

1.—Ocean Shipping.

Canadian ocean shipping dates back to the days of early European fishermen who frequented the shores of Newfoundland and the Maritime Provinces. Ocean-going vessels of that time were crude, wooden sailing craft of but 20 or 30 tons burden, to be entrusted only to skilful and hardy mariners for navigation through nearly unknown seas. Later exploration and settlement produced a larger volume of traffic, but it was not until the building of ships in Canada by the French assumed some dimensions that traffic became important. The first ocean-going vessels in Canada were probably built by Pont-Gravé, one of the first settlers in New France, and soon afterwards Talon and Hocquart, intendants of the colony, realizing the advantages offered to the industry by the timber resources available, gave it every encouragement. Shipyards were established at Quebec and other points along the St. Lawrence, and these, together with later establishments on the western coast, have formed the principal bases of Canadian shipping on the Atlantic and the Pacific.

Canadian shipping attained some prominence in the days of fast, wooden sailing vessels, and also at a later date when steam power first came into use. In 1833 the *Royal William*, a Canadian ship built to ply between Quebec and Halifax, crossed the Atlantic from Pictou to London, the first vessel to navigate the Atlantic under steam power. A few years later Samuel Cunard established the well known steamship line of that name. His company pursued a conservative course; wooden ships were used long after iron hulls were a proven success, and paddle wheels after the introduction of the screw propeller. By 1867 the company's business had shifted to New York, and its terminal was moved thither from Halifax. The Allan line had a somewhat similar early history, but remained a purely Canadian company. In addition to other lines of less importance, both the C.P.R. and the Dominion Government, the latter in connection with the Canadian National Railway system, operate fleets on the Atlantic and the Pacific oceans.

In the following tables, statistics are given of sea-going vessels entered and cleared at Canadian ports during the fiscal years from 1901 to 1925 (Table 51), of the nationalities, tonnage of freight carried and number of crew of vessels entered and cleared at Canadian ports in the fiscal years ended 1923 and 1924 (Table 52), of entrances and clearings at principal ports during the latter year (Table 53) and of the countries whence arrived and to which departed (Table 54). The number and particularly the tonnage of vessels entered and cleared from Canadian ports in both ocean and coasting trade, indicates clearly the predominance of British shipping in Canadian waters over that of all other nations. This is particularly the case on the Atlantic coast, where the bulk of our European and South American trade is handled. Figures for 1925 show continued revival in the shipping industry.

51.—Sea-going Vessels Entered and Cleared at Canadian Ports with Cargo and in Ballast, fiscal years ended June 30, 1901-1906, and Mar. 31, 1907-1925.

NOTE.—For 1868-1900, see Canada Year Book, 1911, p. 379.

Fiscal Years.	British.		Canadian.		Foreign.		Total Tonnage.
	No.	Tons Register.	No.	Tons Register.	No.	Tons Register.	
1901.....	4,319	6,694,133	9,910	1,677,138	12,476	6,171,791	14,543,062
1902.....	4,363	6,865,924	11,413	1,937,227	14,530	5,928,337	14,731,488
1903.....	4,647	7,753,788	11,232	2,085,568	12,403	6,001,819	15,841,175
1904.....	4,997	8,045,817	11,045	1,979,803	14,002	5,801,035	15,826,705
1905.....	4,614	8,034,652	11,279	2,269,834	11,904	5,283,969	15,588,455