

lake Huron by way of the Welland canal to carry on transport trade on the Upper Lakes, where previously there had not been enough traffic to support a large ship. Shipping on the Upper Lakes became brisker now, for there were settlers to be carried from Buffalo to the western United States and grain to be brought back. In this period Canadian shipping made its profit by carrying American goods, for there was little traffic originating in the Canadian near-West.

With the advent of steam railways water-borne traffic was not decreased but on the contrary, increased, and at present the greater part of the western grain is shipped via the Great Lakes route to eastern ports and the iron ore and coal traffic between lake Superior and lake Erie ranges between 60 and 80 million short tons per annum; the total traffic on these upper lakes alone is greater than that carried by all Canadian railways and about one-twelfth of that carried by all United States railways.

**Inland International Shipping.**—Statistics of the inland international shipping between Canadian and United States ports for the fiscal years ended Mar. 31, 1926-1930, exclusive of ferriage, are given in Table 54. The total tonnages of inland international shipping entered and cleared in the fiscal years 1920-1930, were as follows:—1920, 24,248,779; 1921, 29,731,901; 1922, 29,070,733; 1923, 38,124,846; 1924, 37,928,971; 1925, 36,958,025; 1926, 29,591,831; 1927, 31,181,890; 1928, 35,589,163; 1929, 39,326,700; 1930, 36,446,557.

**54.—Canadian and United States Shipping on Elvers and Lakes between Canadian and United States Ports, exclusive of Ferriage, fiscal years ended Mar. 31, 1926-1930.**

Item.	1926.	1927.	1928.	1929.	1930.
<b>Vessels Arrived—</b>					
Canadian—					
Steam and motor..... No.	7,212	7,949	9,946	9,677	9,285
Tons register.....	6,128,817	7,933,752	8,689,990	9,496,259	9,183,401
Number of crew.....	252,450	255,678	276,095	280,107	271,221
Sail..... No.	670	490	330	270	1,276
Tons register.....	236,797	150,331	101,618	57,077	72,227
Number of crew.....	3,391	1,968	1,380	1,093	3,080
United States—					
Steam and motor..... No.	17,028	19,718	23,769	26,261	42,989
Tons register.....	7,369,366	6,242,647	7,609,732	8,921,688	8,610,012
Number of crew.....	162,788	157,202	179,096	198,118	261,251
Sail..... No.	1,130	1,749	1,028	1,112	1,192
Tons register.....	382,209	535,366	344,292	512,827	284,945
Number of crew.....	3,522	3,999	2,993	4,604	2,758
Description of vessels—					
Steam, screw..... No.	22,561	25,864	12,818	25,395	39,806
Steam, paddle..... "	1,670	1,538	2,008	2,013	1,630
Steam, sternwheel..... "	9	235	9	9	9
Motor <sup>1</sup> ..... "	—	—	18,880	8,522	10,829
Sail..... "	204	141	97	83	43
Sail, barges..... "	1,596	2,098	1,261	1,298	2,425
<b>Vessels Departed—</b>					
Canadian—					
Steam and motor..... No.	7,582	8,315	11,157	10,855	9,894
Tons register.....	6,848,899	8,520,689	10,550,279	10,952,282	10,133,814
Number of crew.....	255,847	258,618	282,931	297,325	283,083
Sail..... No.	640	545	348	231	1,651
Tons register.....	231,551	161,681	90,800	51,404	74,408
Number of crew.....	3,388	2,175	1,453	843	2,496
United States—					
Steam and motor..... No.	17,489	19,915	23,239	26,135	42,807
Tons register.....	7,987,121	7,102,418	7,834,436	8,816,991	8,389,248
Number of crew.....	164,329	166,775	195,173	212,840	263,265
Sail..... No.	1,345	1,851	1,174	1,216	1,248
Tons register.....	407,161	535,006	368,016	518,072	298,502
Number of crew.....	4,100	4,133	3,342	5,210	2,932
Description of vessels—					
Steam and motor, screw..... No.	23,422	26,491	13,973	26,261	40,194
Steam and motor, paddle..... "	1,640	1,506	1,989	1,997	1,715
Steam and motor, sternwheel..... "	9	233	9	9	9
Motor <sup>1</sup> ..... "	—	—	18,425	8,723	10,783
Sail..... "	219	146	146	74	36
Sail, barges..... "	1,766	2,250	1,376	1,373	2,863

<sup>1</sup>Not separated from steamers prior to 1928.