

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 steamship line of that name. His company pursued a conservative course; wooden ships were used long after iron hulls were a proven success, and paddle wheels after the introduction of the screw propeller. By 1867 the company's business had shifted to New York and its terminal was moved thither from Halifax. The Allan line had a somewhat similar early history but remained a purely Canadian company. In addition to other lines of less importance, both the C.P.R. and the Dominion Government operate fleets on the Atlantic and the Pacific oceans.

In the following tables statistics are given of sea-going vessels entered and cleared at Canadian ports during the fiscal years from 1911 to 1934 (Table 53); of the nationalities, tonnages of freight carried, and numbers of crews of vessels entered and cleared at Canadian ports in the fiscal years ended 1933 and 1934 (Table 54); of entrances and clearances of sea-going and all ships at principal ports (Table 59); and of the countries whence arrived and to which departed (Tables 55 and 55A). The numbers and particularly the tonnages of vessels entered and cleared at Canadian ports, in both ocean and coasting trade, indicate clearly the predominance of British and Canadian shipping over that of all other nations. This is particularly the case on the Atlantic coast, where the bulk of our European and South American trade is handled. The figures in Table 53 show a significant and fairly steady expansion in the total of ocean shipping through Canadian ports during the period since 1911.

53.—Sea-Going Vessels Entered and Cleared at Canadian Ports with Cargo and in Ballast, fiscal years ended Mar. 31, 1911-34.

NOTE.—For the years 1868-1910, see Canada Year Book, 1911, p. 379.

Fiscal Year.	British.		Canadian.		Foreign.		Total Tonnage.
	No.	Tons Register.	No.	Tons Register.	No.	Tons Register.	
1911.....	6,870	12,712,337	10,607	3,341,998	12,467	6,242,851	22,297,186
1912.....	6,766	13,342,929	10,966	4,618,163	15,134	6,628,513	24,589,605
1913.....	7,307	13,896,353	11,810	4,530,835	16,549	7,803,910	26,231,098
1914.....	7,418	15,711,849	12,786	5,160,799	15,811	8,695,838	29,568,486
1915.....	6,949	13,931,091	11,903	4,005,011	15,060	7,466,484	25,402,586
1916.....	6,817	12,417,944	12,386	3,894,731	18,559	8,514,975	24,827,650
1917.....	7,387	16,144,873	12,241	4,343,448	18,500	8,778,753	29,267,074
1918.....	7,337	16,959,790	10,998	4,343,853	16,597	11,483,484	32,787,127
1919.....	6,099	14,054,166	11,115	3,758,528	15,132	7,448,699	25,261,393
1920.....	5,511	12,320,994	11,994	4,434,634	17,353	8,489,126	25,244,754
1921.....	4,526	10,545,619	12,490	5,510,484	17,624	8,860,626	24,916,729
1922.....	4,239	10,471,403	14,929	6,861,202	17,170	10,261,865	27,594,470
1923.....	4,869	13,868,905	16,693	7,463,809	17,493	12,945,623	34,278,337
1924.....	5,187	15,158,994	16,778	7,698,045	16,795	14,161,363	37,018,402
1925.....	5,763	16,463,204	17,779	7,966,193	17,314	16,551,629	40,981,026
1926.....	6,515	17,749,067	17,906	9,703,054	18,117	18,202,875	45,654,996
1927.....	6,448	18,117,525	16,746	8,926,138	19,111	19,106,106	46,149,769
1928.....	6,253	18,738,027	16,716	9,021,264	18,561	20,455,343	48,214,634
1929.....	6,400	21,625,660	18,005	9,235,036	21,021	23,547,831	54,408,527
1930.....	5,634	20,171,383	18,145	9,673,948	19,689	23,146,901	52,992,232
1931.....	5,826	20,008,005	17,865	11,707,129	17,906	22,885,015	54,600,149
1932.....	5,754	19,025,391	15,919	11,808,667	16,604	21,506,183	52,340,241
1933.....	6,323	20,865,151	13,864	9,041,203	15,741	19,860,478	49,766,832
1934.....	6,831	22,480,487	17,110	9,391,625	15,464	23,573,742	55,445,854