,288 | 3,224 | 3,453 | |
| | | Chambly Canal Trent Canal | | | | |
| Vessels | No. | 123 | 76 | 1.65 | 168 | |
| Registered Tonnage | Tons | 12,123 | | 1,598 | | |
| Fassengers | No. | | ٠٠٠ د ا | 1.79 | 127 | |
| Total Freight | Tons | 12,946 | | 666 | 705 | |
| | | | | Ct Doto | m!= Cam=1 | |
| | Murray Canal St. Feter's Canal | | | | | |
| Vessels | No. | 21 | 6 | 143 | | |
| Registered Tonnage | Tons | 3,096 | 2,365 | 8,363 | 11,923 | |
| Fassengers | No. | 0 . 70 | | 5 | 37 0(0 | |
| Total Freight | Tons | 2,170 | 1,680 | 8,438 | 11,062 | |
| | | St. And | rew's Canal | All Cana | dian Canals | |
| Vessels | No. | 113 | 102 | 3,461 | 3,303 | |
| Registered Tonnage | Tons | 7,578 | | 2,460,652 | 2,605,688 | |
| Passengers | No. | 217 | 433 | 5/18 | 826 | |
| Total Freight | Tons | 1,669 | 2,463 | | 2,680,794 | |
| | | The second section of the section of the second section of the section of the second section of the secti | | | | |

