INTERIM REPORT No. 3

GEORGIAN BAY CANAL COMMISSION

TRANSATLANTIC PASSENGER AND FREIGHT TRAFFIC AND STEAMSHIP SUBSIDIES

BY

W. SANDFORD EVANS

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
J. DE LABROQUERIE TACHÉ,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1918

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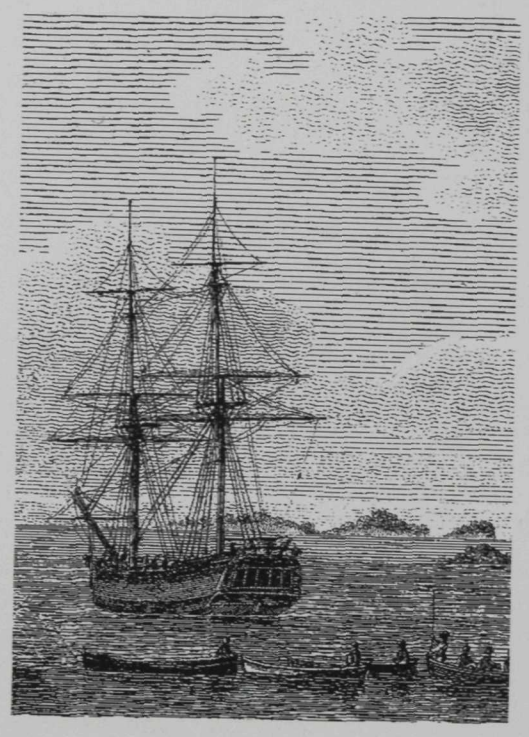

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INTRODUCTION.

In the Interim Report, 1916 (pp. 67-79) it was shown that "the conditions of ocean transportation largely determine the distribution of international commerce", and that in certain trades, such as the North Atlantic, liners are the controlling factor rather than tramps. Liners, which are vessels upon a fixed route and with a definite schedule of sailing dates, may be exclusively freight-carrying vessels, almost exclusively passenger-carrying vessels, or vessels fitted to carry both passengers and freight. On a good trade route this last class, the "combination liners," is probably the most successful type of ocean carriers. Having some passengers and some high-class freight, these vessels can afford to complete their loading with other suitable freight, at rates the tramps cannot meet. The volume and distribution of passenger traffic become therefore very important factors in the problem of freight traffic.

The kind of loading a vessel can secure on any particular route will determine the profitableness of that route as compared with alternative or competitive routes. The route that offers the best loading will tend to attract vessels from other routes until the numbers fixed on each route are such that all vessels of the same class are securing approximately the same return. Canada's problem was thus stated in the Interim Report (p. 76):—

> Canada has never yet been able to secure at Canadian ports enough vessels to carry all the Canadian exports; that is, no measures so far taken to that end have been sufficient to seriously disturb the simple economic balance of the load factor along the North Atlantic coast. In so far as the proposed Georgian Bay canal would be expected to very greatly increase the proportion of Canadian exports through Canadian ocean ports, it will clearly be necessary to arrive at some estimate of the permanent counteracting force of the general load factor, or at least of the cost involved in maintaining an ocean service on a less favourable economic basis than that prevailing on competing routes.

The general freight "load factor" in the North Atlantic trade was examined in that report, but it had not been found possible to make a statistical study of the passenger "load factor", nor of the effect of steamship subsidies, both of which, it was pointed out, must affect the ability of liners to successfully handle somewhat irregular freight loads.

This report presents certain statistical compilations which may form, at least partially, the groundwork for a study of the problem of passenger traffic on the North Atlantic in its relations to general traffic, and of the operation of Canadian mail subsidies and steamship subventions in relation to the general traffic problem. As material for these compilations returns were obtained from the steamship companies, showing traffic by vessels in detail, and for certain facts the ships' manifest at Montreal, Halifax, and St. John were checked over for the years 1911, 1912, and 1913. The compilation of this material occupied several months, but it was found necessary to start from the basic details in order to secure what was essential to supplement the statistics in official publications. The time available has not permitted any further working over of this material, nor the completing of such a study as would trace tendencies and suggest conclusions. The statistical tables must therefore be submitted with only a few descriptive notes.

TRANSATLANTIC PASSENGER TRAFFIC.

Under this general heading the following tables are presented:—

1. Table 1 showing the total transatlantic passenger traffic at United States and Canadian ports, compiled for the years 1898-1915, distinguishing passengers inbound and passengers outbound, the number of steamers in each direction, that is, the number of sailings of vessels carrying passengers, and also the average number of passengers per steamer.

2. Table 2, a comparison of the inbound and outbound transatlantic passenger traffic at New York, Boston and at Canadian Atlantic ports, taken as a whole, for the years 1899-1914. This table shows the ratio of inbound and outbound passenger traffic in each case, that is, in the year 1899, for example, 2.04 passengers were carried inbound to New York for each one passenger carried outbound, while at Boston the ratio was 1.94 to one, and at the Canadian ports 3.86 to one. The averages of the ratios for the whole period are also shown.

3. Table 3, showing by months for the years 1910-15, inbound and outbound transatlantic passenger traffic at Canadian ports and at the principal United States ports, namely, New York, Boston and Philadelphia, except that returns for Boston and Philadelphia were not available for the year 1910.

4. Table 4, an analysis of the transatlantic passenger traffic at all Canadian Atlantic ports, by months, into saloon passengers, second-class passengers and third-class passenger, and showing the total number of passenger steamers inbound and outbound during each month for the period 1910-13.

5. Tables 5 and 6 showing the proportions of the totals in table 4 which arrived at and departed from Montreal and Quebec, and Halifax and St. John, and giving also the average number of passengers per steamer, inbound and outbound. Montreal and Quebec are treated as one port for passenger service and so are Halifax and St. John.

6. Table 7, an analysis of total passenger traffic at both Atlantic and Pacific ports, by months for the fiscal years 1910-11 to 1914-15, showing classes of passengers and destination, whether to Canada or to the United States.

7. Tables 8, 9, 10, 11 and 12 showing details of arrivals, by months, of passengers destined to Canada, at the United States ports of Portland, Boston, New York, Baltimore and Philadelphia.

8. Table 13, showing certain summary returns for the years ending June 30, 1912, 1913 and 1914, from the Canadian Immigration reports, from steamship returns and from the United States Immigration reports. These are the three main sources from which all the material in this report are derived. This particular table in addition to presenting some interesting summary facts shows that totals as compiled from these different sources do not always correspond. It will be noted, for example, that the Canadian Immigration reports give a total inbound passenger traffic at Canadian Atlantic ports in 1911-12 of 264,200, while the steamship returns show a total of 267,868, and there are differences also in the other two years. Again the Canadian Immigration reports show an inbound passenger traffic, destined to the United States, in 1911-12, of 23,816, while the United States Immigration reports show an inbound passenger traffic to the United States, through the Canadian ports in that year, of 29,152, and there are even greater differences in the other two years. These discrepancies may be accounted for in various ways, but all that need be done here is to call attention to the fact that discrepancies exist and that, therefore, it will not be possible to strictly check one table against another in this report; but, as the discrepancies are not often serious, they will not affect any general conclusions which may be based upon the compilations.

Canadian Immigration returns take account only of passengers arriving at Canadian ports, but they publish returns showing all passengers arriving whether immi-

grants or not. Canadian official statistics have taken no account of the outgoing movement of population and in this respect are seriously defective. The balance between incoming and outgoing passengers over a series of years will give very important information in connection with the rate of increase of the population, which a record of arrivals alone or of professed immigrants alone cannot possibly do. If the facts in this report were supplemented by the United States returns of the movement of population into the United States from Canada it would be possible to figure out the net increase or decrease in Canada due to the incoming and outgoing of populations.

The importance of passenger traffic in the general traffic problem has been pointed out in the introduction. If combination liners can secure better loading at United States ports than at Canadian they can earn more on United States routes from the passenger end of the business, with the result either that vessels at United States ports can afford to carry freight at slightly less rates than vessels from Canadian ports, or that there will be more combination liners attracted to the United States routes which then will have a relative increase in available freight room. Table 4 gives the details of the transatlantic passenger traffic at all Canadian ports for the years 1910-13 and the numbers of inbound and outbound steamers in each month. Examining first the numbers of steamships sailing in and out it will be noted that in the four years 1,712 vessels with passengers were entered inbound at Canadian ports while 1,242 vessels secured outward passengers in the transatlantic trade; that is, out of every 100 vessels carrying passenger traffic westbound only 72·54 vessels were able to secure passenger traffic eastbound. If the numbers of vessels on the Canadian routes are deducted from the totals in table 1 for the same years it will be found that 5,702 vessels arrived at United States ports with passengers in this period and that 5,280 cleared outbound with passengers, that is, out of every 100 vessels arriving at United States ports no less than 92·59 were able to secure passenger traffic for the return journey.

Dividing the total numbers of passengers in and out by the numbers of vessels it will be found that inbound each vessel on the Canadian route had on the average 657 passengers while outbound the very greatly reduced number of vessels carried only 275 passengers each. For the United States ports the figures are 848 passengers in and 460 passengers out. Taking the inbound figures it is apparent either that larger vessels were employed and were justifiable upon the United States routes or that the passenger earnings were very much better than on the Canadian routes. It is with regard to the outgoing passenger traffic, however, that the most important difference is shown. The United States ports were able to load out with passengers on the average a little over 92 vessels out of every 100 arriving and could give each of these vessels 460 passengers on the average, while the Canadian ports could load out with passengers only a little over 72 out of every 100 and could give each of these vessels on the average only 275 passengers.

Another very important aspect of this question is found in the distribution of the inbound and outbound passenger traffic throughout the year. The more even this distribution the more economically or the more profitably it can be handled. If now table 3 be examined and particularly if the traffic at the port of New York be compared with the traffic at all Canadian ports, it will be seen how much better distributed from the traffic standpoint is the passenger movement in and out of New York than that for the Canadian routes. If the figures in these two columns are presented diagramatically the advantages of the port of New York will strikingly appear. The inbound traffic at New York is comparatively light for about three months in midwinter, and it is ordinarily heaviest in March, April, May, and June. There tends to be a falling-off in midsummer, with an increase again in the autumn, but on the average for eight months in the year there is a very satisfactory distribution of the inbound load. Much the same general characteristics are found in the outbound load except that the months of

heaviest traffic are not the same as for inbound traffic, that is, the heaviest movement outbound tends to be in May, June, and July and again in November and December. Taken as a whole, however, the traffic is reasonably well balanced throughout the year.

