

With respect to traffic by nationality of vessels and cargo carried, vessels of United States' registration carried 13,710,956 tons, or 52.7 p.c. of the total cargo of 26,037,448 tons locked through in the year 1926. British vessels carried 6,750,843 tons, or 26.0 p.c., Japanese vessels 667,982 tons, or 2.6 p.c., German vessels 885,007 tons, or 3.4 p.c., and Norwegian vessels 1,051,276 tons, or 4.0 p.c.

48.—Traffic to and from the East and West Coasts of Canada via the Panama Canal, years ended June 30, 1921-1926.

Years.	From		To	
	Canada West Coast.	Canada East Coast.	Canada West Coast.	Canada East Coast.
	long tons.	long tons.	long tons.	long tons.
1921.....	125,638	39,561	126,414	16,558
1922.....	180,981	25,174	148,305	6,521
1923.....	604,546	92,939	101,588	125,233
1924.....	1,223,102	110,677	141,086	197,204
1925.....	1,082,282	121,803	158,709	379,284
1926.....	1,650,855	160,196	168,295	614,580

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

49.—Summary of Commercial Traffic through the Panama Canal, years ended June 30, 1915-1926.¹

Years.	Atlantic to Pacific.		Pacific to Atlantic.		Total Traffic.	
	Vessels.	Cargo Tonnage.	Vessels.	Cargo Tonnage.	Vessels.	Cargo Tonnage.
	No.	long tons	No.	long tons	No.	long tons
1915.....	522	2,070,993	553	2,317,461	1,075	4,388,454
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
1923.....	2,125	7,086,259	1,842	12,481,616	3,967	19,567,875
1924.....	2,740	7,860,100	2,490	19,134,610	5,230	26,994,710
1925.....	2,413	7,398,397	2,260	16,560,439	4,673	23,958,836
1926.....	-	8,037,097	-	18,000,351	5,197	26,037,448

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

IX.—SHIPPING AND NAVIGATION.

Canadian shipping may be divided into two classes, ocean and inland shipping. 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. The Great Lakes are among the leading highways of the international trade of the world; consequently the statistics of inland international shipping are included with those of sea-going shipping in Table 50, while those of sea-going shipping alone will be found in Table 51. In both tables the figures for 1925 are the highest on record.