

56.—British and Foreign Vessels employed in the Coasting Trade of Canada, 1918-1922.

	1918.	1919.	1920.	1921.	1922.
VESSELS ARRIVED—					
British—					
Steam..... No.	63,586	59,076	61,859	61,187	62,646
Tons register.....	28,208,601	24,666,439	27,711,784	25,294,751	27,513,247
Number of crew.....	1,210,763	1,129,514	1,209,243	1,207,878	1,249,902
Sail..... No.	14,945	13,552	13,143	12,505	12,492
Tons register.....	3,082,450	2,868,481	2,785,193	2,790,484	3,165,990
Number of crew.....	54,663	49,230	48,798	51,958	49,517
Foreign—					
Steam..... No.	479	701	594	680	425
Tons register.....	681,724	756,161	521,771	428,017	382,632
Number of crew.....	11,515	16,310	12,381	11,092	9,184
Sail..... No.	296	343	204	160	147
Tons register.....	43,914	116,790	50,099	54,293	38,287
Number of crew.....	1,871	2,027	1,227	1,054	1,025
Description of vessels—					
Steam, screw..... No.	58,745	54,465	56,922	56,095	57,753
Steam, paddle..... "	4,088	3,841	3,737	4,043	3,809
Steam, sternwheel..... "	1,232	1,471	1,794	1,729	1,569
Sail, ships..... "	-	1	3	7	-
Sail, barks..... "	1	2	3	2	3
Sail, barkentines..... "	1	1	2	4	1
Sail, brigantines..... "	-	2	-	3	3
Sail, schooners..... "	11,733	10,031	9,625	8,810	8,329
Sail, sloops, barges, canal boats, etc..... "	3,506	3,858	3,714	3,839	4,303
VESSELS DEPARTED—					
British—					
Steam..... No.	60,750	56,407	59,004	59,794	59,002
Tons register.....	26,033,657	22,652,010	26,414,821	24,793,946	27,418,694
Number of crew.....	1,160,981	1,083,012	1,153,433	1,191,554	1,227,953
Sail..... No.	15,217	15,221	12,859	11,944	12,152
Tons register.....	2,910,028	2,781,176	2,660,725	2,578,804	3,029,708
Number of crew.....	56,502	47,844	46,155	49,892	49,683
Foreign—					
Steam..... No.	354	558	454	566	443
Tons register.....	457,605	543,600	350,310	351,522	240,034
Number of crew.....	7,846	10,813	8,624	8,697	7,158
Sail..... No.	311	266	262	152	128
Tons register.....	44,621	118,668	57,950	49,396	38,497
Number of crew.....	1,613	2,442	1,400	731	728
Description of Vessels—					
Steam, screw..... No.	55,928	51,994	54,334	54,481	54,096
Steam, paddle..... "	3,948	3,486	3,323	4,251	3,778
Steam, sternwheel..... "	1,228	1,485	1,801	1,628	1,571
Sail, ships..... "	-	1	1	2	-
Sail, barks..... "	1	2	6	5	2
Sail, barkentines..... "	-	1	2	1	3
Sail, brigantines..... "	2	1	-	5	3
Sail, schooners..... "	12,050	11,787	9,465	8,638	8,207
Sail, sloops, barges, canal boats, etc..... "	3,475	3,695	3,647	3,445	4,065

Inland Shipping.—Inland shipping is associated in its beginnings 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, and, on the St. Lawrence and the other main highways of the time, they too soon gave place to larger vessels. Original plans of the Lachine Canal, by which it was to be 12 feet in width and 18 inches deep, afford an illustration of the size of these primitive craft.

In the absence of any roads making 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 \$3.00 to \$3.50, and freight charges on other goods were proportions of the rate on this standard article.