

52.—Sea-going Vessels entered and cleared, by Principal Countries, fiscal year ended Mar. 31, 1928—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.....	861	4,223,283	105,422	116	238,702	3,171	235	535,741	6,563
Australia.....	39	272,103	7,745	23	80,594	924	26	77,995	904
British Oceania.....	5	17,743	246	-	-	-	5	13,912	166
British South Africa.....	22	84,202	1,158	-	-	-	13	36,824	437
British West Indies.....	9	14,476	206	75	112,654	1,982	50	81,881	1,415
Newfoundland.....	633	491,475	16,282	267	170,473	5,051	158	299,818	4,022
New Zealand.....	33	123,205	2,012	20	66,696	832	17	51,992	561
British Guiana.....	5	6,393	214	36	91,745	1,626	36	40,452	890
Hong Kong.....	20	164,868	4,339	8	70,688	4,365	-	-	-
Other Br. possessions.....	20	67,925	899	8	17,568	464	5	7,598	88
Argentina.....	-	-	-	-	-	-	31	98,399	1,016
Belgium.....	73	312,562	8,369	19	45,204	672	58	198,240	2,405
China.....	10	62,642	1,253	3	26,555	1,637	41	219,032	3,735
Colombia.....	5	19,680	160	27	146,316	1,029	22	41,861	656
Cuba.....	24	46,874	1,107	3	1,028	20	33	41,928	890
Denmark.....	3	5,633	83	-	-	-	39	102,028	1,857
France.....	15	60,185	1,490	-	-	-	48	141,242	1,778
Germany.....	140	485,749	8,185	3	16,487	235	166	501,102	6,155
Greece.....	6	17,440	186	-	-	-	17	45,680	467
Holland.....	97	284,011	3,346	2	6,654	84	109	322,179	3,883
Italy.....	20	52,154	615	-	-	-	132	468,013	4,814
Japan.....	56	291,756	6,182	17	122,992	6,274	306	1,333,444	20,549
Mexico.....	2	6,276	82	5	1,355	45	20	84,710	662
Norway.....	-	-	-	-	-	-	52	130,853	2,131
Peru.....	-	-	-	14	79,899	578	6	19,852	209
St. Pierre.....	59	9,106	526	108	16,842	982	70	14,689	1,358
United States.....	437	1,703,838	41,102	5,389	3,144,582	130,979	5,903	5,239,136	146,977
Sea fisheries.....	433	34,867	8,451	2,135	86,836	19,154	1,406	109,571	21,155
Sweden.....	4	7,402	116	-	-	-	28	96,667	2,086
For Sea.....	35	29,939	2,095	31	500	116	130	13,500	1,315
<b>Total</b> .....	<b>3,497</b>	<b>8,957,357</b>	<b>223,064</b>	<b>8,333</b>	<b>4,542,069</b>	<b>197,357</b>	<b>9,197</b>	<b>10,445,367</b>	<b>247,368</b>

\*Includes other countries not specified.

## Section 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 to make 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.