A diagram of the traffic at Canadian ports presents an entirely different problem. From a very small movement inbound in December and January, the traffic mounts rapidly to an extreme peak in the month of May and then as rapidly declines again, offering a difficult load for economic handling. The outbound traffic presents much the same characteristics as the outbound traffic from New York, but, as has been pointed out, it is much smaller in proportion.

From tables 5 and 6 it is possible to make a comparison between the two chief Canadian routes, that to Quebec and Montreal and that to Halifax and St. John. Out of every 100 vessels carrying passengers to Quebec and Montreal during the period 1911-15, 87·13 vessels carried passengers outbound, while out of every 100 vessels arriving at Halifax and St. John with passengers only 52·17 obtained passengers outbound. The Quebec-Montreal vessels on the average carried 616 passengers in and 478 passengers out, while the Halifax-St. John vessels carried only 506 in and 316 out. The monthly distribution of the inbound traffic was unsatisfactory in both cases, but the chief difficulty with the Quebec-Montreal traffic was the excessive peak in May and June. The outbound passenger traffic, while smaller in comparison, was fairly well distributed, reaching its peak in the month of November. The Halifax-St. John route has important inbound traffic only in the months of March and April and important outbound traffic only in the month of December. It will be understood, of course, that many liners on the St. Lawrence route during the period of open navigation there switch to the Halifax-St. John route during the winter months, and therefore the characteristics of the traffic to and from all Canadian ports should be considered when estimating the business open to liners in the Canadian trade, but if the business of Canadian ports rather than of Canadian vessels is to be considered then the characteristics of the traffic returns for these ports must be taken into account.

The figures given in table 1 for the total transatlantic passenger traffic are interesting if studied in connection with the general economic and other conditions which affect the movement of population. The inbound passenger movement to North America increased very rapidly from 1898 to 1907, but fell off very sharply indeed in 1908, in which year it amounted to less than 40 per cent of the total of 1907. The inbound traffic increased rapidly again, but somewhat irregularly, reaching its culmination in 1913, but in 1914 had fallen away almost one-half, while the total for 1915 was less than one-quarter of that of 1914. The connection between the curves of this inbound passenger traffic and the curves of general economic conditions must attract attention. It is interesting to note also that the outbound movement was relatively greatest during periods of depression. In the year 1908, for example, some 76,000 more people left the Atlantic ports than arrived at these ports, and in the war year of 1915 the balance stood some 98,000 people against North America.

The above notes may illustrate the bearing of the general facts of passenger traffic on Canada's practical transportation problem. The compilations will be found useful in many other lines of enquiry than those indicated. Canada's problem is to secure the handling through Canadian ports of the greatest amount of traffic possible without economic loss, and an understanding of the conditions that operate to set limits to this traffic is necessary before effective measures for development can be planned

TABLE 1.—Total Transatlantic Passenger Traffic.* United States and Canadian Ports.

Year.	Inbound.			Outbound.		
	Steamers.	Passengers.	Passrs. per Steamer.	Steamers.	Passengers.	Passrs. per Steamer.
1898	.....	374,688	.....	.....	209,545	.....
1899	1,206	517,115	423	1,111	232,983	209
1900	1,200	671,126	560	1,087	294,704	271
1901	1,287	705,838	548	1,206	267,170	221
1902	1,338	937,963	701	1,207	311,769	258
1903	1,480	1,106,247	748	1,378	397,238	288
1904	1,406	978,102	695	1,369	525,175	384
1905	1,477	1,250,831	847	1,410	411,843	292
1906	1,653	1,520,842	921	1,460	524,525	359
1907	1,759	1,725,736	981	1,575	772,574	490
1908	1,539	687,646	447	1,501	864,372	586
1909	1,631	1,276,605	782	1,503	488,921	325
1910	1,787	1,450,545	811	1,649	608,224	369
1911	1,767	1,170,770	662	1,626	740,760	456
1912	1,810	1,473,498	813	1,610	706,122	439
1913	2,050	1,866,801	910	1,737	718,373	414
1914	1,647	956,049	581	1,437	683,576	476
1915	668	209,562	314	617	308,328	500
Totals	25,705	18,879,964	Av. 685	23,483	9,066,202	Av. 373

Inbound steamers to outbound steamers as 100 to 91.35.
*Cmpiled from steamship reports.

TABLE 2.—Comparison between in- and outbound Passenger Traffic, at New York, Boston and Canadian Ports. (Transatlantic).

Year.	New York.			Boston.			Canadian Ports.		
	Inbound	Outbound	Ratio	Inbound	Out-bound	Ratio	Inbound	Out-bound	Ratio
1899	409,743	200,144	2·04	25,768	13,287	1·94	44,950	11,642	3·86
1900	541,053	253,814	2·15	24,582	13,822	1·78	62,817	17,755	3·54
1901	565,559	227,166	2·49	37,541	18,429	2·04	55,144	13,375	4·12
1902	713,735	263,545	2·71	65,022	23,196	2·81	80,287	15,152	5·29
1903	805,869	340,791	2·37	76,189	25,888	2·94	115,699	18,769	6·16
1904	732,715	447,643	1·64	76,865	37,711	2·03	100,347	25,459	3·94
1905	959,731	343,658	2·79	74,515	29,196	2·55	122,690	27,929	4·49
1906	1,156,861	439,865	1·76	90,060	33,922	2·66	166,272	36,247	4·59
1907	1,286,331	658,042	1·95	91,066	40,153	2·27	244,171	55,971	4·01
1908	506,669	726,337	0·69	44,399	44,525	0·99	111,296	63,252	1·75
1909	1,016,727	401,371	2·53	66,185	27,075	2·44	134,818	46,605	2·89
1910	1,045,855	494,938	2·11	74,697	31,227	2·39	235,114	64,269	3·67
1911	771,642	594,275	1·29	61,002	35,260	2·73	259,721	82,737	3·14
1912	993,638	558,649	1·78	70,746	34,343	2·06	302,241	89,842	3·36
1913	1,260,590	547,060	2·31	96,929	37,389	2·59	368,317	112,230	3·28
1914	675,191	528,742	1·26	58,569	41,909	1·41	158,616	90,856	1·75
	12,876,145	7,026,040	.....	1,034,135	487,432	.....	2,562,500	772,090	.....
Average of ratios from 1899 to 1914, inclusive			1·97			2·19			3·43

Steamship reports.

TABLE 3.—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States ports by Months, 1910.

Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
INBOUND.					
January	4,561	46,723	.....	.....	—
February	7,960	53,950	.....	.....	—
March	18,228	127,461	.....	.....	—
April	30,525	124,778	.....	.....	—
May	38,154	117,457	.....	.....	—
June	30,422	88,890	.....	.....	—
July	22,165	70,147	.....	.....	—
August	22,644	94,571	.....	.....	—
September	24,601	99,125	.....	.....	—
October	20,364	92,036	.....	.....	—
November	11,472	72,835	.....	.....	—
December	5,952	57,912	.....	.....	—
Total	235,114	1,045,855	.....	.....	—
OUTBOUND.					
January	1,885	20,063	.....	.....	—
February	1,545	15,743	.....	.....	—
March	1,462	26,351	.....	.....	—
April	2,335	40,786	.....	.....	—
May	5,569	49,389	.....	.....	—
June	8,761	67,952	.....	.....	—
July	8,889	57,636	.....	.....	—
August	5,204	39,131	.....	.....	—
September	6,177	38,298	.....	.....	—
October	5,564	38,950	.....	.....	—
November	7,465	53,252	.....	.....	—
December	9,473	47,383	.....	.....	—
Total	64,269	494,938	.....	.....	—

Steamship reports.

TABLE 3 (2).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Atlantic Ports by Months, 1911.

Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
INBOUND.					
January	3,821	30,131	733	2,570	37,255
February	7,801	41,014	2,876	2,260	53,941
March	29,472	78,813	3,150	4,474	115,909
April	34,345	87,070	10,335	5,386	137,136
May	47,473	84,533	7,746	7,291	147,043
June	30,503	60,680	6,487	3,935	101,605
July	24,374	51,306	2,867	3,793	82,340
August	17,159	58,566	5,229	3,172	84,126
September	28,216	84,304	7,693	3,544	123,757
October	18,915	78,667	7,090	4,153	108,825
November	9,235	58,968	5,186	4,174	77,563
December	5,242	57,590	1,510	4,897	69,239
Total	256,754	771,642	61,002	49,651	1,138,869
OUTBOUND.					
January	1,937	28,086	319	713	31,005
February	1,848	24,317	999	741	27,905
March	2,301	38,086	1,026	798	42,211
April	3,415	40,636	2,459	1,279	47,789
May	8,019	62,076	5,080	2,318	78,493
June	11,844	72,259	4,576	2,142	90,821
July	9,449	65,023	3,800	2,477	80,749
August	6,163	50,098	3,082	1,631	60,974
September	7,243	46,196	3,505	964	57,808
October	6,815	44,830	3,049	1,226	55,920
November	10,504	61,744	4,619	1,419	78,286
December	10,687	60,924	2,756	2,685	77,052
Total	80,225	594,275	35,260	19,236	728,996

TABLE 3 (3).—Transatlantic Passenger Traffic in- and outbound at Canadian and United States Atlantic Ports by Months, 1912.

Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
INBOUND.					
January	4,544	32,883	1,426	2,643	41,496
February	7,351	44,397	1,144	1,532	54,424
March	28,418	85,753	3,733	4,904	122,808
April	30,319	91,904	8,359	3,715	134,297
May	53,110	102,729	6,957	7,290	170,086
June	33,241	85,533	7,694	6,227	132,695
July	27,221	71,572	6,279	5,567	110,639
August	26,913	88,335	6,251	4,951	126,450
September	30,658	129,802	11,870	5,295	177,625
October	20,637	109,274	8,821	5,979	144,711
November	15,373	84,831	4,819	6,673	111,696
December	7,911	66,625	3,393	4,915	82,844
Total	285,696	993,638	70,746	59,691	1,409,771
OUTBOUND.					
January	2,451	27,922	161	1,155	31,689
February	2,205	25,902	1,239	229	29,575
March	2,767	36,934	1,717	249	41,667
April	3,415	42,111	2,694	685	48,905
May	8,062	53,193	3,570	1,549	66,374
June	10,491	63,991	6,259	2,472	83,213
July	8,317	54,395	4,729	1,375	68,816
August	7,573	43,776	1,764	1,502	54,615
September	6,596	35,824	2,513	434	45,367
October	7,911	49,450	2,399	1,181	60,941
November	16,665	66,422	4,620	1,780	89,487
December	12,961	58,729	2,678	1,653	76,021
Total	89,414	558,649	34,343	14,485	696,891

TABLE 3 (4).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Ports, by Months, 1913.

Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
INBOUND.					
January	8,633	37,160	2,387	2,146	50,356
February	9,565	56,336	2,461	3,564	71,926
March	27,997	99,475	5,478	4,790	137,740
April	44,421	127,220	4,768	6,729	183,138
May	60,084	127,921	10,475	9,382	207,862
June	57,013	144,161	10,671	7,780	219,625
July	39,958	114,118	11,894	8,089	174,059
August	34,337	121,672	7,466	6,979	170,454
September	25,774	137,257	19,471	8,439	190,941
October	21,873	127,365	11,739	6,433	167,410
November	10,764	85,649	6,186	5,650	108,069
December	7,911	82,436	3,933	4,145	98,425
Total	348,460	1,260,590	96,929	74,126	1,780,105
OUTBOUND.					
January	2,835	35,629	580	334	39,388
February	2,662	22,378	1,586	437	27,063
March	3,072	29,695	1,277	563	34,607
April	3,314	38,278	2,507	731	44,830
May	9,695	56,379	3,697	1,384	71,155
June	12,021	60,775	7,566	1,564	81,926
July	12,404	60,529	6,188	1,421	50,542
August	10,162	43,579	2,867	1,154	57,762
September	10,441	40,407	3,864	937	55,649
October	11,365	41,211	2,849	1,087	56,512
November	17,569	52,837	1,577	1,221	83,120
December	12,961	65,363	2,831	1,965	83,120
Total	108,501	547,060	37,389	12,918	705,868

TABLE 3 (5).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Ports by Months, 1914.

Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
INBOUND.					
January	4,259	38,281	2,350	2,631	47,521
February	5,797	41,656	1,976	2,257	51,686
March	18,338	85,634	5,994	3,843	113,809
April	26,409	112,584	6,025	5,852	150,870
May	28,946	98,395	9,712	4,651	141,704
June	18,552	62,817	9,045	3,717	94,131
July	14,749	56,207	5,822	2,961	79,639
August	15,546	49,924	5,166	2,537	73,173
September	13,289	51,346	7,155	1,623	73,413
October	4,049	39,195	2,818	1,053	47,115
November	3,324	21,824	1,834	698	27,680
December	1,635	17,328	672	349	19,984
Total	151,893	675,191	58,569	32,172	917,825
OUTBOUND.					
January	4,550	35,572	1,481	473	42,076
February	3,575	26,851	1,030	442	31,898
March	4,323	41,589	1,798	708	48,418
April	5,620	46,223	3,609	583	57,035
May	14,533	76,207	4,431	1,648	96,819
June	15,162	81,886	10,601	2,455	110,104
July	12,709	71,237	6,067	1,664	91,677
August	9,344	26,475	1,997	1,819	39,635
September	6,973	29,404	806	889	38,072
October	5,945	32,108	2,847	723	41,623
November	6,579	34,249	5,075	1,001	50,904
December	5,916	26,941	2,167	1,296	36,320
Total	95,229	528,742	41,909	13,201	679,081

TABLE 3 (6).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Ports by Months, 1915.

Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
INBOUND.					
January	841	11,323	481	66	12,761
February	1,616	9,935	603	71	12,225
March	2,530	16,150	825	.....	19,505
April	2,761	16,421	2,538	510	22,230
May	3,065	19,466	1,358	.....	23,889
June	2,688	13,084	623	272	16,687
July	1,859	12,778	934	40	14,711
August	2,191	14,286	1,125	.....	17,602
September	1,939	15,832	763	.....	18,534
October	2,856	16,247	1,000	.....	20,103
November	2,858	12,352	655	.....	15,865
December	1,384	8,181	1,353	.....	10,918
Total	26,588	166,055	12,258	959	204,980
OUTBOUND.					
January	3,672	14,042	735	570	18,319
February	5,580	11,115	767	58	17,520
March	3,172	9,750	646	114	13,682
April	7,244	11,812	690	.....	19,746
May	9,051	14,007	522	223	23,803
June	15,373	18,790	632	500	34,295
July	9,470	20,987	890	930	32,277
August	8,050	27,588	1,528	.....	37,166
September	6,961	26,788	1,265	.....	35,014
October	7,556	22,443	996	.....	30,995
November	7,450	19,032	1,926	.....	28,408
December	5,907	12,691	1,035	.....	18,633
Total	89,486	209,045	11,632	2,395	309,858

TABLE 4.—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1910.

INBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	19	195	835	3,531	4,561
February	17	185	1,378	5,397	7,960
March	28	414	4,282	13,532	18,228
April	30	843	6,392	23,290	30,525
May	42	937	8,287	28,930	38,154
June	43	1,198	7,029	22,195	30,422
July	41	1,424	5,990	14,751	22,165
August	42	2,369	6,385	13,890	22,644
September	38	3,290	6,847	14,464	24,601
October	41	1,338	6,656	12,370	20,364
November	34	557	2,642	8,273	11,472
December	26	283	1,280	4,289	5,952
Total	401	13,033	58,003	164,078	235,114

OUTBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	12	200	496	1,189	1,885
February	15	185	424	936	1,545
March	16	151	389	922	1,462
April	21	362	838	1,135	2,335
May	32	910	2,458	2,201	5,569
June	34	1,959	4,349	2,453	8,761
July	38	1,767	3,768	3,354	8,889
August	31	796	1,697	2,711	5,204
September	36	1,055	1,895	3,227	6,177
October	34	563	1,434	3,567	5,564
November	29	437	1,555	5,473	7,465
December	23	452	1,923	7,098	9,473
Total	321	8,837	21,166	34,266	64,269

Steamship reports.

TABLE 4 (2).—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1911.

INBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	15	179	869	2,773	3,821
February	20	293	2,150	5,358	7,801
March	33	743	7,889	20,840	29,472
April	28	909	6,240	27,196	34,345
May	52	995	10,326	36,152	47,473
June	45	979	8,006	21,518	30,503
July	42	1,893	6,970	15,511	24,374
August	33	1,670	5,882	9,607	17,159
September	44	3,519	9,114	15,583	28,216
October	42	1,156	6,903	10,856	18,915
November	33	431	2,397	6,418	9,253
December	16	295	1,035	3,912	5,242
Total	403	13,069	67,781	175,724	256,574

OUTBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	9	195	418	1,261	63	1,937
February	10	174	441	1,126	107	1,848
March	21	219	561	1,429	92	2,301
April	22	543	1,033	1,729	110	3,415
May	31	1,106	3,190	3,613	110	8,019
June	35	2,163	4,428	5,121	132	11,844
July	35	1,083	4,230	3,996	140	9,449
August	30	757	1,803	3,514	89	6,163
September	34	792	1,984	4,369	98	7,243
October	31	568	1,591	4,567	89	6,815
November	26	475	1,695	8,255	79	10,504
December	15	425	2,814	7,388	60	10,687
Total	299	8,500	24,188	46,368	1,169	80,225

TABLE 4 (3).—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1912.

INBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	19	225	1,034	3,285	4,544
February	18	353	1,803	5,195	7,351
March	30	741	6,245	21,432	28,418
April	24	619	5,005	24,695	30,319
May	50	1,166	11,041	40,903	53,110
June	39	1,218	8,151	23,872	33,241
July	44	1,319	6,537	19,365	27,221
August	41	2,435	8,098	16,380	26,913
September	46	2,629	9,443	18,586	30,658
October	38	1,052	6,711	12,874	20,637
November	38	565	3,463	11,345	15,373
December	25	263	1,445	6,203	7,911
Total	412	12,585	68,976	204,135	285,696

OUTBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	11	175	510	1,681	85	2,451
February	13	245	513	1,390	57	2,205
March	18	254	601	1,825	87	2,767
April	22	543	1,033	1,729	110	3,415
May	36	1,067	3,203	3,662	130	8,062
June	34	1,702	4,963	3,726	100	10,491
July	28	1,120	3,442	3,663	92	8,317
August	34	847	2,596	3,996	134	7,573
September	31	754	2,077	3,637	128	6,596
October	33	666	1,752	5,386	107	7,911
November	30	496	2,353	13,698	118	16,665
December	17	502	3,102	9,291	66	12,961
Total	307	8,371	26,145	53,684	1,214	89,414

TABLE 4 (4).—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1913.

INBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	25	304	1,994	6,365	8,663
February	27	321	2,517	6,727	9,565
March	33	647	6,941	20,409	27,997
April	45	850	9,567	34,004	44,421
May	57	1,336	10,928	47,920	60,084
June	59	1,232	10,781	45,000	57,013
July	50	1,305	8,065	30,588	39,958
August	48	2,659	10,059	21,619	34,337
September	44	2,263	9,174	14,337	25,774
October	47	1,135	6,957	13,781	21,873
November	36	445	2,989	7,330	10,764
December	25	263	1,445	6,203	7,911
Total	496	12,760	81,417	254,283	348,460

OUTBOUND.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	14	257	621	1,896	61	2,835
February	14	247	562	1,775	78	2,662
March	21	298	801	1,886	87	3,072
April	20	409	916	1,930	59	3,314
May	37	1,145	3,778	4,621	151	9,695
June	26	1,754	5,493	4,597	177	12,021
July	35	1,442	4,611	5,962	389	12,404
August	36	732	2,648	6,547	235	10,162
September	33	868	2,509	6,888	176	10,441
October	31	640	2,214	8,363	148	11,365
November	31	415	2,846	14,076	232	17,569
December	17	502	3,102	9,291	66	12,961
Total	315	8,709	30,101	67,832	1,859	108,501

TABLE 4 (5).—Summary, 1910-13, Transatlantic Passenger Traffic.

	Inbound.		Outbound.		
	Total Number of vessels carrying passengers.	Average Number of passengers.	Total Number of vessels carrying passengers.	Average Number of passengers.	Ratio of outbound passenger vessels to inbound
Canada	1,712	657	1,242	275	72·54
United States	5,702	848	5,280	460	92·59 to 100

TABLE 5.—Transatlantic Passenger Movement, Montreal and Quebec, 1911.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
April	4	290	1,235	2,501	4,026	1,006
May	45	936	9,953	33,729	44,618	991
June	38	894	7,674	20,574	29,142	767
July	38	1,813	6,892	15,021	23,726	888
August	29	1,605	5,771	9,932	17,308	570
September	39	3,378	8,871	14,947	27,196	690
October	38	1,118	6,918	10,375	18,411	480
November	21	344	1,935	4,711	6,990	333
Total	252	10,378	49,249	111,790	171,417	Av. 716

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
April	..	.....	.....	.....	...	.....	—
May	31	1,106	3,190	3,613	110	8,019	259
June	35	2,163	4,428	5,121	132	11,844	338
July	35	1,083	4,230	3,996	140	9,449	270
August	30	757	1,803	3,514	89	6,163	205
September	34	792	1,984	4,369	98	7,243	213
October	31	568	1,591	4,567	89	6,815	220
November	25	438	1,549	7,650	78	9,715	389
Total	221	6,907	18,675	32,830	736	59,248	Av. 271

Steamship reports.

