

59.—Summary of Commercial Traffic through the Panama Canal, years ended June 30, 1915-1922.¹

Years.	Atlantic to Pacific.		Pacific to Atlantic.		Total Traffic.	
	Vessels.	Cargo Tonnage.	Vessels.	Cargo Tonnage.	Vessels.	Cargo Tonnage.
1915.....	522	2,070,993	553	2,817,461	1,075	4,888,454
1916.....	396	1,369,019	362	1,725,095	758	3,094,114
1917.....	874	2,929,260	929	4,129,303	1,803	7,058,563
1918.....	915	2,639,300	1,154	4,892,731	2,069	7,532,031
1919.....	857	2,740,254	1,167	4,176,367	2,024	6,916,621
1920.....	1,180	4,092,516	1,298	5,281,983	2,478	9,374,499
1921.....	1,471	5,892,078	1,421	5,707,136	2,892	11,599,214
1922.....	1,509	5,495,934	1,227	5,388,976	2,736	10,884,910
Total.....	7,724	27,229,354	8,111	34,119,052	15,835	61,348,406

¹From Annual Report of the Governor of the Panama Canal, 1922.

IX.—SHIPPING AND NAVIGATION.

Canadian shipping may be divided into two classes, ocean shipping and that on inland waters. Whereas, in the case of most countries of such an extensive coast line, the former is much the more important, in Canada shipping on inland waters, while finally dependent to a large extent on ocean traffic to foreign ports, shares almost equally with that of the Atlantic and Pacific oceans the attention devoted to water traffic.

Ocean Shipping.—Canadian ocean shipping dates back to the days of early European fishermen who frequented the shores of Newfoundland and the Maritime provinces. Ocean-going vessels of that time were crude, wooden sailing craft of but 20 or 30 tons burden, to be entrusted only to the guidance of hardy mariners for navigation through nearly unknown seas. Further exploration and settlement produced a larger volume of traffic, but it was not until the building of ships in Canada by the French assumed some dimensions that traffic became important. The first ocean-going vessels in Canada were probably built by Pont-Gravé, one of the first settlers in New France, and soon afterwards Talon and Hocquart, intendants of the colony, realizing the advantages offered to the industry by the timber resources available, gave it every encouragement. Shipyards were established at Quebec and other points along the St. Lawrence, and these, together with later establishments on the western coast, have formed one of the principal bases of Canadian shipping on the Atlantic and the Pacific.

Canadian shipping attained some prominence in the days of fast wooden sailing vessels, and also at a later date when steam power first came into use. In 1833 the Royal William, a Canadian ship built to ply between Quebec and Halifax, crossed the Atlantic from Pictou to London, the first vessel to navigate the Atlantic under steam power. A few years later Samuel Cunard established the well known steamship line of that name. His company pursued a conservative course; wooden ships were used long after iron hulls were a proven success, and paddle wheels after the introduction of the screw propeller. By 1867 the company's business had shifted to New York, and its terminal was moved there from Halifax. The Allan line had a somewhat similar early history, but has remained a purely Canadian company. In addition to other lines of less importance, both the C.P.R. and C.N.R. operate ocean fleets on the Atlantic and the Pacific in conjunction with their railway systems.