

54.—Summary of Commercial Traffic through the Panama Canal, years ended June 30, 1915-35.

NOTE.—Figures in this table have been completely revised since the 1934-35 Year Book and now include only vessels of 300 net tons or over (Panama Canal measurement).

Year ended June 30—	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.....	512	2,070,939	546	2,817,461	1,058	4,888,400
1916.....	376	1,369,018	348	1,724,317	724	3,093,335
1917.....	844	2,928,470	894	4,126,250	1,738	7,054,720
1918.....	877	2,638,116	1,112	4,887,652	1,989	7,525,768
1919.....	819	2,737,321	1,129	4,172,776	1,948	6,910,097
1920.....	1,130	4,091,964	1,263	5,280,410	2,393	9,372,374
1921.....	1,417	5,891,009	1,374	5,704,962	2,791	11,595,971
1922.....	1,469	5,495,164	1,196	5,387,443	2,665	10,882,607
1923.....	2,090	7,085,965	1,818	12,480,464	3,908	19,566,429
1924.....	2,697	7,858,969	2,461	19,134,198	5,158	26,993,167
1925.....	2,364	7,397,159	2,228	16,559,390	4,592	23,956,549
1926.....	2,698	8,034,593	2,389	17,995,423	5,087	26,030,016
1927.....	2,805	8,576,474	2,488	19,157,081	5,293	27,733,555
1928.....	3,284	8,303,344	2,969	21,312,307	6,253	29,615,651
1929.....	3,279	9,873,529	3,010	20,774,239	6,289	30,647,768
1930.....	3,051	9,472,061	2,976	20,546,368	6,027	30,018,429
1931.....	2,717	6,670,718	2,653	18,394,565	5,370	25,065,283
1932.....	2,273	5,631,717	2,089	14,167,269	4,362	19,798,986
1933.....	2,184	4,507,970	1,978	13,654,095	4,162	18,161,165
1934.....	2,753	6,162,649	2,481	18,541,360	5,234	24,704,009
1935.....	2,676	7,529,721	2,504	17,779,806	5,180	25,309,527

PART IX.—SHIPPING AND NAVIGATION.

Canadian shipping may be divided into three classes: (1) ocean or sea-going shipping; (2) inland or rivers and lakes international shipping (exclusive of ferriage); and (3) coasting trade or coastwise shipping. Ocean shipping covers the sea-going vessels arriving or departing from Atlantic and Pacific Coast ports, including St. Lawrence River ports up to Montreal. Inland international shipping is the term used to cover shipping between Canadian and United States ports on the Great Lakes and international rivers and on lakes and rivers accessible to shipping from United States ports such as the Ottawa, Rideau, Trent, etc. (Ferriage is, however, excluded from this and other classes of shipping.) Coastwise shipping or the coasting trade covers shipping between one Canadian port and another on the Atlantic coast, on the Pacific coast and on the inland international lakes and rivers or lakes and rivers accessible to them. It does not, however, include shipping on isolated Canadian waterways, such as the Mackenzie river, lake Winnipeg, lake St. John, etc.

Tables 55-64, following, have been adapted from the Shipping Report of the Department of National Revenue for the fiscal year ended Mar. 31, 1935.

Whereas, in the case of most countries of such extensive coast line, the ocean shipping is much the more important, in Canada the 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 included with those of sea-going shipping in Table 55, while those of sea-going shipping alone will be found in Table 57.