TABLE 5 (2).—Transatlantic Passenger Movement, Montreal and Quebec, 1912.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
May	43	1,141	10,739	36,701	48,581	1,129
June	33	1,162	8,212	22,077	31,451	947
July	38	1,244	6,364	17,520	25,128	662
August	35	2,354	7,958	14,323	24,635	703
September	39	2,367	9,251	15,698	27,316	704
October	34	1,016	6,557	11,615	19,188	566
November	26	405	2,780	7,271	10,456	738
Total	248	9,689	51,861	125,205	186,755	Av. 778

TABLE 5 (2).—Transatlantic Passenger Movement, etc.—*Continued.*

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
May	31	909	2,721	3,075	126	6,831	217
June	34	1,702	4,963	3,726	100	10,491	308
July	28	1,120	3,442	3,663	92	8,317	297
August	34	847	2,596	3,996	134	7,573	222
September	31	754	2,077	3,647	128	6,606	213
October	33	666	1,752	5,186	107	7,811	240
November	28	480	2,130	12,213	98	14,921	532
Total	219	6,478	19,681	35,506	713	62,550	Av. 261

TABLE 5 (3).—Transatlantic Passenger Movement, Montreal and Quebec, 1913.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
April	7	72	1,739	5,416	7,227	1,032
May	40	1,302	9,836	37,680	48,818	1,220
June	41	1,208	10,255	35,673	47,136	1,150
July	40	1,282	7,871	25,706	34,859	871
August	41	2,604	9,781	19,802	32,187	785
September	38	2,220	8,975	13,139	24,334	641
October	37	1,093	6,729	11,753	19,575	529
November	26	402	2,640	5,037	8,079	311
Total	270	10,183	57,826	154,206	222,215	Av. 817

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
April	..	.....	.....	.....	...	.....	—
May	35	1,049	3,640	4,306	145	9,140	260
June	26	1,754	5,493	4,597	177	12,021	470
July	35	1,442	4,611	5,962	389	12,404	354
August	36	732	2,748	6,547	235	10,262	282
September	33	868	2,509	6,888	176	10,441	316
October	31	440	2,214	8,163	148	11,165	528
November	31	415	2,846	14,076	232	17,569	566
Total	227	6,518	24,061	50,539	2,502	83,002	Av. 397

TABLE 5 (4).—Transatlantic Passenger Movement, Montreal and Quebec, 1914.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
April	6	19	1,009	2,423	3,451	572
May	39	1,078	6,834	18,977	26,889	690
June	37	814	5,028	11,733	17,575	475
July	33	924	4,665	8,703	14,292	433
August	26	1,919	8,007	5,002	14,928	574
September	21	2,693	6,314	4,205	13,212	629
October	10	240	1,865	1,886	3,991	399
November	11	127	1,603	1,415	3,145	286
Total	183	7,814	35,325	54,344	97,483	Av. 507

TABLE 5 (4).—Transatlantic Passenger Movement, etc.—*Continued.*

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
April..	..	.....	.....	.....	...	.....	—
May..	39	771	4,379	7,625	392	13,167	338
June..	35	1,426	5,583	7,677	380	15,066	431
July..	28	1,009	3,851	7,550	299	12,709	454
August..	28	540	1,837	6,846	121	9,344	333
September.	11	223	673	6,072	5	6,973	634
October..	11	65	1,561	4,268	51	5,945	540
November.	10	106	1,247	5,150	62	6,565	656
December.	1	19	129	601	5	754	754
Total.	163	4,159	19,260	45,789	1,315	70,523	Av. 517

TABLE 5 (5).—Transatlantic Passenger Movement, Montreal and Quebec, 1915.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
May.	10	26	1,325	1,703	3,065	306
June	12	63	1,198	1,427	2,688	224
July	10	48	873	938	1,859	186
August	9	35	1,094	1,062	2,191	243
September.	9	....	852	1,087	1,939	215
October	8	....	1,027	1,829	2,856	357
November.	7	....	555	1,541	2,096	299
Total.	65	172	6,294	9,587	16,694	Av. 261

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
May..	8	47	1,351	7,653	..	9,051	1,131
June..	13	314	1,583	13,424	52	15,373	1,184
July..	10	257	1,561	7,565	87	9,470	947
August	10	174	998	6,855	23	8,050	805
September	8	57	803	6,076	25	6,961	879
October..	9	86	808	6,653	9	7,556	839
November	9	53	1,125	6,242	30	7,450	828
Total.	67	988	8,229	54,468	226	63,911	Av. 943

TABLE 5 (6).—Summary 1911-15, Transatlantic Passenger Traffic.

—	Inbound.		Outbound.		Ratio of outbound passenger vessels to inbound.
	Total Number of vessels carrying passengers.	Average Number of passengers.	Total Number of vessels carrying passengers.	Average Number of passengers.	
Montreal and Quebec.....	1,018	616	897	478	87·13 to 100

TABLE 6.—Transatlantic Passenger Movement, Halifax and St. John, 1911.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	15	179	869	2,773	3,821
February	20	293	2,150	5,358	7,801
March	33	743	7,889	20,840	29,472
April	24	619	5,005	24,695	30,319
May	7	59	373	2,423	2,855
June	7	85	332	944	1,361
July	4	80	78	490	648
August	4	65	111	475	651
September	5	141	243	636	1,020
October	4	38	85	531	654
November	12	94	462	1,707	2,263
December	16	295	1,035	3,912	5,242
Total	151	2,691	18,632	64,784	86,107

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	9	195	418	1,261	63	1,937
February	10	174	441	1,126	107	1,848
March	21	219	561	1,429	92	2,301
April	22	543	1,033	1,729	110	3,415
May	..	.....	.....	.....	....	—
June	..	.....	.....	.....	...	—
July	..	.....	.....	.....	....	—
August	..	.....	.....	.....	....	—
September	..	.....	.....	.....	....	—
October	..	.....	.....	.....	....	—
November	1	37	146	605	1	789
December	15	425	2,314	7,388	60	10,187
Total	78	1,593	4,913	13,538	433	20,477

Steamship reports.

TABLE 6 (2).—Transatlantic Passenger Movement, Halifax and St. John, 1914.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	19	225	1,034	3,285	4,544
February	18	353	1,803	5,195	7,351
March	30	741	6,445	21,132	28,318
April	34	760	7,539	29,746	38,045
May	7	25	302	4,202	4,529
June	6	56	141	1,825	2,022
July	6	75	173	1,845	2,093
August	6	81	140	2,057	2,278
September	7	105	192	2,888	3,185
October	4	36	154	1,259	1,449
November	12	160	683	4,074	4,917
December	25	263	1,445	6,203	7,911
Total	174	2,880	20,051	83,711	106,642

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	11	175	510	1,681	85	2,451
February	13	245	513	1,390	57	2,205
March	18	254	601	1,825	87	2,767
April	24	457	701	1,860	101	3,119
May	5	158	482	687	4	1,331
June	..	.....	.....	.....	....	—
July	..	.....	.....	.....	....	—
August	..	.....	.....	.....	....	—
September	..	.....	.....	.....	....	—
October	..	.....	.....	.....	....	—
November	2	26	223	1,485	20	1,754
December	17	502	3,102	9,291	66	12,961
Total	90	1,817	6,132	18,219	420	26,588

TABLE 6 (3).—Transatlantic Passenger Movement, Halifax and St. John, 1913.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	25	304	1,894	6,365	8,563
February	17	321	2,517	6,727	9,565
March	33	647	7,131	20,409	28,187
April	38	778	7,828	28,588	37,194
May	17	34	992	10,240	11,266
June	18	24	526	9,327	9,877
July	10	23	194	4,882	5,099
August	7	55	278	1,817	2,150
September	6	43	199	1,198	1,440
October	10	42	228	2,028	2,298
November	10	43	349	2,293	2,685
December	31	247	1,333	5,817	7,397
Total	222	2,561	23,469	99,691	125,721

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	14	257	621	1,896	61	2,835
February	14	247	562	1,775	78	2,662
March	21	298	801	1,886	87	3,072
April	20	407	916	1,930	59	3,314
May	2	96	138	315	6	555
June	..	.....	.....	.....	....	—
July	..	.....	.....	.....	....	—
August	..	.....	.....	.....	....	—
September	..	.....	.....	.....	....	—
October	..	.....	.....	.....	....	—
November	..	.....	.....	.....	....	—
December	19	292	2,630	12,473	154	15,549
Total	90	1,599	5,668	20,275	445	27,987

TABLE 6 (4).—Transatlantic Passenger Movement, Halifax and St. John, 1914.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	26	269	925	3,065	4,259
February	26	218	1,703	2,876	4,597
March	41	502	4,959	12,877	18,338
April	36	413	4,393	18,152	22,958
May	9	70	204	1,783	2,057
June	6	33	256	688	977
July	4	19	117	321	457
August	4	67	248	303	618
September	2	40	17	20	77
October	1	14	19	25	58
November	4	8	35	136	179
December	12	96	674	865	1,635
Total	171	1,749	13,550	41,111	56,410

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	20	297	722	3,295	236	4,550
February	18	190	714	2,529	142	3,575
March	20	249	907	2,988	179	4,323
April	26	348	1,274	3,756	242	5,620
May	3	66	402	858	40	1,366
June	2	14	63	19	....	96
July	..	.....	.....	.....	....	—
August	..	.....	.....	.....	....	—
September	..	.....	.....	.....	....	—
October	..	.....	.....	.....	....	—
November	1	.....	14	.....	....	14
December	7	67	914	4,141	40	5,162
Total	97	1,231	5,010	17,586	879	24,706

TABLE 6 (5).—Transatlantic Passenger Movement, Halifax and St. John, 1915.

INBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January	8	40	319	482	841
February	9	38	621	957	1,616
March	8	13	864	1,653	2,530
April	8	39	917	1,805	2,761
May	..	.....	.....	.....	—
June	..	.....	.....	.....	—
July	..	.....	.....	.....	—
August	..	.....	.....	.....	—
September	..	.....	.....	.....	—
October	..	.....	.....	.....	—
November	2	.....	128	634	762
December	6	.....	473	911	1,384
Total	41	130	3,322	6,442	9,894

OUTBOUND PASSENGERS.

Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	10	150	628	2,841	53	3,672
February	9	129	824	4,594	33	5,580
March	7	37	633	2,427	75	3,172
April	9	186	1,055	5,926	77	7,244
May	..	.....	.....	.....	....	—
June	..	.....	.....	.....	....	—
July	..	.....	.....	.....	....	—
August	..	.....	.....	.....	....	—
September	..	.....	.....	.....	....	—
October	..	.....	.....	.....	....	—
November	..	.....	.....	.....	....	—
December	6	.....	1,116	4,755	36	5,907
Total	41	502	4,256	20,543	274	25,575

TABLE 6 (6).—Summary, 1911-15, Transatlantic Passenger Traffic.

	Inbound.		Outbound.		Ratio of outbound passenger vessels to inbound.
	Total Number of vessels carrying passengers.	Average Number of passengers.	Total Number of vessels carrying passengers.	Average Number of passengers.	
Halifax and St. John	759	506	396	316	52·17 to 100

TABLE 7.—Destination of Inbound Passenger Traffic at Canadian Ports, Fiscal Years April, 1910, to March, 1915

STEERAGE, IMMIGRANTS, TOURISTS, AND RETURNED CANADIANS.

Destination.	To Canada.	To United States.	Total.	Per cent to United States.
1910-1911.				
North Sydney	2,477	1,110	3,587	31·0
Halifax	1,976	68	2,044	3·3
St. John	1,307	59	1,366	4·3
Quebec	7,581	2,946	10,527	28·0
Total	13,341	4,183	17,524	23·9
1911-1912.				
North Sydney	2,499	1,013	3,512	28·8
Halifax	3,144	72	3,216	2·2
St. John	1,188	59	1,247	4·7
Quebec	8,353	2,091	10,444	20·1
Total	15,184	3,235	18,419	17·5
1912-1913.				
North Sydney	3,071	1,082	4,153	26·1
Halifax	2,669	53	2,722	1·9
St. John	1,182	50	1,232	4·1
Quebec	8,143	1,532	9,675	15·8
Total	15,065	2,717	17,782	15·3
1913-1914.				
North Sydney	4,003	1,141	5,144	22·2
Halifax	2,548	82	2,630	3·1
St. John	944	26	970	2·7
Quebec	8,810	1,434	10,244	14·0
Total	16,305	2,683	18,988	14·0
1914-1915.				
North Sydney	2,674	895	3,569	25·1
Halifax	1,269	118	1,387	8·5
St. John	640	4	644	0·6
Quebec	4,827	3,011	7,838	38·4
Total	16,305	2,683	18,988	14·1

* Including Victoria and Vancouver.
Annual reports, Immigration Branch.

TABLE 7 (2).—Destination of Inbound Passenger Traffic at Canadian Ports, Fiscal Years April, 1910, to March, 1915

STEERAGE, IMMIGRANTS, TOURISTS, AND RETURNED CANADIANS.

Destination.	To Canada.	To United States.	Total.	Per cent to United States.
1910-1911.				
North Sydney	5,363	1,990	7,353	27·1
Halifax	40,352	5,724	46,076	12·4
St. John	26,492	3,536	30,028	10·6
Quebec	127,153	24,560	151,713	16·1
Total	199,360	35,810	235,170	15·2
1911-1912.				
North Sydney	4,890	1,261	6,151	20·5
Halifax	41,171	4,010	45,181	8·95
St. John	30,355	1,974	32,329	6·1
Quebec	146,334	15,956	162,290	9·8
Total	222,750	23,201	245,951	8·95

TABLE 7 (2).—Destination of Inbound Passenger Traffic, etc.—*Con.*

STEERAGE, IMMIGRANTS, TOURISTS, AND RETURNED CANADIANS.—*Con.*

Destination.	To Canada.	To United States.	Total.	Per cent to United States.
1912-1913.				
North Sydney	6,015	1,342	7,357	21·1
Halifax	59,854	9,562	69,416	13·5
St. John	29,073	2,604	31,677	8·2
Quebec	160,856	15,227	176,083	8·6
Total	255,798	28,735	284,533	10·1
1913-1914.				
North Sydney	5,750	1,553	7,303	21·2
Halifax	64,232	10,828	75,060	14·4
St. John	20,416	2,437	22,853	10·6
Quebec	185,783	29,849	215,632	13·8
Total	276,181	44,667	320,948	13·9
1914-1915.				
North Sydney	3,554	1,251	4,805	26·0
Halifax	19,956	2,946	22,902	12·8
St. John	9,091	680	9,771	7·0
Quebec	76,359	14,574	90,933	16·1
Total	108,960	19,451	128,411	15·15

TABLE 8.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, by Months—April, 1910, to March, 1915.

PORT OF PORTLAND, MAINE.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April	14	1,295	3	208	1,506	1,520
May	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	4	153	.....	.....	153	157
December	.....	239	2	25	266	266
1911.						
January	.....	196	4	29	229	229
February	1	471	4	101	576	577
March	36	1,285	6	153	1,444	1,480
April	20	2,375	6	135	2,516	2,536
May	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	.....	277	3	15	295	295
December	5	242	2	24	268	273

PORT OF PORTLAND, MAINE.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon an Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1912.						
January	.....	565	8	111	685	685
February	.....	488	5	156	649	649
March	.....	2,906	13	422	3,341	3,341
April	32	7,162	30	595	7,787	7,819
May	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	.....	147	.....	10	157	157
December	.....	665	17	65	747	747
1913.						
January	.....	507	1	76	584	584
February	.....	811	8	265	1,084	1,084
March	.....	5,743	18	729	6,490	6,490
April	29	9,703	15	778	10,496	10,525
May	.....	1,527	8	137	1,672	1,672
June	4	1,064	.....	36	1,100	1,104
July	.....	27	.....	3	30	30
August	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	.....	185	1	17	203	203
December	1	468	11	96	575	576
1914.						
January	.....	40	.....	31	71	71
February	.....	181	.....	152	333	333
March	9	912	15	590	1,517	1,526
April	2	2,347	14	587	2,913	2,915
May	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	.....	.....	.....	.....	.....	.....
December	.....	02	3	16	39	39
1915.						
January	1	10	.....	13	23	24
February	1	19	.....	34	53	54
March	.....	15	.....	21	36	36

Returns furnished by the Immigration Branch.

TABLE 9.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, by Months—April, 1910, to March, 1915.

PORT OF BOSTON, MASS.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April	.....	.....	.....	.....	.....	.....
May	.....	217	.....	12	229	229
June	.....	126	8	16	150	150
July	.....	29	.....	5	34	34
August	.....	77	11	43	131	131
September	10	88	4	18	110	120
October	19	37	.....	4	41	60
November	.....	14	.....	.....	14	14
December	.....	32	.....	2	34	34
1911.						
January	.....	5	.....	1	6	6
February	.....	58	.....	11	69	69
March	.....	73	.....	19	92	92
April	6	637	.....	38	675	681
May	10	294	.....	30	324	334
June	.....	96	.....	19	115	115
July	.....	27	1	24	52	52
August	.....	61	.....	.....	61	61
September	.....	96	1	33	130	130
October	.....	40	3	32	75	75
November	3	79	.....	15	94	97
December	.....	33	2	.....	35	35
1912.						
January	2	30	.....	2	32	34
February	11	6	.....	10	16	27
March	.....	533	.....	53	586	586
April	31	458	1	123	582	613
May	27	244	9	98	331	358
June	11	259	.....	63	322	333
July	27	165	3	72	240	267
August	31	115	14	38	167	198
September	19	170	1	33	204	223
October	21	111	.....	17	128	149
November	12	65	.....	10	75	87
December	8	67	.....	4	71	79
1913.						
January	8	46	1	9	56	64
February	8	50	.....	26	76	84
March	.....	82	7	28	117	117
April	24	859	.....	157	1,016	1,040
May	35	467	8	94	569	604
June	11	372	.....	63	435	446
July	21	297	7	61	365	386
August	19	65	8	28	101	120
September	26	122	5	45	172	198
October	20	116	2	32	150	170
November	5	55	.....	5	60	65
December	.....	40	.....	22	62	62

PORT OF BOSTON, MASS.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1914.						
January	4	23	5	23	51	55
February	3	18	1	45	64	67
March	7	108	1	70	179	186
April	21	77	.....	72	149	170
May	42	650	7	174	831	873
June	13	66	3	46	115	128
July	56	63	20	22	105	161
August	30	314	4	90	408	438
September	46	38	.....	38	76	122
October	13	24	1	60	85	98
November	8	12	.....	14	26	34
December	6	27	2	44	73	79
1915.						
January	.....	5	2	15	22	22
February	.....	4	2	4	10	10
March	2	6	.....	6	12	14

Returns from Immigration Branch.

TABLE 10.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, by Months—April, 1910, to March, 1915.

PORT OF NEW YORK, N.Y

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April	.....	3,652	.....	.....	.....	.....
May	.....	2,243	.....	.....	.....	.....
June	.....	1,022	.....	.....	.....	.....
July	.....	562	.....	.....	.....	.....
August	123	707	17	80	804	927
September	150	627	16	85	728	878
October	122	463	56	65	584	706
November	77	461	.....	53	514	591
December	162	426	.....	117	543	705
1911.						
January	109	308	6	92	406	515
February	164	431	4	109	544	708
March	190	1,755	1	347	2,103	2·29
April	242	3,650	65	614	4,329	4,57
May	152	2,041	18	376	2,435	2,587
June	201	935	61	218	1,214	1,415
July	205	538	19	234	791	996
August	179	511	26	222	759	938
September	216	479	74	252	805	1,021
October	121	560	37	233	830	951
November	163	538	24	156	718	881
December	286	763	19	205	987	1,273

TABLE 10.—Arrival of Ocean Passengers Destined to Canada, etc.—*Con.*

PORT OF NEW YORK, N.Y.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1912.						
January	285	537	28	218	785	1,068
February	332	583	20	372	975	1,307
March	267	3,109	32	752	3,893	4,160
April	239	4,375	37	995	5,407	5,646
May	256	3,328	48	695	4,071	4,327
June	167	2,372	23	351	2,926	3,093
July	136	1,234	47	301	1,582	1,718
August	326	1,405	31	436	1,872	2,198
September	182	1,356	23	412	1,791	1,973
October	199	1,904	19	343	2,266	2,465
November	139	825	18	262	1,105	1,224
December	259	947	2	223	1,172	1,431
1913.						
January	77	524	4	293	821	898
February	246	1,318	12	404	1,734	1,980
March	321	3,981	18	1,154	5,153	5,474
April	390	8,224	20	1,577	9,821	10,211
May	508	5,576	26	1,102	6,704	7,212
June	259	3,259	81	510	3,850	4,109
July	315	1,815	9	298	2,122	2,437
August	314	1,277	64	430	1,771	2,085
September	294	801	13	352	1,166	1,460
October	327	1,020	20	269	1,309	1,636
November	230	613	14	230	857	1,087
December	204	637	16	272	925	1,129
1914.						
January	242	344	8	311	663	905
February	206	377	19	423	819	1,025
March	345	1,511	26	942	2,479	2,824
April	416	3,892	20	1,180	5,092	5,508
May	402	2,895	21	924	3,840	4,242
June	325	1,112	47	479	1,638	1,863
July	306	632	21	308	961	1,267
August	173	320	12	381	713	886
September	102	153	.....	347	500	602
October	220	326	7	564	897	1,117
November	127	246	6	286	538	665
December	120	182	16	219	417	537
1915.						
January	76	94	6	161	261	337
February	119	123	14	264	401	520
March	122	232	7	432	671	793
1910–11	1,097	12,657	100	948	13,705	14,802
1911–12	2,649	14,244	423	3,852	18,519	21,168
1912–13	2,547	23,569	282	5,869	29,720	32,267
1913–14	3,634	25,454	316	6,716	32,486	36,120
1914–15	2,058	10,207	177	5,545	15,929	18,437

Returns furnished by the Immigration Branch.

