

post-war decline in ocean freight rates, an increase in traffic between Canada's Pacific ports and Europe took place, and, while the proportion carried in vessels of Canadian registry was comparatively small, the cargo tonnage nevertheless assumed considerable proportions. The outbreak of war in September, 1939, has again reduced the supply of shipping for the ordinary commerce of the nations involved. It is probable that under these circumstances transcontinental rail transportation has been substituted in Canada for some of the traffic formerly passing through the Panama Canal.

### 21.—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—		Year	Originating on—		Destined for—	
	West Coast	East Coast	West Coast	East Coast		West Coast	East Coast	West Coast	East Coast
	long tons	long tons	long tons	long tons		long tons	long tons	long tons	long tons
1929.....	2,650,646	231,128	266,433	539,767	1935.....	2,490,203	248,658	176,698	547,974
1930.....	1,968,996	185,776	267,282	556,562	1936.....	2,705,567	298,884	223,174	506,673
1931.....	2,307,257	137,756	271,621	492,532	1937.....	2,780,243	379,783	240,221	589,011
1932.....	2,383,211	89,443	167,855	529,317	1938.....	1,962,220	391,906	213,781	398,710
1933.....	2,896,162	121,875	134,511	328,038	1939.....	2,873,452	348,410	163,526	296,381
1934.....	2,201,180	196,204	189,227	498,706	1940.....	2,272,450	313,118	185,540	108,648

<sup>1</sup> Wartime 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 during 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. Similarly [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 wartime restrictions the publication of later statistics has been suspended.