

53.—Sea-going Vessels Entered and Cleared, by Principal Countries, fiscal year ended Mar. 31, 1930.—concluded.

VESSELS CLEARED OUTWARDS.

Country 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.....	888	4,712,432	114,526	35	109,064	1,329	187	509,973	6,222
Australia.....	71	365,396	8,191	17	63,726	720	19	56,511	661
British South Africa.....	32	122,441	1,624	-	-	-	6	20,447	224
British West Indies.....	19	27,138	412	141	260,212	5,738	83	105,512	1,984
Newfoundland.....	667	533,874	18,230	337	197,656	5,449	238	409,123	5,877
New Zealand.....	11	70,202	1,986	27	88,572	1,117	12	42,634	402
British Guiana.....	2	1,290	31	54	180,767	4,006	24	30,032	553
Hong Kong.....	24	183,009	5,194	11	97,243	5,969	4	14,600	141
Other Br. possessions.....	20	67,219	775	7	17,619	250	11	26,475	328
Argentina.....	2	6,101	111	7	30,630	776	23	74,242	757
Belgium.....	43	121,846	1,942	11	27,877	399	41	114,601	1,393
China.....	17	72,465	1,060	3	25,224	1,140	61	251,482	2,969
Colombia.....	10	46,942	375	15	80,327	637	23	63,502	739
Cuba.....	10	20,560	428	4	2,240	59	40	80,714	2,042
Denmark.....	1	790	16	-	-	-	21	88,680	2,006
France.....	39	272,029	8,655	1	587	21	70	221,044	2,984
Germany.....	13	61,058	1,101	2	4,789	70	116	444,671	6,764
Greece.....	11	27,087	346	-	-	-	16	41,422	497
Holland.....	32	97,236	1,156	-	-	-	49	159,429	1,827
Italy.....	25	71,714	823	1	2,601	39	71	291,194	2,529
Japan.....	20	116,510	3,310	14	107,730	6,137	353	1,610,626	24,038
Mexico.....	-	-	-	15	9,867	195	1	3,237	41
Norway.....	-	-	-	-	-	-	17	62,512	1,302
Peru.....	4	21,988	167	16	79,414	646	8	23,556	268
St. Pierre and Miquelon.....	23	1,657	134	190	62,935	2,968	22	12,757	438
Sweden.....	-	-	-	-	-	-	25	132,516	3,222
United States.....	623	2,330,476	52,735	5,774	3,186,305	123,265	5,813	6,430,389	182,598
Sea Fisheries.....	110	7,460	1,640	2,469	104,857	22,250	2,346	141,844	27,757
For Sea.....	46	46,629	2,961	30	510	121	160	19,086	2,022
Totals.....	2,776	9,446,538	228,561	9,219	4,844,044	185,962	9,890	11,545,884	283,721

¹ Include 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 to \$3.50, and freight charges on other goods were proportions of this standard rate.

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