TABLE 11.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, April, 1910, to March, 1915.

PORT OF BALTIMORE, Md.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April		1			1	1
May						
June		1			1	1
July		3			3	3
August		1			1	1
September		13			13	13
October						
November		1			1	1
December		1			1	1
1911.						
January		1		1	2	2
February		6			6	6
March						
April		1			1	1
May						
June		1			1	1
July		2			2	2
August		6			6	6
September		1			1	1
October		2			2	2
November				2		
December		27		3	30	30
1912.						
January		10			10	10
February						
March		31		2	33	33
April		81		1	82	82
May		10			10	10
June		11			11	11
July		1			1	1
August						
September						
October						
November						
December		18			18	18
1913.						
January						
February						
March						
April						
May						
June		10			10	10
July						
August		1			1	1
September						
October						
November						
December		14			14	14

PORT OF BALTIMORE, Md.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1914.						
January	.....	.....	.....	.....	.....	.....
February	.....	4	.....	.....	4	4
March	.....	4	.....	.....	4	4
April	.....	15	.....	3	18	18
May	.....	19	.....	.....	19	19
June	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....
August	.....	15	.....	.....	15	15
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	.....	.....	.....	.....	.....	.....
December	.....	.....	.....	.....	.....	.....
1915.						
January	.....	.....	.....	.....	.....	.....
February	.....	.....	.....	.....	.....	.....
March	.....	.....	.....	.....	.....	.....

Returns from Immigration Branch.

TABLE 12.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, April, 1910, to March, 1915.

PORT OF PHILADELPHIA, Pa.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April	.....	489	.....	1	490	490
May	.....	88	.....	.....	88	88
June	.....	4	.....	.....	4	4
July	.....	11	.....	.....	11	11
August	.....	3	.....	.....	3	3
September	.....	10	.....	.....	10	10
October	.....	12	.....	.....	12	12
November	.....	6	.....	.....	6	6
December	.....	4	.....	.....	4	4
1911.						
January	.....	3	.....	.....	3	3
February	.....	3	.....	.....	3	3
March	.....	17	.....	.....	17	17
April	.....	53	.....	.....	53	53
May	.....	123	.....	1	124	124
June	.....	2	.....	.....	2	2
July	.....	4	.....	.....	4	4
August	.....	5	.....	.....	5	5
September	.....	10	.....	.....	10	10
October	.....	5	.....	.....	5	5
November	.....	11	.....	.....	11	11
December	.....	12	.....	.....	12	12

TABLE 12.—Arrival of Ocean Passengers Destined to Canada, etc.—*Con.*

PORT OF PHILADELPHIA, Pa.—*Concluded.*

Month.	Saloon Passengers.	Steerage Passengers.				Total Saloon and Passenger.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1912.						
January	.....	81	.....	1	82	82
February	.....	18	.....	.....	18	18
March	.....	47	2	.....	49	49
April	.....	27	.....	.....	27	27
May	.....	130	.....	.....	130	130
June	.....	90	.....	.....	90	90
July	.....	5	.....	.....	5	5
August	.....	5	.....	.....	5	5
September	.....	.....	.....	.....	.....	.....
October	.....	13	.....	.....	13	13
November	.....	1	.....	.....	1	1
December	.....	11	.....	.....	11	11
1913.						
January	.....	3	.....	1	4	4
February	.....	8	.....	.....	8	8
March	.....	8	.....	.....	8	8
April	.....	460	.....	1	461	461
May	7	130	.....	3	133	140
June	.....	42	.....	1	43	43
July	.....	41	.....	7	48	48
August	.....	24	.....	.....	24	24
September	.....	20	.....	.....	20	20
October	.....	7	.....	7	14	14
November	.....	.....	.....	.....	.....	.....
December	.....	40	.....	1	41	41
1914.						
January	.....	15	.....	1	16	16
February	8	1	.....	1	2	10
March	10	38	.....	5	43	53
April	1	48	.....	7	55	56
May	.....	17	.....	2	19	19
June	.....	.....	.....	.....	.....	.....
July	2	3	.....	.....	3	5
August	.....	8	.....	6	14	14
September	.....	11	.....	8	19	19
October	.....	.....	.....	.....	.....	.....
November	4	.....	.....	.....	.....	4
December	.....	.....	.....	.....	.....	.....
1915.						
January	.....	.....	.....	.....	.....	.....
February	.....	.....	.....	.....	.....	.....
March	.....	.....	.....	.....	.....	.....

Returns from Immigration Branch.

TABLE 13.—Transatlantic Immigration and Passenger movement through Canadian Atlantic Ports, July, 1910, to June, 1914.

	Years ending June 30.		
	1911–12.	1912–13.	1913–14.
Canadian Immigration Reports—			
Immigration to Canada, via Quebec, St. John and Halifax	191,614	241,997	145,556
Immigration to United States via Quebec, St. John & Halifax	21,120	33,615	34,573
Immigration to Canada and United States via Quebec, St. John and Halifax	212,734	275,612	180,129
Total inbound passenger traffic at Quebec, St. John and Halifax	264,200	330,694	240,389
Inbound traffic to the United States at Quebec, St. John and Halifax	23,816	37,170	36,115
Reports of Transatlantic Passenger Movement—			
Total inbound Transatlantic passenger traffic at Quebec, St. John and Halifax	267,868	336,356	242,404
Total outbound Transatlantic passenger traffic at Quebec, St. John and Halifax	79,756	106,026	125,253
Excess of inbound traffic at Quebec, St. John and Halifax	188,112	230,330	117,151
United States Immigration Reports—			
Inbound traffic through Canadian Atlantic Ports to United States	29,152	52,435	51,310
Outbound traffic through Canadian Atlantic Ports from United States	12,675	11,805	13,682
Excess of inbound traffic through Canadian Atlantic Ports to United States	16,477	40,630	37,628
Immigrants to United States through Canadian Atlantic Ports	15,443	28,776	30,791

CANADIAN IMMIGRATION.

Certain tables on immigration returns are here presented, and also a sketch diagram representing for the fiscal year 1913-14 the main routes of the total immigration to Canada in that year, with the proportion arriving by each route. Table 14 gives the details of the arrivals of immigrants by these different routes by months for the period beginning April, 1910, to March, 1915.

Table 15 shows by months for the same period the destination by provinces of immigrants arriving at Atlantic ports, distinguishing direct immigration through Canadian ports and indirect immigration to Canada through United States ports. Table 16 is a summary by years of table 15, showing in addition the percentage of the total immigration which arrived via United States Atlantic ports.

Table 17 gives the arrivals of immigrants at each Canadian port for the same period, showing separately the number destined to Canada and the number destined to the United States with the percentage of the latter to the total arrivals at each port.

Table 18 gives the percentage of the total immigration to Canada via Atlantic ports destined to each province and table 19 gives the percentage of the total immigration to Canada arriving by each of the principal United States and Canadian Atlantic ports with percentages of the total direct and the total indirect arrivals.

Table 19 gives the percentage by ports of the total Canadian immigration arriving by all principal eastern ocean ports.

From table 14 it will be seen that the Canadian Atlantic ports are the chief gateways of immigration to Canada, having received during the fiscal years 1910-11 to 1914-15 over 86 per cent of all immigrants to Canada arriving by ocean ports and over 56 per cent of the total immigrant arrivals to Canada, including in the total immigrants of United States origin. The month of May is the month of the largest immigration through ocean ports, while the month of April tends to be the largest month for arrivals of immigrants from the United States. The United States ports received the largest

numbers of immigrants destined to Canada in the months of March and April, but with the opening of the St. Lawrence route the numbers using United States routes rapidly decline. On the other hand, the St. Lawrence route carries by far the greatest proportion of immigrants destined to the United States which use the Canadian routes, as shown by the figures in table 17. The percentages for the whole period covered in this table of total immigration through each of the chief Canadian Atlantic ports, which was destined to the United States, show that 50·39 per cent of all immigrant arrivals at North Sydney were in transit to the United States, and at Halifax 14·59 per cent, at St. John 10·74 per cent, and at Quebec 14·69 per cent.

The total arrivals at Canadian ports of immigrants destined to the United States for the above period was 150,392 (table 17), while the total arrivals at United States Atlantic ports of immigrants destined to Canada in the same period was 139,051. That is to say, indirect traffic is fairly well balanced and over a longer period would probably be found to be practically equal. This is no doubt due to the general agreements between steamship companies in the North Atlantic trade covering steerage passenger business. The important point is that the Canadian routes handle a total number of immigrant passengers approximately equal to the total number of immigrants destined to Canada. The immigrant business of the Canadian routes has therefore been limited by the numbers of immigrants destined to Canada and has to meet the problem of the movement of this traffic in the form of a sharp peak in the month of May.

It has already been pointed out that official Canadian statistics do not report passengers departing from Canada, but only passengers arriving. There is a regular outflow of population. In the summary to table number 4 it will be seen that in the years 1910-13, 798,220 third-class passengers arrived at Canadian Atlantic ports, but that counting the numbers of deported no less than 206,392 third-class passengers departed from Canada, so that the net gain in this period was only a little over 74 per cent of what the figures for the total arrivals might seem to indicate. During the same years 276,177 second-class passengers arrived and 101,600 departed, and of saloon passengers the arrivals totaled 51,447 and the departures 34,417. The total of all classes of passengers arriving was 1,025,844 and the departures were 342,409, or a little over one-third. These figures take no account of passengers from Canada to Europe which sailed from United States ports, but the information necessary to distinguish in the outbound movement the passengers from Canada using United States ports and passengers from the United States using Canadian ports is not at present available. In table 4 it appears that the months of departure of the largest numbers of third-class passengers from Canada are November and December and that the departure of second-class passengers are considerable also in the same months. This suggests a flow of labour due to the seasonal nature of employment, and if the ocean traffic figures were supplemented by returns of movement across the border into the United States some important light might be thrown on the labour problem in Canada.

The distribution of immigrant arrivals through Atlantic ports by provinces of destination as shown in tables 15, 16, and 18 is of distinct interest. The smallest percentage of immigration was destined to the Maritime Provinces and during the period covered this percentage rather showed a tendency to decline. The proportion destined to the province of Quebec was not only larger than that to any other province except Ontario, but showed a marked tendency to increase. The percentage destined to Ontario ranged from 35·65 per cent to 39·45 per cent and the tendency was slightly upward. The proportion destined to the three Prairie Provinces was smaller than probably was popularly understood and tended slightly to decrease. In 1910-11 the three Prairie Provinces received only 31·90 per cent, while in 1914 the percentage had been reduced to 27·42. British Columbia received a steadily declining percentage of the whole.

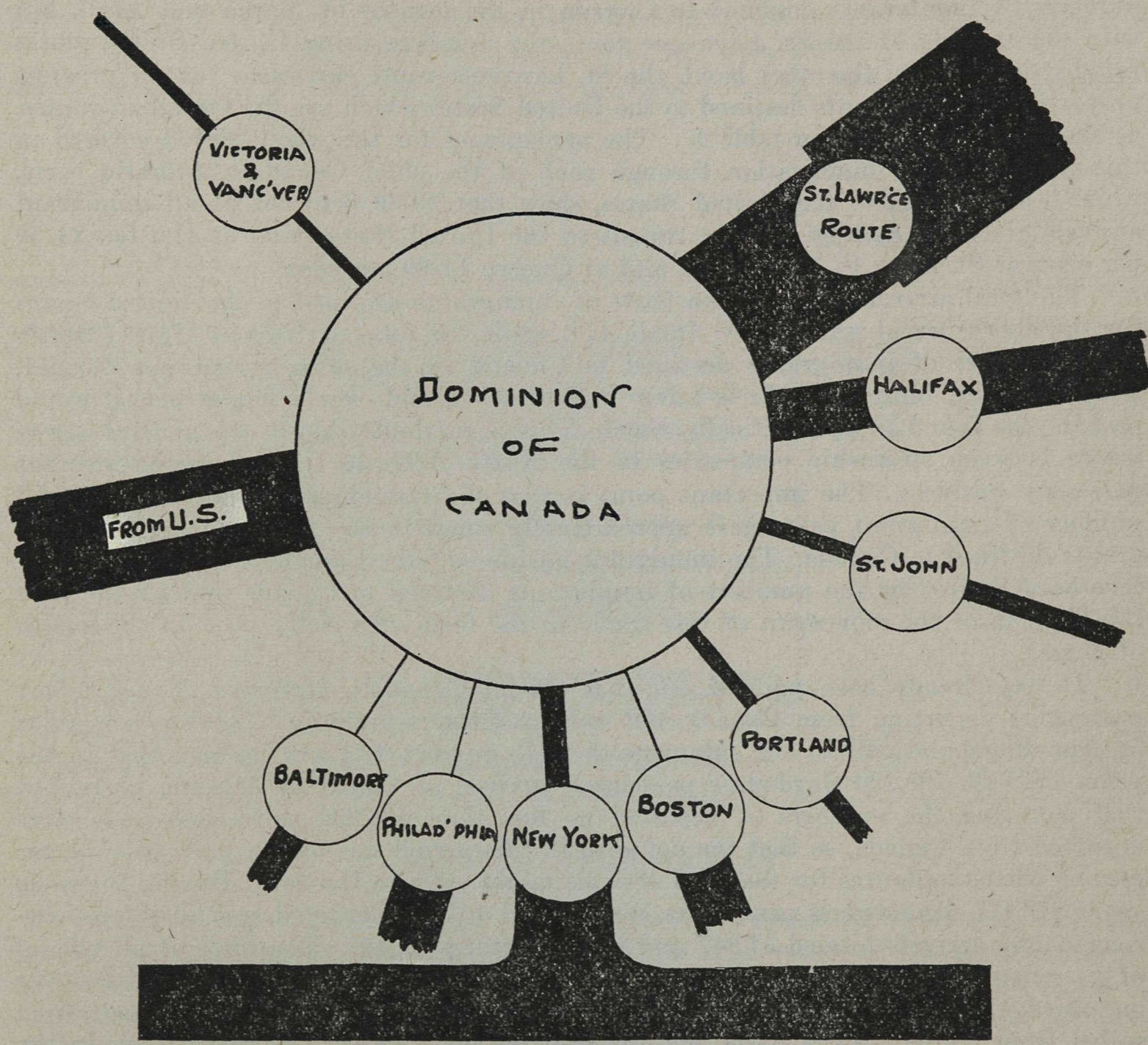

TABLE 14.—Canadian Immigration, by routes, each month, April, 1910, to March, 1915.

Month.	Via all ocean ports.	Via Canadian Atlantic ports.	Via Victoria and Vancouver.	Via United States ports.	From United States.	Total.
1910.						
April	27,819	21,860	522	5,437	20,363	48,182
May	33,395	30,307	540	2,548	14,194	47,589
June	23,639	21,569	917	1,153	10,943	34,582
July	16,019	14,893	521	605	9,199	25,218
August	14,287	12,799	700	788	10,490	24,777
September	13,778	12,263	777	738	10,256	24,034
October	13,592	12,570	510	512	9,801	24,393
November	8,098	7,192	271	635	7,207	15,296
December	4,906	3,976	428	502	5,249	10,155
1911.						
January	3,146	2,206	427	513	4,315	7,461
February	5,816	4,554	293	969	4,889	10,705
March	25,147	21,478	539	3,130	14,545	38,692
Total	189,633	165,437	6,466	17,730	121,451	311,084

TABLE 14.—Canadian Immigration, by routes, etc.—*Continued.*

Month.	Via all ocean ports.	Via Canadian Atlantic ports.	Via Victoria and Vancouver.	Via United States ports.	From United States.	Total.
April	35,283	27,863	700	6,716	16,397	51,680
May	46,060	42,517	1,085	2,458	15,370	61,430
June	27,973	25,936	903	1,034	12,035	40,008
July	18,609	16,940	1,098	571	11,012	29,621
August	13,096	11,934	579	583	17,019	30,115
September	17,593	16,261	746	586	11,484	29,077
October	13,646	12,773	466	607	10,256	23,902
November	7,946	6,179	962	905	8,113	16,059
December	4,945	3,520	348	1,077	5,679	10,624
1912.						
January	3,848	2,383	242	1,223	4,341	8,189
February	5,389	4,109	185	1,095	5,752	11,141
March	26,139	19,122	391	6,626	16,252	42,291
Total	220,527	189,441	7,605	23,481	133,710	354,237
April	41,437	28,736	598	12,103	21,494	62,931
May	48,421	43,790	919	3,712	18,101	66,522
June	32,145	43,281	1,132	2,732	13,748	45,893
July	21,739	19,523	811	1,405	12,557	34,296
August	19,558	16,808	1,225	1,525	13,309	32,867
September	20,690	18,624	540	1,526	10,450	31,140
October	16,711	13,823	860	2,038	10,481	27,192
November	12,322	10,505	789	1,038	7,895	20,217
December	7,262	5,171	483	1,708	5,763	13,025
1913.						
January	5,872	4,364	428	1,080	5,028	10,900
February	6,776	4,181	408	2,187	5,572	12,348
March	30,490	20,140	536	9,814	14,611	45,101
Total	263,423	213,836	8,729	40,858	139,009	402,432
April	54,025	33,767	1,012	19,246	19,260	73,285
May	58,892	49,850	1,342	7,700	14,247	73,138
June	52,292	46,123	1,422	4,747	11,491	63,783
July	31,658	28,656	822	2,180	9,042	40,700
August	22,140	19,875	898	1,367	9,681	31,821
September	15,323	13,982	398	943	9,159	24,482
October	13,183	11,673	367	1,143	7,450	20,633
November	7,044	6,872	319	853	5,942	12,986
December	5,393	3,957	237	1,199	4,268	9,661
1914.						
January	2,472	1,906	144	422	3,398	5,870
February	3,114	2,431	102	581	3,468	6,608
March	11,787	8,897	317	2,573	10,124	21,911
Total	272,348	227,014	7,380	42,954	107,530	384,878
April	23,686	16,587	720	6,379	11,748	35,434
May	23,754	19,571	602	3,581	8,965	32,719
June	14,431	12,835	418	1,178	7,573	22,004
July	8,830	8,010	122	698	6,644	15,474
August	4,728	3,964	107	657	5,372	10,100
September	2,956	2,725	29	202	3,330	6,286
October	1,959	1,560	49	350	3,408	5,367
November	1,642	1,352	32	258	2,579	4,221
December	886	614	43	229	2,050	2,936
1915.						
January	362	237	16	109	1,887	2,249
February	592	424	32	146	1,975	2,567
March	1,184	898	33	253	4,248	5,432
Total	85,010	68,767	2,203	14,040	59,779	144,789

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TABLE 15.—Destination by Provinces of Canadian Immigration via Canadian and United States Atlantic Ports by Months, April, 1910, to March, 1915.

