

times as heavy. It has varied from a low of 20,484,000 tons in 1932, which was less than the Panama traffic, to a high of 120,200,814 tons in 1942. The dominant traffic, from a tonnage aspect, is iron ore. During the past 50 years this has fluctuated from 4,901,000 tons in 1892, an average of 50,000,000 tons in the 1920's, a low of 3,607,000 tons in 1932 and to a peak of 94,326,578 tons in 1942. Although wheat has ranged as low as only 7 p.c. of the iron-ore tonnage, its value has generally been greater than that of the iron-ore traffic, and has been the most valuable single commodity passed through the canals; in 1928 the value of wheat passed through the canals was 40 p.c. of the value of all traffic. Other grains have been about one-quarter to one-fifth of the wheat tonnage and a smaller ratio of the value.

Bituminous coal has generally been second in tonnage to iron ore increasing from 15,405,415 tons during the 1946 season to 15,529,045 tons in 1947.

**The Panama Canal.**—The Panama Canal, which was opened to commercial traffic on Aug. 15, 1914, has been a waterway of great importance to British Columbian ports, from which vessels leave direct for British and European ports throughout the year. As an alternative route to that of the transcontinental railway lines, such a passage by water is of vital importance in the solution of the larger transportation problems of the Continent. During the First World War the great expectations based upon the opening of the Canal were not realized, owing to the scarcity of shipping. However, with the 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. During the war years 1940-45, the volume of Canadian traffic through the Canal was greatly reduced.

## 28.—Traffic To and From the East and West Coasts of Canada via the Panama Canal, Years Ended June 30, 1929-47

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	1939.....	2,873,452	348,410	163,526	296,881
1930.....	1,968,996	185,776	267,282	556,562	1940.....	2,272,450	313,118	185,540	108,648
1931.....	2,307,257	137,756	271,621	492,532	1941.....	1,366,873	178,700	99,693	220,228
1932.....	2,383,211	89,443	167,855	529,317	1942.....	374,073	135,655	36,709	152,807
1933.....	2,896,162	121,875	134,511	328,038	1943.....	723,528	95,788	Nil	21,611
1934.....	2,201,180	196,204	189,277	498,706	1944 <sup>1</sup> .....	363,220	17,283	30,044	Nil
1935.....	2,490,203	248,658	176,698	547,974	1945 <sup>1</sup> .....	679,079	65,395	366,118	30,540
1936.....	2,705,567	298,884	223,174	506,673	1946.....	1,756,989	184,850	111,161	62,516
1937.....	2,780,243	379,783	240,221	589,011	1947.....	2,981,348	316,898	132,521	99,745
1938.....	1,962,220	391,906	213,781	398,710					

<sup>1</sup> Approximate—exact figures not available.