

52.—Sea-going Vessels entered and cleared, by Principal Countries, fiscal year ended
Mar. 31, 1927—concluded.
VESSELS CLEARED OUTWARDS.

Countries to which departed.	British.			Canadian.			Foreign.		
	No. of Vessels.	Tons Register.	Crew No.	No. of Vessels.	Tons Register.	Crew No.	No. of Vessels.	Tons Register.	Crew No.
Great Britain.....	786	3,934,334	94,796	159	374,405	4,897	242	655,362	8,302
Australia.....	53	291,040	7,890	31	107,622	1,267	18	54,514	696
British Oceania.....	2	7,378	98	2	7,098	84	11	35,907	449
British South Africa.....	27	102,678	1,399	-	-	-	-	-	-
British West Indies.....	27	18,219	367	201	92,844	2,423	58	52,163	1,202
Newfoundland.....	616	389,598	16,555	295	182,388	5,540	134	278,494	3,810
New Zealand.....	34	123,501	2,302	7	24,318	293	19	69,864	672
British Guiana.....	21	45,755	1,617	19	30,464	529	-	-	-
Hong Kong.....	22	190,608	5,521	11	97,149	5,964	12	19,359	301
Other Br. possessions.....	16	43,078	595	17	22,415	548	-	-	-
Argentina.....	-	-	-	-	-	-	21	63,815	665
Belgium.....	51	191,257	4,090	26	67,562	944	48	152,621	2,023
China.....	1	12,292	501	7	67,851	3,262	43	198,689	2,751
Cuba.....	33	44,232	1,154	108	20,118	956	51	64,574	1,294
Denmark.....	1	100	5	-	-	-	19	43,729	602
Brazil.....	6	14,831	188	2	713	13	5	14,667	212
France.....	57	276,938	8,180	1	4,351	43	56	134,771	1,753
Germany.....	61	276,386	6,501	-	-	-	82	244,298	3,056
Greece.....	1	2,175	39	-	-	-	15	42,733	472
Holland.....	43	133,076	1,541	-	-	-	72	238,170	2,663
Italy.....	33	101,664	1,106	-	-	-	105	380,284	3,958
Japan.....	58	284,280	4,982	21	111,491	4,870	265	1,236,651	20,745
Mexico.....	8	26,892	288	16	53,347	443	10	19,804	338
Norway.....	1	1,003	24	-	-	-	36	101,199	1,811
Peru.....	1	4,414	37	12	49,249	380	8	17,117	213
St. Pierre.....	40	6,216	315	195	18,604	1,135	70	15,996	1,242
United States.....	513	1,956,626	44,735	5,156	3,119,728	127,210	6,604	5,364,662	142,947
Sea fisheries.....	611	57,824	10,113	2,012	73,448	15,286	1,295	82,568	19,739
Sweden.....	-	-	-	-	-	-	19	86,905	1,943
For Sea.....	38	32,649	2,226	8	146	35	41	3,949	448
Total.....	3,191	8,463,614	218,625	8,336	4,540,713	176,394	9,396	9,721,161	225,167

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