

**20.—Traffic to and from the East and West Coasts of Canada via the Panama Canal, Years Ended June 30, 1929-40<sup>1</sup>**

NOTE.—Figures for the years 1921 to 1928 are given at p. 707 of the 1938 Year Book.

Year	Originating on—		Destined for—	
	West Coast	East Coast	West Coast	East Coast
	long tons	long tons	long tons	long tons
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
1935.....	2,490,203	248,658	176,698	547,974
1936.....	2,705,567	298,884	223,174	506,673
1937.....	2,780,243	379,783	240,221	589,011
1938.....	1,962,220	391,906	213,781	398,710
1939.....	2,873,452	348,410	163,526	296,881
1940 <sup>1</sup> .....	2,272,450	313,118	185,540	108,648

<sup>1</sup> War-time restrictions preclude the publication of data for 1941 and later years.

A table at p. 636 of the 1942 Year Book shows the total commercial traffic through the Panama Canal in the years 1929-40.

### 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 of vessels that 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 are without the staff necessary to obtain a detailed record of freight handled. Similar statistics of cargo carried by vessels in coastwise and inland international shipping are not available. The National Harbours Board administers a number of the principal ports of Canada and for the years 1936-39, has published a record of the principal commodities in water-borne cargo handled at the ports under its control. These are shown for 1939 at pp. 701-702 of the 1940 Year Book. Owing to war-time restrictions the publication of later statistics has been suspended.

## PART V.—CIVIL AIR TRANSPORTATION\*

NOTE.—The treatment of military activities and organizations falls more properly under the subject of National Defence (see "Air Force, Royal Canadian" in the Index).

Before the War, civil aviation in Canada was playing an ever-increasing part in the daily life of the nation. The aeroplane was taking a leading part in mail delivery both in outlying and inter-urban areas, in transportation of passengers and goods to the outposts of civilization; in photographing and mapping uncharted areas; in exploration and prospecting; in the movement of hunters and trappers to other-

\* Descriptive and administrative information has been prepared from material supplied under the direction of J. A. Wilson, Director of Air Services, 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.