

**61.—British and Foreign Vessels Employed in the Coasting Trade of Canada,
fiscal years ended Mar. 31, 1931-35—concluded.**

Item.	1931.	1932.	1933.	1934.	1935.
Vessels Arrived—concluded.					
Description of Vessels—					
Steam, screw..... No.	58,083	52,046	48,301	49,173	49,626
Steam, paddle..... "	1,750	1,519	1,106	962	958
Steam, sternwheel..... "	176	164	74	75	86
Motor..... "	11,595	11,639	11,330	12,485	13,530
Sail, ships..... "					
Sail, barks..... "	2,565	1,958	2,096	1,986	1,819
Sail, brigantines..... "					
Sail, schooners..... "					
Sail, sloops, barges, canal boats, etc..... "	3,338	2,549	1,968	2,234	2,422
Vessels Departed—					
British—					
Steam and motor..... No	71,058	64,907	60,041	62,024	63,709
Tons register.....	43,813,306	42,010,810	38,694,839	39,333,472	40,081,243
Number of crew.....	1,611,737	1,449,780	1,259,895	1,220,956	1,241,867
Sail..... No.	5,639	4,541	3,939	4,166	4,170
Tons register.....	2,896,156	2,416,761	1,684,733	1,601,356	1,939,204
Number of crew.....	24,759	21,847	16,466	15,937	17,458
Foreign—					
Steam and motor..... No.	585	626	634	671	646
Tons register.....	816,330	875,335	718,928	901,907	801,722
Number of crew.....	14,042	13,900	11,996	17,109	15,543
Sail..... No.	72	38	24	34	20
Tons register.....	14,763	8,993	2,288	6,515	4,980
Number of crew.....	310	103	63	153	92
Description of Vessels—					
Steam, screw..... No.	58,176	51,979	48,134	48,866	49,414
Steam, paddle..... "	1,666	1,502	1,055	971	970
Steam, sternwheel..... "	176	164	75	75	86
Motor..... "	11,635	11,888	11,411	12,783	13,885
Sail, ships..... "					
Sail, barks..... "	2,368	2,024	2,050	1,934	1,718
Sail, brigantines..... "					
Sail, schooners..... "					
Sail, sloops, barges, canal boats, etc..... "	3,343	2,555	1,963	2,266	2,472

Section 4.—Grand Total Shipping Trade.

Statistics are given in Table 62 showing sea-going, inland international, coastwise and total vessels (exclusive of ferriage) entered and cleared at Canadian ports, by provinces, during the fiscal year ended Mar. 31, 1935, and totals for the fiscal years 1923 to 1935. It is noteworthy in this table that the volume of coastwise shipping is the greatest, while sea-going is next in tonnage. Both sea-going and coastwise shipping show marked expansion since 1923, although the effect of the depression is evident here also. Inland international shipping, on the other hand, has varied considerably and shows a more definite downward trend since 1929. It is, however, significant of the importance of water-borne traffic on the inland rivers and lakes that the total tonnage of shipping entered and cleared was almost as great for Ontario as for British Columbia in the fiscal year ended 1935. This was due to the fact that the great bulk of the inland international shipping was through Ontario ports, while there was also a large tonnage of coasting trade through these ports. British Columbia came first in total shipping in 1935, followed by Ontario, after which came Quebec, Nova Scotia and New Brunswick.