

46.—Traffic through individual Canadian Canals during the Navigation Seasons, 1923-1927—concluded.

Canals and Years.	Canadian Vessels.		United States Vessels.		Total Passengers.	Total freight carried.
	No.	Registered Tonnage.	No.	Registered Tonnage.		
Murray—		Tons.		Tons.	No.	Tons.
1923.....	636	46,147	298	3,351	4,392	3,144
1924.....	305	37,382	81	1,221	3,673	2,715
1925.....	351	45,245	142	1,458	3,377	1,174
1926.....	313	106,843	63	10,466	7,509	895
1927.....	440	104,893	141	10,724	8,339	712
Ottawa—						
1923.....	2,217	318,239	211	23,165	28,337	233,092
1924.....	2,140	291,123	173	18,900	25,067	205,534
1925.....	2,095	301,629	151	16,226	28,545	214,940
1926.....	2,422	415,257	151	15,996	23,010	321,456
1927.....	3,017	553,140	193	23,055	27,565	455,759
Rideau—						
1923.....	1,824	104,279	12	821	6,299	81,299
1924.....	1,408	102,842	11	542	3,345	85,986
1925.....	1,458	103,503	38	1,533	4,359	85,785
1926.....	1,052	77,755	18	722	2,931	56,052
1927.....	1,139	84,081	30	1,525	3,808	57,951
Trent—						
1923.....	2,288	105,990	47	974	62,777	31,402
1924.....	3,044	120,904	35	604	61,929	41,099
1925.....	2,681	98,162	20	296	53,936	36,302
1926.....	2,171	86,851	49	807	49,727	27,692
1927.....	2,577	82,411	79	2,042	47,954	27,754
St. Andrews—						
1923.....	324	50,498	-	-	-	37,364
1924.....	387	68,299	-	-	-	50,982
1925.....	384	71,843	-	-	-	70,799
1926.....	402	80,966	-	-	14	62,491
1927.....	350	70,019	-	-	262	64,331
Summary—						
1923.....	27,112	13,013,970	3,399	3,325,809	220,604	11,199,434
1924.....	27,467	13,988,909	3,233	2,821,177	208,587	12,869,097
1925.....	28,261	14,964,785	3,687	3,824,924	208,892	14,130,667
1926.....	27,965	14,542,485	3,543	3,144,866	197,561	13,477,663
1927.....	32,149	17,472,601	4,013	3,364,461	210,884	17,488,311

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, 1927, as will be seen from Table 47, a tonnage of 207,003 originating on our eastern coast and a total of 248,009 tons destined for our western coast was carried westward through the canal. The greater importance of the route as one from Pacific to Atlantic ports is illustrated by the total of 1,548,783 tons from western ports and 803,418 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 ended June 30, 1927, records increases from 1926 of from 5,197 to 5,475 in the number of transits, from 24,774,591 to 26,227,815 in canal net tonnage, from \$22,931,056 to \$24,228,830 in tolls collected, and from 26,037,448 to 27,748,215 in tons of cargo carried (Table 48).