

**Canal Traffic.**—For the calendar year 1919 the total volume of traffic through the canals of the Dominion amounted to 9,995,266 tons, as compared with 18,883,619 in 1918, 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 1919 was made up of 5,129,435 tons of American traffic, as compared with 15,514,142 tons in 1918, and of 4,865,831 tons of Canadian traffic, as compared with 3,369,477 tons in 1918. In 1919 the American traffic represented 51.3 p.c. of the total, as compared with 82.2 p.c. in 1918, and the Canadian traffic represented 48.7 p.c. of the total, as against 17.8 p.c. in 1918. The large decrease of 8,888,353 tons from 1918 was all in American freight, which was 10,384,707 tons less than the previous year, while Canadian freight increased 1,496,354 tons. This decline in American freight was practically all in the Sault Ste. Marie canal returns and in coal and iron ore. These decreases were due to the shortage of coal and to strikes which took place between September and November in the United States steel plants. The effect of these labour troubles may be noted in Table 32, while Table 34 shows that the decrease in traffic was altogether due to the falling off in mine products.

Of Canadian wheat the total quantity moved in 1919 through the canals of Canada and the United States at Sault Ste. Marie was 91,574,836 bushels, of which 21,060,989 bushels passed through the Canadian canal and 70,513,847 bushels passed through the American canal. In addition, 2,870,480 barrels of wheat flour representing, at  $4\frac{1}{2}$  bushels per barrel, 12,917,160 bushels of wheat passed through the canals; so that the total movement of Canadian wheat by canal in 1919 was 104,491,996 bushels. Of oats, 16,300,853 bushels, of barley, 12,873,877 bushels, of flaxseed, 838,042 bushels, and of rye, 760,005 bushels, passed through the Canadian and American canals at Sault Ste. Marie in 1919.

**Expenditure and Revenue for Canals.**—In Table 38 are given the annual expenditure and revenue for canals from the beginning up to the year 1919. The column for expenditure chargeable to capital (\$2,211,935 in 1919) includes all the items for canals specified. For 1919 the expenditure chargeable to income, amounting to \$164,046, includes \$26,442 chargeable to canals in general. The expenditure chargeable to revenue, \$156,558 in 1919, is for canals in general only. The items for 1919, \$733,091 for staff and \$698,878 for repairs, are for canals specified. The sum of these totals, viz., \$3,964,508, represents the aggregate expenditure on canals for the year ended March 31, 1919. The total expenditure on canals up to March 31, 1919, is \$171,432,799.

**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, 1919, to June, 1920, with yearly totals since 1914. Table 40 shows that for the calendar year 1919