activity in lake and river shipping. In 1845, the *Gore* reached 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. 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, 1927-31, exclusive of ferriage, are given in Table 54. The total tonnages of inland international shipping entered and cleared in the fiscal years 1920-31, were as follows: 1920, 24,248,779; 1921, 29,731,901; 1922, 29,070,783; 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; 1931, 36,311,727.

54.—Canadian and United States Shipping on Rivers and Lakes between Canadian and United States Ports, exclusive of Ferriage, fiscal years ended Mar. 31, 1927-31.

Item	1927.	1928.	1929.	1930.	1931.
Vessels Arrived—					
Canadian—					
Steam and motor.....No.	7,919	9,946	9,677	9,285	7,294
Tons register.....	7,933,752	8,689,990	9,496,259	9,183,401	8,666,392
Number of crew.....	255,678	276,095	280,107	271,221	236,566
Sail.....No.	490	330	270	1,276	519
Tons register.....	150,331	101,618	57,077	72,227	64,377
Number of crew.....	1,968	1,380	1,093	2,080	1,232
United States—					
Steam and motor.....No.	19,718	23,769	26,261	42,989	32,229
Tons register.....	6,242,647	7,609,732	8,921,588	8,010,012	8,783,219
Number of crew.....	157,202	179,096	196,118	261,251	261,605
Sail.....No.	1,749	1,028	1,112	1,192	621
Tons register.....	535,366	344,292	512,827	284,945	255,202
Number of crew.....	3,999	2,993	4,604	2,758	1,964
Description of vessels—					
Steam, screw.....No.	25,864	12,818	25,395	39,806	29,740
Steam, paddle..... "	1,538	2,008	2,013	1,630	1,497
Steam, sternwheel..... "	235	9	9	9	9
Motor[1]..... "	–	18,880	8,522	10,829	8,277
Sail..... "	141	97	83	43	257
Sail, barges..... "	2,098	1,261	1,298	2,425	883
Vessels Departed—					
Canadian—					
Steam and motor.....No.	8,315	11,157	10,855	9,894	7,684
Tons register.....	8,520,689	10,550,279	10,952,282	10,133,814	9,015,359
Number of crew.....	258,618	282,831	297,325	283,083	240,683
Sail.....No.	545	348	331	1,651	515
Tons register.....	161,881	90,800	51,604	74,408	88,087
Number of crew.....	2,175	1,453	843	2,496	1,370
United States—					
Steam and motor.....No.	19,915	23,239	26,135	42,807	31,945
Tons register.....	7,102,418	7,834,436	8,816,991	8,389,248	9,203,669
Number of crew.....	166,775	195,173	212,840	263,265	259,674
Sail.....No.	1,851	1,174	1,216	1,248	582
Tons register.....	535,006	368,016	518,072	298,502	234,922
Number of crew.....	4,133	3,342	5,210	2,932	2,027
Description of vessels—					
Steam and motor, screw.....No.	26,491	13,973	26,261	40,194	30,018
Steam and motor, paddle..... "	1,506	1,989	1,997	1,715	1,484
Steam and motor, sternwheel.... "	233	9	9	9	9
Motor[1]..... "	–	18,425	8,723	10,783	8,118
Sail..... "	146	146	74	36	32
Sail, barges..... "	2,250	1,376	1,373	2,863	1,165

[1]Not separated from steamers prior to 1928.