

46.—Traffic through individual Canadian Canals during the Navigation Seasons, 1924-1928—concluded.

Canals and Years.	Canadian Vessels.		United States Vessels.		Total Passengers.	Total freight carried.
	No.	Registered Tonnage.	No.	Registered Tonnage.		
		Tons.		Tons.	No.	Tons.
Murray—						
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	7,506	895
1927.....	440	104,893	141	10,724	8,339	712
1928.....	290	46,081	86	1,282	2,325	1,385
Ottawa—						
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	15,696	23,010	321,456
1927.....	3,017	553,140	193	23,055	27,565	455,759
1928.....	3,694	606,187	178	23,014	24,116	487,786
Rideau—						
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	2,331	56,062
1927.....	1,139	84,081	30	1,525	3,303	57,951
1928.....	936	78,368	19	685	1,441	51,999
Trent—						
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	85,851	49	807	49,727	27,692
1927.....	2,577	82,411	79	2,042	47,954	27,754
1928.....	2,456	81,899	22	488	39,291	36,311
St. Andrews—						
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
1928.....	364	74,259	-	-	138	51,948
Summary—						
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	208,692	14,130,667
1926.....	27,965	14,542,485	3,543	3,144,866	197,561	13,477,663
1927.....	36,162	17,472,601	4,013	3,364,461	210,884	17,488,311
1928.....	30,575	17,435,176	3,973	3,270,591	188,150	18,720,441

¹ Includes duplications where vessels use two or more canals.

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 post-war 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, 1928, as will be seen from Table 47, a tonnage of 168,287 originating on our eastern coast and a total of 268,960 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 2,845,675 tons from western ports and 394,173 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.