

boundary near Lake Champlain; (3) from Montreal to Ottawa; (4) from Ottawa to Kingston and Perth; (5) Trenton, Lake Ontario, to Lake Huron (not completed); and (6) the St. Peter's canal from the Atlantic ocean to Bras d'Or lakes, Cape Breton. The total length of the waterways comprised within these systems is about 1,594 statute miles, the actual mileage of canals constructed being 117.2.

Canal Traffic.—For the calendar year 1918 the total volume of traffic through the canals of the Dominion amounted to 18,883,619 tons, as compared with 22,238,935 tons in 1917, 23,583,491 tons in 1916, 15,198,803 tons in 1915, 37,023,237 tons in 1914 and 52,053,913 tons in 1913, the record year. The total tonnage in 1918 was made up of 15,514,142 tons of American traffic, as compared with 16,274,566 tons in 1917, and of 3,369,477 tons of Canadian traffic, as compared with 5,964,369 tons in 1917. In 1918 the American traffic represented 82.2 p.c. of the total, as compared with 73.2 p.c. in 1917, and the Canadian traffic represented 17.8 p.c. of the total, as against 26.8 p.c. in 1917. Of Canadian wheat the total quantity moved in 1918 through the canals of Canada and the United States at Sault Ste. Marie was 62,299,271 bushels, of which 19,987,255 bushels passed through the Canadian canal and 42,312,016 bushels passed through the American canal. In addition, 1,569,314 barrels of wheat flour representing, at $4\frac{1}{2}$ bushels per barrel, 7,061,913 bushels of wheat passed through the canals; so that the total movement of Canadian wheat by canal in 1918 was 69,361,184 bushels. Of oats 10,120,625 bushels, of barley 3,470,358 bushels and of flaxseed 1,588,052 bushels passed through the Canadian and American canals at Sault Ste. Marie in 1918.

Expenditure and Revenue for Canals.—In Table 38 are given the annual expenditure and revenue for canals from the beginning up to the year 1918. The column for expenditure chargeable to capital (\$1,781,957 in 1918) includes all the items for canals specified. For 1918 the expenditure chargeable to income, amounting to \$111,553, includes \$21,297 chargeable to canals in general. The expenditure chargeable to revenue, \$149,859 in 1918, is for canals in general only. The items for 1918, \$743,857 for staff and \$540,331 for repairs, are for canals specified. The sum of these totals, viz., \$3,327,557, represents the aggregate expenditure on canals for the year ended March 31, 1918. The total expenditure on canals up to March 31, 1918, is \$167,468,291.

Panama Canal.—In the Year Book of 1914, page 680, particulars were given of the Panama Canal in connection with its formal opening to commercial traffic on August 15 of that year. In Tables 40 and 41 of this section are given statistics of the traffic through the canal by months from January, 1918, to June, 1919, with yearly totals since 1914. Table 40 shows that for the calendar year 1918 there passed through the canal from the Atlantic to the Pacific and from the Pacific to the Atlantic, a total of 7,253,419 long tons of cargo, as compared with 7,542,496 long tons in 1917.