

**52.—Sea-going and Inland Vessels (exclusive of Coasting Vessels and Ferriage) Arrived at and Departed from Canadian Ports, fiscal years ended June 30, 1901-06, and Mar. 31, 1907-32.**

NOTE.—For the years 1898-1900, see Canada Year Book, 1911, p. 380.

Fiscal Year.	British.		Canadian.		Foreign.		Total Tonnage.
	No.	Tons Register.	No.	Tons Register.	No.	Tons Register.	
1901.	4,319	6,694,133	30,211	8,540,089	33,302	10,795,586	26,029,808
1902.	4,363	6,865,924	33,202	9,654,528	40,148	13,504,952	30,025,404
1903.	4,647	7,753,788	31,534	10,432,940	53,545	15,418,315	33,655,043
1904.	4,997	8,045,817	30,934	9,955,290	35,739	13,201,098	31,202,205
1905.	4,614	8,034,652	29,730	11,047,447	35,647	13,195,721	32,277,820
1906.	5,104	9,059,453	32,239	11,241,915	37,644	14,430,804	34,782,172
1907 (9 mos.)	4,488	7,576,721	30,654	11,582,409	25,283	11,430,761	30,595,891
1908.	6,356	10,329,515	28,795	11,717,846	40,461	17,527,670	39,575,031
1909.	5,795	10,405,370	29,247	13,305,790	38,677	16,490,443	40,701,603
1910.	5,780	11,038,709	28,635	15,680,534	41,050	17,849,748	44,567,991
1911.	6,870	12,712,337	29,670	16,380,146	40,892	18,337,062	47,429,545
1912.	6,766	13,342,929	27,949	18,069,983	45,399	21,560,215	52,973,127
1913.	7,307	13,896,353	42,624	20,677,938	47,303	23,275,492	57,849,783
1914.	7,418	15,711,849	30,234	17,026,121	55,835	29,181,513	61,919,483
1915.	6,949	13,931,091	29,359	17,504,751	48,635	22,168,311	53,604,153
1916.	6,817	12,417,944	37,900	17,372,836	75,411	27,930,318	57,721,098
1917.	7,387	16,144,873	39,978	20,290,252	74,850	29,277,419	65,712,544
1918.	7,337	16,956,790	34,786	19,890,461	70,781	29,952,237	66,802,488
1919.	6,099	14,054,166	37,023	17,567,061	52,273	21,607,821	53,229,048
1920.	5,511	12,320,994	37,388	16,869,619	52,827	20,302,920	49,493,533
1921.	4,526	10,545,619	39,877	22,236,692	50,370	21,866,049	54,648,630
1922.	4,239	10,471,403	36,679	20,029,572	61,114	26,164,278	56,665,253
1923.	4,860	13,868,905	59,364	26,423,282	87,199	32,110,991	72,403,183
1924.	5,187	15,158,994	53,045	28,218,588	80,700	31,571,791	74,947,373
1925.	5,763	16,463,204	44,432	26,629,979	84,084	34,854,868	77,939,051
1926.	6,515	17,749,067	34,010	23,149,028	55,109	34,348,732	75,246,827
1927.	6,448	18,117,525	34,015	25,692,991	62,344	33,521,543	77,331,650
1928.	6,253	18,738,027	38,497	28,453,951	67,771	36,511,519	83,803,797
1929.	6,400	21,625,660	39,036	29,792,258	75,745	42,317,309	93,735,227
1930.	5,634	20,171,353	40,251	29,137,798	107,925	40,129,608	89,438,789
1931.	5,320	20,008,005	33,877	29,541,844	83,363	41,362,027	90,911,876
1932.	5,754	19,025,391	30,978	27,683,791	72,577	36,727,215	83,436,397

### Section 1.—Ocean Shipping.

Canadian ocean shipping dates back to the days of early European fishermen who frequented the shores of Newfoundland and the Maritime Provinces. Ocean-going vessels of that time were crude wooden sailing craft of but 20 or 30 tons burden, to be entrusted only to skilful and hardy mariners for navigation through little known seas. Later on exploration and settlement produced a larger volume of traffic, but it was not until the building of ships in Canada by the French assumed some dimensions that traffic became important. The first ocean-going vessels in Canada were probably built by Pont-Gravé, one of the first settlers in New France, and soon afterwards Talon and Hocquart, intendants of the colony, realizing the advantages offered to the industry by the timber resources available, gave it every encouragement. Shipyards were established at Quebec and other points along the St. Lawrence, and these, together with later establishments in the Maritime Provinces and on the western coast, have formed the principal bases of Canadian shipping on the Atlantic and the Pacific.

Canadian shipping attained some prominence in the days of fast wooden sailing vessels, and also at a later date when steam power first came into use. In 1833 the *Royal Willem*, a Canadian ship built to ply between Quebec and Halifax, crossed the Atlantic from Pictou to London, the first vessel to navigate the Atlantic under steam power. A few years later Samuel Cunard established the well-known steam-ship line of that name. His company pursued a conservative course; wooden