

25.—Traffic to and from the East and West Coasts of Canada via the Panama Canal, years ended June 30, 1929-38.

NOTE.—Figures for the years 1921-28 are given at p. 707 of the 1938 Year Book.

Year ended June 30—	Originating on—		Destined for—	
	Canada, West Coast.	Canada, East Coast.	Canada, West Coast.	Canada, East Coast.
	long tons.	long tons.	long tons.	long tons.
1929	2,650,646	231,128	266,433	539,767
1930	1,968,966	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	190,204	189,227	498,706
1935	2,490,203	248,658	176,698	547,974
1936	2,705,567	298,884	223,174	806,673
1937	2,780,243	379,738	240,221	589,011
1938	1,962,220	391,906	213,781	398,710

26.—Summary of Commercial Traffic through the Panama Canal, years ended June 30, 1923-38.

NOTE.—Figures for the years 1915-23 are given at p. 708 of the 1938 Year Book.

Year ended June 30—	Atlantic to Pacific.		Pacific to Atlantic.		Totals.	
	Vessels.	Cargo Tonnage.	Vessels.	Cargo Tonnage.	Vessels.	Cargo Tonnage.
	No.	long tons.	No.	long tons.	No.	long tons.
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	13,854,095	4,162	18,161,165
1934	2,753	6,182,649	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
1937	2,865	9,895,632	2,522	18,212,743	5,387	28,108,375
1938	2,946	9,688,560	2,578	17,097,364	5,524	27,385,924

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 large volume. It is not possible to obtain statistics of the total freight handled in all the ports and harbours of Canada, as many of them are small, and without the staff necessary to obtain a detailed record of freight handled. However, the cargo of sea-going vessels loaded and unloaded is shown for the principal ports, for the provinces and for Canada, in Table 18. Similar statistics of cargo carried by vessels in coastwise and inland international shipping are not available. The National Harbours Board now reports annually the water-borne cargo loaded and unloaded at the eight ports under its control. Six of these are among the principal ports of Canada and the cargo handled in each is shown in Table 27. The classification is the same as for railway freight (Table 23, pp. 652-653) and canal traffic (Table 22, p. 696). The figures include freight carried by coastwise and inland international, as well as by sea-going shipping. The total of sea-going cargo is shown for these same ports in Table 18, and the difference would be largely coastwise for these particular ports. The figures for each port include all cargo loaded or unloaded whether by facilities under the Board or at private docks and terminals in these ports. Cross-harbour movements and bunkering are excluded except as mentioned in the footnote to the table.