

Section 2.—Inland Shipping.

Inland shipping is associated in its beginning with the birch-bark canoe of the American Indian. Later the *bateau* and Durham boat came into common use after the migration of the U. E. Loyalists. In the absence at that time 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.

In 1809, the *Accommodation*, the first Canadian steamship, was built for the Hon. John Molson, to run between Montreal and Quebec. 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.

Statistics of arrivals and departures at Canadian ports on inland international waterways, as given in Table 60, are exclusive of ferry services between Canada and the United States and of coastwise shipping between Canadian ports.

60.—Canadian and United States Shipping on Rivers and Lakes between Canadian and United States Ports, Exclusive of Ferriage, fiscal years ended Mar. 31, 1931-35.

Item.	1931.	1932.	1933.	1934	1935.
Vessels Arrived—					
Canadian—					
Steam and motor..... No.	7,294	6,984	6,987	6,985	7,183
Tons register.....	8,666,392	7,504,571	7,048,168	7,290,930	8,497,443
Number of crew.....	236,566	206,243	182,836	181,472	198,561
Sail..... No.	519	210	126	142	155
Tons register.....	64,877	64,468	45,468	54,081	74,095
Number of crew.....	1,232	895	440	664	745
United States—					
Steam and motor..... No.	32,229	27,823	24,254	21,033	19,383
Tons register.....	8,783,219	7,515,197	5,540,399	5,251,453	6,077,663
Number of crew.....	261,605	221,906	163,351	146,419	210,944
Sail..... No.	621	247	184	168	222
Tons register.....	255,202	131,977	80,019	122,102	123,683
Number of crew.....	1,964	904	545	588	814