

53.—Sea-going Vessels Entered and Cleared, by Principal Countries, fiscal year ended Mar. 31, 1931—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.....	782	4,222,361	98,999	35	78,939	1,345	234	684,388	7,360
Australia.....	47	289,143	7,493	21	75,044	831	10	30,110	363
British South Africa.....	10	36,886	533	-	-	-	9	23,459	308
British West Indies.....	27	22,240	548	123	255,313	5,598	103	125,885	2,523
Newfoundland.....	762	871,831	21,223	450	123,956	6,057	190	305,213	4,568
New Zealand.....	10	64,553	1,662	13	47,561	531	14	49,994	472
British Guiana.....	1	3,020	34	57	79,622	4,209	-	-	-
Hong Kong.....	26	240,644	7,440	8	70,888	4,392	3	16,443	307
Other Br. possessions.....	93	457,931	11,912	5	358	41	37	116,696	1,308
Argentina.....	15	45,229	614	9	31,055	385	3	124,345	1,309
Belgium.....	39	103,348	1,291	-	-	-	59	171,789	2,268
China.....	31	101,737	1,168	5	51,163	2,782	60	274,159	4,372
Colombia.....	8	27,556	309	20	165,952	1,294	18	40,065	538
Cuba.....	8	15,330	330	2	1,231	32	37	73,638	1,920
Denmark.....	1	4,961	89	-	-	-	37	164,859	3,754
France.....	53	340,351	9,892	-	-	-	98	329,420	5,078
Germany.....	1	3,295	46	-	-	-	88	362,051	5,536
Greece.....	11	31,178	352	-	-	-	29	78,800	870
Holland.....	30	96,731	1,172	-	-	-	50	178,309	1,992
Italy.....	46	134,798	1,551	-	-	-	71	234,322	2,617
Japan.....	11	110,630	3,383	19	154,948	7,489	328	1,489,938	21,073
Mexico.....	3	7,439	99	15	4,655	136	2	8,562	68
Norway.....	-	-	-	-	-	-	20	68,951	1,251
Peru.....	3	15,376	122	9	53,059	398	17	48,453	579
St. Pierre and Miquelon.....	51	19,270	650	231	57,607	3,281	53	28,807	919
Sweden.....	-	-	-	-	-	-	31	177,752	4,378
United States.....	563	2,098,408	46,654	5,589	4,155,412	165,701	6,031	6,226,602	175,174
Sea Fisheries.....	158	9,553	2,255	2,279	94,887	20,575	1,147	90,362	18,259
For Sea.....	48	55,910	3,314	18	304	60	185	9,326	1,356
Totals¹.....	2,864	9,261,940	224,945	8,961	5,640,377	227,003	9,035	11,633,970	271,950

¹Include 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