

**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 has taken place, and, while the proportion carried in vessels of Canadian registry is comparatively small, the cargo tonnage has nevertheless assumed considerable proportions. During the years ended June 30, 1933 and June 30, 1934, as will be seen from Table 50, tonnages of 121,875 and 196,204 originating on our eastern coast and tonnages of 134,511 and 189,227 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 2,201,180 tons originating at western ports and 498,706 tons destined for eastern Canadian ports locked through in the latest period. Strictly intercoastal Canadian cargo during the latest year aggregated 106,519 long tons as compared with 90,802 long tons in 1933. 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, 1934, records an increase from 1933 of from 4,494 to 5,533 in the number of transits, an increase from 22,821,876 to 28,566,595 in canal net tonnage and increases from \$19,620,459 to \$24,063,789 in tolls collected, and from 18,177,728 to 24,718,651 in tons of cargo carried (Table 51).

With respect to traffic by nationality of vessels and cargo carried, vessels of United States registration carried 11,578,453 tons, or 46.8 p.c. of the total cargo of 24,718,651 tons locked through in the year 1934. British vessels carried 5,193,136 tons, or 21.0 p.c., Norwegian vessels 2,080,833 tons, or 8.4 p.c., Japanese vessels 1,510,916 tons, or 6.1 p.c., German vessels 962,218 tons, or 4.0 p.c.

\*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, 1921-34.**

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.....	180,981	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.....	2,650,646	231,128	266,433	539,767
1930.....	1,968,996	185,776	267,282	556,562
1931.....	2,307,257	137,756	271,621	492,532
1932.....	2,383,211	89,443	167,855	529,317
1933.....	2,896,162	121,875	134,511	328,038
1934.....	2,201,180	196,204	189,227	498,706