

## 47.—Capital Expenditure for Construction and Enlargement of Canals for the fiscal years 1868-1926 and before Confederation—concluded.

Canals.	Expenditure, previous years.	Expenditure, 1926.	Total Expenditure.
<b>St. Lawrence River and Canals—</b>			
North Channel.....	1,995,143	-	1,995,143
River Reachee.....	483,830	-	483,830
Galops Channel.....	1,039,896	-	1,039,896
St. Lawrence Ship Canal.....	135,777	1,700 <sup>2</sup>	134,068
St. Ours Lock.....	127,229	-	127,229
St. Peters.....	648,547	-	648,547
Tay.....	489,599	-	489,599
Trent.....	19,319,760	17,415	19,337,175
Welland.....	29,908,468	1,210 <sup>2</sup>	29,907,288
Welland Ship Canal.....	50,772,083	11,960,465	62,732,558
Williamsburg { Farran's Point.....	877,091	-	877,091
Galops.....	6,143,468	-	6,143,468
Rapide Plat.....	2,159,881	-	2,159,881
Williamsburg.....	1,334,552	-	1,334,552
Canals in general.....	34,967	-	34,967
<b>Total.....</b>	<b>163,767,855</b>	<b>12,024,461</b>	<b>175,812,316</b>

<sup>1</sup>The records relating to cost of construction by Imperial Government were destroyed by fire in 1852 and the statistics are not included in this table. <sup>2</sup>Revenue.

**The Panama Canal.**—The Panama canal, which was opened to commercial traffic on Aug. 15, 1914, is a waterway which is destined to be of the greatest importance to the British Columbian ports, from which vessels now leave direct for Great Britain and European ports throughout the year. As an alternative route to that of the transcontinental railway lines, such a passage by water is of vital importance in the solution of the larger transportation problems of the continent, and while its influence is perhaps more potential than actual, such a check on transcontinental rail rates is a valuable one. During the war the great expectations based upon the opening of the canal were not realized, owing to the scarcity of shipping, but with the decline in ocean freight rates an increase in traffic between our Pacific ports and Europe is occurring, and while the proportion carried in vessels of Canadian registry is comparatively small, the cargo tonnage has nevertheless assumed considerable proportions. During the year ended June 30, 1926, as will be seen from Table 48, a tonnage of 160,196 originating on our eastern coast and a total of 168,295 tons destined for ports on our western coast was carried through the canal. The greater importance of the route as one from Pacific to Atlantic ports is illustrated by the total of 1,650,855 tons from western ports and 614,580 tons destined for eastern Canadian ports, locked through on the voyage eastward. The canal is thus becoming an avenue of trade between Eastern and Western Canada.

The report of the Governor of the Panama Canal Zone for the year 1926 records increases from 1925 of from 4,673 to 5,197 in the number of transits, from 22,855,151 to 24,774,591 in canal net tonnage, from \$21,400,524 to \$22,931,056 in tolls collected and from 23,953,836 to 26,037,448 in tons of cargo carried. (Table 49).

It is interesting to note that the net tonnage of general cargo carriers, passenger ships and other vessels, exclusive of tank ships, has shown an annual increase in each year since 1923. Tank ships, which comprise from 25 to 40 p.c. of the annual tonnage, more than account for the decrease in total tonnage from 1924 to 1925.