

53.—British and Foreign Vessels employed in the Coasting Trade of Canada, fiscal years ended Mar. 31, 1919-1923.

Items.	1919.	1920.	1921.	1922.	1923.
VESSELS ARRIVED—					
British—					
Steam.....No.	59,076	61,859	61,187	62,646	68,413
Tons register.....	24,666,439	27,711,784	25,294,751	27,513,247	31,396,583
Number of crew.....	1,129,514	1,209,243	1,207,878	1,249,902	1,344,423
Sail.....No.	13,552	13,143	12,505	12,492	12,632
Tons register.....	2,868,481	2,785,198	2,790,484	3,165,990	3,503,280
Number of crew.....	49,230	48,798	51,958	49,517	47,697
Foreign—					
Steam.....No.	701	594	680	485	1,237
Tons register.....	756,161	521,771	428,017	382,632	1,235,884
Number of crew.....	16,310	12,381	11,092	9,184	23,269
Sail.....No.	343	204	160	147	278
Tons register.....	116,790	50,099	54,293	38,287	104,294
Number of crew.....	2,027	1,227	1,054	1,025	2,273
Description of vessels—					
Steam, screw.....No.	54,465	56,922	56,095	57,753	64,074
Steam, paddle....."	3,841	3,737	4,043	3,809	4,017
Steam, sternwheel....."	1,471	1,794	1,729	1,569	1,559
Sail, ships....."	1	3	7	-	3
Sail, barks....."	2	3	2	3	1
Sail, barkentines....."	1	2	4	1	-
Sail, brigantines....."	2	-	3	3	-
Sail, schooners....."	10,031	9,625	8,810	8,329	7,983
Sail,sloops,barges,canal boats,etc." "	3,858	3,714	3,839	4,303	4,923
VESSELS DEPARTED—					
British—					
Steam.....No.	56,407	59,004	59,794	59,002	66,116
Tons register.....	22,652,010	26,414,821	24,793,946	27,418,694	29,994,010
Number of crew.....	1,083,012	1,153,433	1,191,554	1,227,953	1,315,230
Sail.....No.	15,221	12,859	11,944	12,152	12,403
Tons register.....	2,781,176	2,660,725	2,578,804	3,029,708	3,526,821
Number of crew.....	47,844	46,155	49,892	49,683	46,143
Foreign—					
Steam.....No.	558	454	566	443	1,311
Tons register.....	543,600	350,310	351,522	240,034	1,116,373
Number of crew.....	10,813	8,624	8,697	7,158	23,445
Sail.....No.	266	262	152	128	203
Tons register.....	118,668	57,950	49,396	38,497	92,833
Number of crew.....	2,442	1,400	731	728	1,195
Description of vessels—					
Steam, screw.....No.	51,994	54,334	54,481	54,096	61,790
Steam, paddle....."	3,486	3,323	4,251	3,778	4,051
Steam, sternwheel....."	1,485	1,801	1,628	1,571	1,586
Sail, ships....."	1	1	2	-	2
Sail, barks....."	2	6	5	2	3
Sail, barkentines....."	1	2	1	3	2
Sail, brigantines....."	1	-	5	3	-
Sail, schooners....."	11,787	9,465	8,638	8,207	7,847
Sail,sloops,barges,canal boats,etc." "	3,695	3,647	3,445	4,065	4,752

Inland Shipping.—Inland shipping is associated in its beginnings with the birch-bark canoe of the American Indian. The advantages of this light and easily navigable boat were realized by explorers and fur traders, and for many years it was in general use, giving way to more substantial craft only with the demands of heavier traffic. The bateau and Durham boat came into common use after the migration of the U.E. Loyalists, and, on the St. Lawrence and the other main highways of the time, they also soon gave place to larger vessels. Original plans of the Lachine canal, which called for a width of 12 feet and a depth of 18 inches, afford an illustration of the size of these primitive craft.

In the absence of any roads making land travel possible, the St. Lawrence river and the Great Lakes formed the main highway to the interior.

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.