

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 (1914-18), 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 Second World War (1939-45), the volume of Canadian traffic through the Canal was greatly reduced.

13.—Traffic to and from the East and West Coasts of Canada, via the Panama Canal, Years Ended June 30, 1939-50

NOTE.—Figures for the years 1921-28 are given at p. 707 of the 1938 Year Book and those for 1929-38 at p. 738 of the 1948-49 edition.

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
1939.....	2,873,452	348,410	163,526	296,881	1945 ¹	679,079	65,395	366,118	30,540
1940.....	2,272,450	313,118	185,540	108,648	1946.....	1,756,989	184,850	111,161	62,516
1941.....	1,366,873	178,700	99,693	220,228	1947.....	2,981,348	316,898	132,521	99,745
1942.....	374,073	135,655	36,709	152,807	1948.....	2,324,394	244,121	162,561	67,215
1943.....	723,528	95,788	—	21,611	1949.....	2,298,492	188,506	154,524	145,477
1944 ¹	363,220	17,283	30,044	—	1950.....	2,707,047	185,076	226,673	143,395

¹ Approximate—exact figures not available.

14.—Commercial Traffic through the Panama Canal, Years Ended June 30, 1939-50

NOTE.—Figures for the years 1915-28 are given at p. 708 of the 1938 Year Book; for 1929-36 at p. 636 of the 1942 edition; and for 1937-38 at p. 739 of the 1948-49 edition.

Year	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
1939.....	3,146	9,011,267	2,757	18,855,360	5,903	27,866,627
1940.....	2,763	9,819,600	2,607	17,479,416	5,370	27,299,016
1941.....	2,353	9,488,446	2,374	15,462,345	4,727	24,950,791
1942.....	1,227	4,684,922	1,461	8,922,522	2,688	13,607,444
1943.....	824	4,945,267	998	5,654,699	1,822	10,599,966
1944.....	671	3,354,349	891	3,649,138	1,562	7,003,487
1945.....	924	4,234,935	1,015	4,368,672	1,939	8,603,607
1946.....	1,516	6,118,085	2,231	8,859,895	3,747	14,977,940
1947.....	2,021	8,294,820	2,239	13,375,698	4,260	21,670,518
1948.....	2,286	8,679,140	2,392	15,438,648	4,678	24,117,788
1949.....	2,387	9,899,088	2,406	15,406,070	4,793	25,305,158
1950.....	2,689	9,483,863	2,759	19,388,430	5,448	28,872,293

Subsection 4.—Harbours

Water transportation cannot be studied with any degree of completeness without taking into consideration the co-ordination of land and water transportation at many of the ports. Facilities provided to enable interchange movements include the necessary docks and wharves, some for passenger traffic but most of them for