

24.—Traffic To and From the East and West Coasts of Canada via the Panama Canal, Years Ended June 30, 1929-45

NOTE.—Figures for the years 1921-28 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	1938.....	1,962,220	391,906	213,781	398,710
1930.....	1,968,996	185,776	267,282	556,562	1939.....	2,873,452	348,410	163,526	296,881
1931.....	2,307,257	137,756	271,621	492,532	1940.....	2,272,450	313,118	185,540	108,648
1932.....	2,383,211	89,443	167,855	529,317	1941.....	1,366,873	178,700	99,693	220,228
1933.....	2,896,162	121,875	134,511	328,038	1942.....	374,073	135,655	36,709	152,807
1934.....	2,201,180	196,204	189,277	498,706	1943.....	723,528	95,788	Nil	21,611
1935.....	2,490,203	248,658	176,698	547,974	1944 ¹	363,220	17,283	30,044	Nil
1936.....	2,705,567	298,884	223,174	506,673	1945 ¹	679,079	65,395	366,118	30,540
1937.....	2,780,243	379,783	240,221	589,011					

¹ Approximate figures.

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 statistics are not available.

PART V.—CIVIL AIR TRANSPORTATION*

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

Section 1.—History and Administration

Subsection 1.—Historical Developments

Historical Sketch.—A brief historical outline of the development of aviation in Canada appears at pp. 710-712 of the 1938 Year Book.

Trans-Canada Airway.—An article describing this Airway appears at pp. 703-705 of the 1940 Year Book.

* Descriptive and administrative information has been prepared from material supplied under the direction of A. D. McLean, O.B.E., Controller of Civil Aviation, Department of Transport, and W. S. Thompson, C.B.E., Director of Public Relations, Canadian National Railways, Department of Transport; statistics have been compiled by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics.