

23.—Summary of Commercial Traffic through the Panama Canal, years ended June 30, 1915-36.

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	4,507,070	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
1936.....	2,770	8,249,899	2,612	18,256,044	5,382	26,505,943

Subsection 3.—Harbour Traffic.

The freight movement through a large port takes a number of different forms. The overseas movement, i.e., the freight loaded into or unloaded from sea-going vessels frequently constitutes a surprisingly small part of the total. Usually the volume coming in and going out by coastwise vessels is larger. Then there is the "in transit" movement in vessels which pass through the harbour without loading or unloading. Finally there is the movement from one point to another within the harbour, which in many ports amounts to a larger total than any of the other activities. In the past, these different forms of traffic have not been uniformly recorded for the various harbours of Canada, and therefore, it has been impossible to compile satisfactory or reliable statistics. With the consolidation of administrative activities in the Department of Transport, and the control of many of the leading ports in the National Harbours Board, an effort is being made to compile fairly satisfactory statistics regarding harbour traffic.

PART V.—AIR NAVIGATION.*

Aircraft furnish a rapid and convenient means of transportation for passengers and supplies to remote and unsettled areas. The use of aircraft has made possible the obtaining of accurate information for the development and conservation of natural resources in parts of Canada that would otherwise have been practically inaccessible. Air-mail and air-transportation lines and commercial services are increasing steadily in number and in the scope of their operations and usefulness.

* Descriptive and administrative information has been prepared from material supplied by J. A. Wilson, Controller of Civil Aviation, Department of Transport, while statistics have been compiled by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics.