

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 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 1928 (Table 50), of the nationalities, tonnage of freight carried and number of crew of vessels entered and cleared at Canadian ports in the fiscal years ended 1927 and 1928 (Table 51), of entrances and clearances of sea-going ships at the principal ports (Table 56), and of the countries whence arrived and to which departed (Table 52). The number and particularly the tonnage of vessels entered and cleared at Canadian ports in both ocean and coasting trade, indicate clearly the predominance of British and Canadian shipping 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 1928 show continued revival in the shipping industry.

50.—Sea-going Vessels entered and cleared at Canadian Ports with Cargo and in Ballast, fiscal years ended June 30, 1901-1906, and Mar. 31, 1907-1928.

NOTE.—For corresponding figures for the years 1862-1900, 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	6,965,924	11,413	1,937,227	14,530	5,928,337	14,731,488
1903.....	4,647	7,753,788	11,282	2,085,568	12,403	6,001,819	15,841,175
1904.....	4,997	8,045,817	11,045	1,979,803	14,002	5,801,085	15,826,705
1905.....	4,614	8,034,652	11,279	2,269,834	17,904	5,283,969	15,588,455
1906.....	5,104	9,059,453	12,201	2,304,942	12,511	5,479,034	16,843,429
1907 (9 mos.).....	4,488	7,576,721	7,880	1,899,141	8,107	4,429,012	13,904,874
1908.....	6,356	10,329,515	10,562	2,608,650	12,886	6,555,096	18,491,271
1909.....	5,795	10,405,370	10,946	2,808,278	13,441	6,554,228	19,765,876
1910.....	5,780	11,038,709	10,875	3,498,361	13,147	6,267,243	20,804,313
1911.....	6,870	12,712,337	10,607	3,341,998	12,467	6,242,851	22,297,186
1912.....	6,766	13,342,929	10,966	4,618,163	15,134	6,628,513	24,589,605
1913.....	7,307	13,896,353	11,810	4,530,835	16,549	7,803,910	26,231,098
1914.....	7,418	15,711,849	12,786	5,160,799	15,811	8,695,838	29,568,486
1915.....	6,949	13,931,091	11,903	4,005,011	15,060	7,466,484	25,402,586
1916.....	6,817	12,417,944	12,386	3,894,731	18,559	8,514,975	24,827,656
1917.....	7,387	16,144,873	12,241	4,343,448	18,500	8,778,753	29,267,074
1918.....	7,337	16,959,790	10,998	4,349,853	18,597	11,483,484	32,787,127
1919.....	6,099	14,054,166	11,115	3,758,528	15,132	7,448,699	25,261,893
1920.....	5,511	12,320,994	11,994	4,434,634	17,353	8,489,126	25,244,754
1921.....	4,526	10,545,619	12,490	5,510,484	17,624	8,860,626	24,916,729
1922.....	4,239	10,471,403	14,929	6,861,202	17,170	10,261,865	27,594,470
1923.....	4,869	13,808,905	16,693	7,463,809	17,493	12,945,623	34,278,337
1924.....	5,187	15,158,994	16,778	7,698,045	16,795	14,161,363	37,018,402
1925.....	5,763	16,463,204	17,799	7,966,193	17,314	16,551,629	40,981,026
1926.....	6,515	17,749,067	17,906	9,703,054	18,117	18,202,875	45,654,996
1927.....	6,448	18,117,525	16,746	8,926,138	19,111	19,106,108	46,149,769
1928.....	6,253	18,738,027	16,716	9,021,264	18,561	20,456,343	48,214,634