

**The Panama Canal.**—The Panama Canal, which was opened to commercial traffic on Aug. 15, 1914, has been a waterway of great importance to the ports of British Columbia, from which vessels leave direct for United Kingdom and other European ports throughout the year. As an alternative route to that of the transcontinental railway lines this water passage is of vital importance in the solution of the larger transportation problems of the Continent. During World War I the great expectations based upon the opening of the Canal were not realized, owing to the scarcity of shipping. However with the postwar 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 World War II the volume of Canadian traffic through the Canal was again reduced but has since increased considerably.

#### 14.—Traffic to and from the East and West Coasts of Canada via the Panama Canal, Years Ended June 30, 1946-55

NOTE.—Figures from 1921 are given in the corresponding table of previous Year Books beginning with the 1938 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
1946	1,756,989	184,850	111,161	62,516	1951	2,910,246	240,904	372,534	142,741
1947	2,981,348	316,898	132,521	99,745	1952	3,644,888	287,872	281,960	114,319
1948	2,824,394	244,121	162,561	67,215	1953	3,560,925	532,810	341,548	219,567
1949	2,298,492	188,506	154,524	145,477	1954	4,153,577	398,778	402,335	230,295
1950	2,707,047	185,076	226,673	143,395	1955	4,109,456	301,450	427,825	303,585

#### 15.—Commercial Traffic through the Panama Canal, Years Ended June 30, 1946-55

NOTE.—Figures from 1915 are given in the corresponding table of previous Year Books beginning with the 1938 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
1946	1,516	6,118,085	2,231	8,859,855	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
1951	2,784	11,132,472	2,809	18,940,550	5,593	30,073,022
1952	3,184	15,128,995	3,340	18,481,514	6,524	33,610,509
1953	3,674	17,329,066	3,736	18,766,283	7,410	36,095,349
1954	3,852	18,377,724	3,932	20,717,343	7,784	39,095,067
1955	4,002	18,419,006	3,995	22,227,295	7,997	40,646,301

#### Subsection 4.—Aids to Navigation

Included under aids to navigation are the lighthouses and the whole system of marine danger signals on the east and west coasts of Canada, on Hudson Bay and Strait, the St. Lawrence River and Gulf, the inland rivers and lakes, and at the entrances to harbours—a very extensive system designed to provide safe navigation in all Canadian waters. In addition a pilotage service is maintained in waters where navigation is difficult; this service is described under Marine Services at p. 843. A further aid to safe navigation is found