

Ocean Shipping.—Canadian ocean shipping dates back to the days of early European fishermen who frequented the shores of Newfoundland and the Maritime Provinces. Shipyards established at Quebec and other points along the St. Lawrence, with later establishments in the Maritime Provinces and on the western coast, have formed the principal bases of Canadian shipping.

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 William*, a Canadian ship built to ply between Quebec and Halifax, crossed the Atlantic from Pictou to London, and was the first vessel to navigate the Atlantic entirely under steam power. At the present time, in addition to other lines, the Canadian Pacific Railway operates fleets on the Atlantic and Pacific Oceans, and the Dominion Government operates a fleet in the West Indies trade.

The following table has been compiled from the Shipping Reports of the Department of National Revenue for the individual fiscal years 1929-37, and from the Shipping Reports issued by the Transportation Branch of the Dominion Bureau of Statistics for the fiscal years 1938 and 1939.

17.—Sea-Going Vessels Entered and Cleared at Canadian Ports with Cargo and in Ballast, Fiscal Years 1929-39.

NOTE.—For the years 1868-1910, see Canada Year Book, 1911, p. 379; for 1911-28 see the 1938 Year Book, p. 698.

Year.	British, Entered and Cleared.			Canadian, Entered and Cleared.			Foreign, Entered and Cleared.		
	No.	Tons Register.	Freight Tons. ¹	No.	Tons Register.	Freight Tons. ¹	No.	Tons Register.	Freight Tons. ¹
1929...	6,400	21,625,660	10,448,795	18,005	9,235,036	3,433,603	21,021	23,547,831	11,317,358
1930...	5,634	20,171,383	8,206,656	18,145	9,673,948	3,171,136	19,689	23,146,901	9,386,904
1931...	5,826	20,008,005	7,430,148	17,865	11,707,129	2,441,542	17,906	22,585,015	8,783,961
1932...	5,754	19,025,391	6,751,209	15,919	11,808,667	2,570,564	16,604	21,506,183	8,198,158
1933...	6,323	20,865,151	9,129,496	13,864	9,041,203	1,929,213	15,741	19,860,478	7,314,492
1934...	6,831	22,480,487	8,746,708	17,110	9,391,625	2,474,602	15,464	23,573,742	7,663,478
1935...	7,678	23,676,256	9,392,527	18,788	11,450,147	2,567,636	16,737	21,933,445	8,375,350
1936...	8,095	24,593,603	10,377,917	21,663	13,104,753	3,030,463	16,405	20,354,271	8,914,230
1937...	9,581	27,299,731	12,775,530	23,905	13,334,472	3,085,518	17,998	22,313,808	11,072,578
1938...	9,027	25,710,374	12,134,908	27,243	15,502,958	3,250,695	17,496	21,610,486	11,195,306
1939...	9,958	26,563,472	11,493,839	28,159	15,220,507	3,181,963	18,119	21,614,134	13,014,529
	Totals Entered.			Totals Cleared.			Totals, Entered and Cleared.		
	No.	Tons Register.	Freight Tons. ¹	No.	Tons Register.	Freight Tons. ¹	No.	Tons Register.	Freight Tons. ¹
1929...	22,531	27,464,158	7,155,130	22,895	26,944,369	18,044,626	45,426	54,408,527	25,199,756
1930...	21,583	27,155,766	8,471,107	21,885	25,836,466	12,293,589	43,468	52,992,232	20,764,696
1931...	20,737	28,064,762	7,814,115	20,860	26,535,387	10,841,536	41,597	54,600,149	18,655,651
1932...	19,175	27,003,210	6,820,915	19,102	25,337,031	10,699,016	38,277	52,340,241	17,519,931
1933...	17,778	25,044,389	6,570,607	18,150	24,722,443	11,802,594	35,928	49,766,832	18,373,201
1934...	19,501	28,209,947	7,667,915	19,904	27,235,907	11,216,873	39,405	55,445,854	18,884,788
1935...	21,419	28,512,257	9,099,977	21,784	28,547,591	11,235,726	43,203	57,059,848	20,335,513
1936...	22,835	28,895,751	10,025,822	23,328	29,156,876	12,296,688	46,163	58,052,627	22,322,610
1937...	25,348	31,145,065	11,142,357	26,136	31,802,946	15,791,269	51,484	62,948,011	26,933,626
1938...	26,407	31,421,775	12,698,849	27,359	31,402,043	13,882,060	53,766	62,823,818	26,580,909
1939...	27,500	31,353,871	10,422,537	28,736	32,044,242	17,267,794	56,236	63,398,113	27,690,331

¹ Includes freight in both tons weight and tons measurement.

Inland Shipping.—Inland shipping is associated in its beginnings with the birch-bark canoe of the American Indian. After the migration of the U.E. Loyalists, the *bateau* and Durham boat came into common use. 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