

2.—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.

In 1809, the "Accommodation," the first Canadian steamship, was built for the Hon. John Molson, to run between Montreal and Quebec. By 1818 Molson 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 on 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.

The period from 1850 to the present has witnessed a proportional decline in inland shipping, owing to the competition of railways. Considerable traffic is still carried over water routes, however, and the transport of grain, coal and iron ore now forms the "*raison d'être*" of considerable fleets of cargo boats on the Great Lakes.

Inland International Shipping.—Statistics of the inland international shipping between Canadian and United States ports for the fiscal years ended 1921-1925, exclusive of ferriage, are given in Table 55. The total tonnage of inland international shipping entered and cleared in the fiscal years 1920-1925, was as follows:—1920, 24,248,779; 1921, 29,731,901; 1922, 29,070,783; 1923, 38,124,846; 1924, 37,928,971; 1925, 36,958,025.