

**The Panama Canal.**<sup>1</sup>—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, 1932, as will be seen from Table 50, a tonnage of 65,959 originating on our eastern coast and a total of 574,317 tons destined for our western coast were carried westward through the canal. The greater importance of the route as one from Pacific to Atlantic ports is illustrated by the 3,479,778 tons originating at western ports and 561,805 tons destined for eastern Canadian ports locked through in the same period. Strictly intercoastal Canadian cargo during the year aggregated 90,802 long tons. 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, 1932, records a decrease from 1931 of from 5,529 to 4,506 in the number of transits, a decrease from 27,792,146 to 23,625,419 in canal net tonnage and decreases from \$24,645,457 to \$20,707,377 in tolls collected, and from 25,082,800 to 19,807,998 in tons of cargo carried (Table 51).

With respect to traffic by nationality of vessels and cargo carried, vessels of United States registration carried 8,835,055 tons, or 44.6 p.c. of the total cargo of 19,807,998 tons locked through in the year 1932. British vessels carried 4,638,068 tons, or 23.4 p.c., Japanese vessels 1,031,704 tons, or 5.2 p.c., German vessels 1,078,738 tons, or 5.4 p.c. and Norwegian vessels 1,427,284 tons, or 7.2 p.c.

<sup>1</sup>Revised, and figures supplied, by courtesy of the Governor of the Panama Canal Zone.

**50.—Traffic to and from the East and West Coasts of Canada via the Panama Canal, years ended June 30, 1921-32.**

Year.	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.....	180,931	25,174	148,305	6,521
1923.....	604,546	92,989	101,588	125,283
1924.....	1,223,102	110,677	141,086	197,204
1925.....	1,082,282	121,808	158,709	379,284
1926.....	1,850,855	160,196	168,295	614,580
1927.....	1,548,783	207,003	248,006	803,418
1928.....	2,845,675	168,287	268,990	394,173
1929.....	2,378,982	202,522	226,810	510,475
1930.....	1,947,277	261,532	179,242	189,349
1931.....	3,525,133	110,924	967,100	517,410
1932.....	3,479,778	65,959	574,317	561,805