

52.—Sea-going Vessels Entered and Cleared, by Principal Countries, fiscal year ended Mar. 31, 1929—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.....	933	4,740,873	112,262	75	201,272	2,599	187	509,022	5,731
Australia.....	84	426,916	9,236	20	73,869	824	11	30,714	356
British South Africa.....	25	97,718	1,234	—	—	—	2	9,432	80
British West Indies.....	10	19,022	248	71	67,463	1,463	63	91,092	1,642
Newfoundland.....	726	558,491	18,949	312	145,337	5,383	159	345,360	4,636
New Zealand.....	22	104,686	2,254	17	57,960	739	11	38,339	381
British Guiana.....	8	2,173	67	54	132,904	2,594	22	30,434	554
Hong Kong.....	22	174,728	4,565	7	61,805	3,802	4	15,662	253
Other Br. possessions.....	35	102,026	1,340	10	15,475	424	13	24,514	359
Argentina.....	5	17,317	209	—	—	—	47	135,731	1,413
Belgium.....	72	249,089	3,992	22	74,664	930	36	125,682	1,434
China.....	18	106,137	2,590	4	35,344	2,160	65	280,289	3,352
Colombia.....	6	26,369	217	17	108,876	728	23	58,049	722
Cuba.....	18	34,286	825	3	1,627	42	53	80,428	2,154
Denmark.....	5	12,791	172	—	—	—	41	108,638	2,260
France.....	41	238,228	7,135	—	—	—	78	229,426	3,008
Germany.....	108	415,890	7,832	2	6,787	84	133	477,607	6,640
Greece.....	19	48,525	602	1	2,035	25	41	116,721	1,303
Holland.....	96	304,112	3,459	3	9,703	119	100	328,900	4,110
Italy.....	53	164,226	1,801	—	—	—	151	504,237	5,427
Japan.....	36	205,488	4,482	15	132,493	8,143	410	1,730,648	25,804
Mexico.....	—	—	—	14	15,393	213	2	7,633	73
Norway.....	—	—	—	—	—	—	52	127,735	2,171
Peru.....	5	23,080	196	8	54,087	357	4	11,537	123
St. Pierre and Miquelon.....	51	14,204	541	163	49,246	2,378	32	11,710	847
Sweden.....	4	7,753	109	—	—	—	42	127,319	2,924
United States.....	511	2,190,631	48,155	5,695	3,175,810	87,420	7,107	6,157,581	182,022
Sea fisheries.....	218	14,799	2,491	2,479	107,602	22,300	1,495	127,383	23,994
For Sea.....	29	22,143	1,655	54	1,698	188	166	17,948	1,861
Total¹.....	3,226	10,385,745	238,685	9,074	4,577,969	184,476	10,595	11,980,655	287,440

¹ 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. On lake Ontario, the *Frontenac*, beginning with 1817, was used on a weekly