

The report of the Governor of the Panama Canal Zone for the year ended June 30, 1929, records a decrease from 1928 of from 6,456 to 6,413 in the number of transits, but increases from 29,458,634 to 29,837,794 in canal net tonnage, from \$26,944,500 to \$27,127,377 in tolls collected, and from 29,630,709 to 30,663,006 in tons of cargo carried (Table 48).

With respect to traffic by nationality of vessels and cargo carried, vessels of United States registration carried 14,075,731 tons, or 45.9 p.c. of the total cargo of 30,663,006 tons locked through in the year 1929. British vessels carried 8,331,221 tons, or 27.2 p.c., Japanese vessels 980,041 tons, or 3.2 p.c., German vessels 1,482,279 tons, or 4.8 p.c., and Norwegian vessels 1,505,366 tons, or 4.9 p.c.

**47.—Traffic to and from the East and West Coasts of Canada via the Panama Canal, years ended June 30, 1921-1929.<sup>1</sup>**

Years.	Originating on—		Destined for—	
	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	125,283
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
1927.....	1,548,783	207,003	248,009	803,418
1928.....	2,845,675	168,287	268,960	394,173
1929.....	2,578,982	202,522	226,810	510,475

<sup>1</sup>Figures supplied by courtesy of the Governor of the Panama Canal Zone.

**48.—Summary of Commercial Traffic through the Panama Canal, years ended June 30, 1915-1929.<sup>1</sup>**

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	2,817,461	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
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.....	2,760	8,037,097	2,437	18,000,351	5,197	26,037,448
1927.....	2,888	8,583,327	2,587	19,164,888	5,475	27,748,215
1928.....	3,384	8,310,134	3,072	21,320,575	6,456	29,630,709
1929.....	3,348	9,882,520	3,065	20,780,486	6,413	30,663,006

<sup>1</sup>Figures supplied by courtesy of the Governor of the Panama Canal Zone.

## PART 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 on 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