Section 2.—Inland Shipping.

Inland shipping is associated in its beginning 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 but soon gave place to larger vessels on the St. Lawrence and the other main highways of the time. Original plans of the Lachine canal, calling 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 Co. or the Molson Line. On lake Ontario, the *Frontenac* was used from 1817 on a weekly service between York and Prescott and, following this beginning, came a period of great 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 United States goods, for there was little traffic originating in the Canadian near-West.

Upon the advent of steam railways, water-borne traffic did not decrease 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, 1930-34, exclusive of ferriage, are given in Table 56. The total tonnages of inland international shipping entered and cleared in the fiscal years 1926-34 were as follows: 1926, 29,591,831; 1927, 31,181,890; 1928, 35,589,163; 1929, 39,326,700; 1930, 36,446,557; 1931, 36,311,727; 1932, 31,096,156; 1933, 26,505,653; 1934, 27,179,518.