

SHIPPING.

In the beginning of Canadian shipping furs were carried in canoes by water routes to the ocean ports. After 1665, Talon, as intendant, carried shipping a step beyond this by giving government aid to the building of ships for the West Indies trade and for the French navy, but the industry lost ground through the use of poor materials and the high cost of construction.

With the coming of the U. E. Loyalists and their establishment as farmers in what is now Ontario, western trade took on a different character and set aside the birch bark canoe for the bateau and Durham boat. The route from Montreal to the Upper Lakes was broken at three places—from Montreal to Kingston transportation was by bateau or Durham boat, from Kingston to Queenston schooners were used, then there was the portage road from Queenston to Chippawa and finally schooner again to the destination. The charge for transporting a barrel of rum from Montreal to Kingston was from \$3.00 to \$3.50 and freight charges on other goods were proportions of the rate on this standard article.

In 1809, the "Accommodation", the first Canadian steamship, was built for the Hon. John Molson to run between Montreal and Quebec. By 1818 Molson had formed a company, the St. Lawrence Steamship Company or the Molson Line. On lake Ontario, the "Frontenac", beginning with 1817, was used on a weekly service between York and Prescott, and following this beginning came a period of great activity in lake and river shipping. In 1845, the "Gore" reached lake Huron by way of the Welland canal to carry on transport trade in the Upper Lakes where previously there had not been enough traffic to support a large ship. Shipping on the Upper Lakes became brisker now, for there were settlers to be carried from Buffalo to the western United States and grain to be brought back. In this period Canadian shipping made its profit by carrying American goods, for there was little traffic originating in the Canadian near-West.

After 1850 there was railway competition to contend with. By 1852 Chicago was joined to New York and by 1854 Toronto to Collingwood and Hamilton to Windsor. The competition of railways meant the weeding out of the less efficient ships; passengers now forsook the steamships, and railways took over the transportation of perishable goods. But the new roads opened up traffic areas for water transport as well as for themselves; grain became an important article of lake transportation and the new ships were built for the carriage of bulky commodities.

The building of wooden ships had centered at Quebec ever since the beginnings were made by Talon. In 1825 ships having a tonnage of 24,592 were built there. From this time forth the industry maintained its position until the depression caused by the altered trade relations of Great Britain to Canada. Under the Reciprocity Treaty the industry revived, but after 1865 it declined and practically disappeared as steel ships became more common. Before 1800, fishing had occupied the seamen of the Maritime Provinces,