Months.	Maritime Provinces.			Quebec.			Ontario.			Manitoba.			Saskatchewan.			Alberta.			British Columbia.		
	Can.	U.S.	Total.	Can.	U.S.	Total.	Can.	U.S.	Total.	Can.	U.S.	Total.	Can.	U.S.	Total.	Can.	U.S.	Total.	Can.	U.S.	Total.
1910.																					
April	1,478	175	1,653	2,165	1,455	3,620	7,248	1,954	9,202	4,269	740	5,009	2,328	386	2,714	2,389	352	2,741	1,983	375	2,358
May	1,092	26	1,118	5,460	443	5,903	10,401	1,227	11,628	5,336	245	5,581	2,790	116	2,906	2,418	184	2,602	2,808	307	3,115
June	1,014	20	1,034	3,688	257	3,945	7,029	555	7,584	3,827	74	3,901	2,064	62	2,126	1,888	109	1,997	2,059	76	2,135
July	530	20	550	2,644	110	2,754	5,527	316	5,843	2,132	42	2,174	1,266	19	1,285	1,104	37	1,141	1,670	61	1,731
August	579	19	598	2,405	216	2,621	4,683	383	5,066	1,855	28	1,883	860	20	880	938	39	977	1,473	83	1,556
September	589	7	594	2,271	170	2,441	4,589	364	4,953	1,525	36	1,561	781	28	809	810	39	849	1,700	94	1,794
October	689	17	706	2,446	86	2,532	4,672	218	4,890	1,371	36	1,407	856	38	894	836	44	880	1,700	73	1,773
November	707	11	718	1,327	184	1,511	2,525	220	2,745	775	50	825	497	48	545	515	46	561	837	76	913
December	563	4	567	564	209	773	1,250	302	1,552	404	49	453	274	38	312	232	27	259	489	73	562
1911.																					
January	272	11	283	358	142	500	780	205	985	251	52	303	156	19	184	119	11	130	261	73	339
February	328	2	330	625	209	834	1,594	340	1,934	513	125	638	400	66	469	313	70	383	777	154	931
March	1,048	24	1,072	1,641	564	2,205	7,711	1,207	8,918	3,743	374	4,117	2,363	206	2,569	2,119	226	2,345	2,853	528	3,381
April	1,710	43	1,753	3,163	1,683	4,846	9,906	2,679	12,585	5,434	931	6,365	2,502	378	2,880	2,409	393	2,802	2,739	609	3,348
May	1,204	30	1,234	7,536	651	8,187	14,822	973	15,795	7,428	267	7,695	3,323	161	3,484	3,609	122	3,731	4,594	253	4,847
June	1,030	20	1,050	3,867	275	4,142	9,088	459	9,547	4,034	87	4,121	2,519	50	2,569	2,380	46	2,426	3,116	97	3,213
July	640	7	647	2,546	168	2,714	6,388	232	6,620	2,828	49	2,877	1,489	35	1,524	1,401	24	1,425	1,647	36	1,683
August	664	8	672	1,978	140	2,118	449	268	4,717	1,611	44	1,655	1,057	32	1,089	940	32	972	1,228	59	1,287
September	1,022	22	1,044	2,740	154	2,894	6,004	211	6,215	2,152	63	2,215	1,182	43	1,225	1,286	42	1,328	1,875	51	1,926
October	593	9	602	2,253	130	2,383	4,912	288	5,200	1,416	37	1,453	960	38	998	902	21	923	1,537	84	1,621
November	535	19	554	1,163	189	1,352	2,225	373	2,598	742	99	841	476	60	536	442	59	501	600	106	706
December	328	15	343	590	257	847	1,456	447	1,903	405	95	500	147	95	242	219	94	313	375	74	449
1912.																					
January	217	21	238	426	322	748	952	451	1,403	272	146	418	151	92	243	194	70	264	171	121	292
February	277	15	292	656	200	856	1,688	465	2,153	481	112	593	329	71	400	321	105	426	357	126	483
March	1,121	62	1,183	2,445	1,127	3,572	6,739	3,020	9,759	3,138	742	3,880	2,418	516	2,934	1,734	466	2,200	1,527	693	2,220
April	1,399	73	1,472	4,409	2,857	7,266	10,970	4,929	15,899	4,922	1,591	6,513	2,515	909	3,424	2,511	932	3,443	2,010	812	2,822
May	1,192	80	1,272	8,656	1,197	9,853	15,983	1,758	17,741	7,609	196	7,805	3,641	127	3,768	3,425	137	3,562	3,282	217	3,499
June	1,092	26	1,118	4,630	853	5,483	10,804	1,198	12,002	4,286	135	4,421	2,376	190	2,566	2,448	123	2,571	2,645	207	2,852
July	1,042	22	1,064	3,290	394	3,684	7,640	547	8,187	2,614	73	2,690	1,568	119	1,687	1,704	67	1,771	1,662	83	1,745
August	1,065	7	1,072	3,156	387	3,543	6,287	758	7,045	2,212	82	2,294	1,296	55	1,351	1,175	60	1,235	1,616	176	1,792
September	908	18	926	3,722	473	4,195	7,773	715	8,488	2,036	69	2,105	1,224	43	1,267	1,253	45	1,298	1,708	163	1,871
October	618	26	644	2,944	610	3,554	5,370	894	6,264	1,537	91	1,628	899	121	1,020	989	107	1,096	1,466	178	1,644

November	959	11	970	2,240	203	2,443	3,876	453	4,329	1,068	89	1,157	826	62	888	733	86	819	793	134	927
December	588	13	601	1,220	445	1,665	1,707	723	2,430	496	157	653	344	137	481	315	107	422	401	126	527
1913.																					
January	425	11	436	826	277	1,103	1,598	438	2,036	501	97	598	299	36	335	264	101	365	451	120	571
February	485	5	490	742	486	1,228	1,510	955	2,465	406	171	577	290	118	408	354	171	525	394	281	675
March	1,995	160	2,155	2,179	2,058	4,237	6,986	4,359	11,345	2,906	920	3,826	2,396	737	3,133	1,730	626	2,356	1,951	952	2,903
April	2,313	166	2,479	6,566	4,745	11,311	10,802	7,880	18,682	4,834	2,268	7,102	3,616	1,430	5,046	3,296	1,596	4,892	2,340	1,161	3,501
May	883	109	992	13,232	1,674	14,906	17,939	3,694	21,633	7,204	619	7,823	3,898	439	4,337	3,532	449	3,981	3,161	719	3,880
June	1,421	48	1,469	12,559	1,118	13,677	16,552	2,563	19,115	6,659	326	,6985	3,229	194	3,423	2,954	200	3,154	2,749	298	3,047
July	1,057	44	1,101	8,134	652	8,786	10,653	1,100	11,753	3,469	118	3,587	1,870	68	1,937	1,854	79	1,933	1,620	199	1,739
August	923	31	954	4,352	301	4,653	8,546	702	9,248	2,290	90	2,380	1,153	54	1,207	1,387	80	1,467	1,224	109	1,333
September	644	6	650	3,347	212	3,559	5,773	452	6,225	1,430	65	1,486	789	70	658	977	31	1,008	1,011	116	1,127
October	565	48	612	2,609	217	2,826	5,141	500	5,641	1,039	84	1,123	689	70	759	710	126	836	920	96	1,016
November	342	10	352	1,349	212	1,561	2,476	376	2,852	560	40	600	436	80	516	375	76	451	335	59	394
December	475	30	505	888	356	1,244	1,381	559	1,940	424	74	498	330	63	393	282	54	336	177	63	240
1914.																					
January	234	36	270	424	102	526	668	136	804	240	32	272	157	38	195	111	39	150	72	39	111
February	189	2	191	483	126	609	773	270	1,043	340	57	397	226	32	258	258	43	301	188	51	239
March	515	35	550	1,157	435	1,592	3,310	1,064	4,374	1,245	217	1,462	1,198	258	1,446	897	223	1,120	575	341	916
April	1,414	48	1,462	3,222	1,720	4,942	5,807	3,055	8,862	2,224	427	2,651	1,468	339	1,807	1,434	323	1,757	1,018	467	1,485
May	818	45	863	4,912	1,207	6,119	7,407	1,679	9,086	2,382	175	2,557	1,550	132	1,682	1,568	139	1,807	834	203	1,037
June	610	30	640	2,756	274	3,030	4,873	565	5,438	1,708	105	1,813	1,212	78	1,290	1,024	43	1,067	651	83	734
July	295	14	309	1,644	119	1,763	3,119	315	3,434	1,004	80	1,084	881	73	954	614	55	669	453	42	495
August	243	11	254	779	132	911	1,591	240	1,831	450	93	543	295	87	382	316	70	386	290	24	314
September	87	11	98	570	32	602	1,315	119	1,434	183	9	192	174	11	185	182	11	193	214	9	223
October	611	7	68	319	83	402	558	131	689	141	39	170	132	30	162	140	23	163	209	37	246
November	74	2	76	291	58	349	554	93	647	107	18	125	116	25	141	98	36	134	112	26	138
December	88	11	99	97	56	153	221	99	320	56	12	68	46	14	60	50	20	70	56	17	73
1915.																					
January	34	1	35	55	25	80	85	67	152	10	2	12	19	5	24	16	3	19	18	6	24
February	35	2	37	59	47	106	173	57	230	33	3	36	43	7	50	35	17	52	36	13	49
March	60	5	65	49	34	83	428	117	545	93	42	135	150	11	161	73	19	92	45	25	70

TABLE 16.—Destination of Immigrant Traffic at Canadian Atlantic Ports, fiscal years, April, 1910, to March, 1915.

Destination.	To Canada.	To United States.	Total.	Per cent to United States.
1910-1911.				
North Sydney	2,718	1,640	4,358	37·7
Halifax	33,658	5,721	39,379	14·5
St. John	22,441	3,524	25,965	13·6
Quebec	106,621	24,298	130,919	18·6
Total	165,438	35,183	200,621	17·5
1911-12.				
North Sydney	2,845	1,210	4,055	29·8
Halifax	34,874	3,996	38,870	10·3
St. John	25,772	1,954	27,726	7·1
Quebec	125,950	15,530	141,480	11·0
Total	169,441	22,690	212,131	10·7
1912-1913.				
North Sydney	1,182	1,333	2,515	53·0
Halifax	51,727	9,494	61,221	15·5
St. John	24,163	2,603	26,766	9·7
Quebec	136,764	15,217	151,981	10·0
Total	213,836	28,647	242,483	11·8
1913-1914.				
North Sydney	665	1,425	2,090	68·2
Halifax	52,794	10,819	63,613	17·0
St. John	15,619	2,437	18,056	13·5
Quebec	157,936	29,780	187,716	15·9
Total	227,014	44,461	211,475	21·0
1914-1915.				
North Sydney	447	1,247	1,694	73·6
Halifax	19,956	2,946	22,902	12·8
St. John	5,042	680	5,722	11·9
Quebec	49,431	14,538	63,969	22·7
Total	64,876	19,411	94,287	20·6

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TABLE 17.—Destination by Provinces of Canadian Immigration via Canadian and United States Ports, fiscal years, 1910-11 to 1914-15.

Province.	Via Canadian Atlantic Ports.	Via United States Atlantic Ports.	Total.	Per cent via United States Ports.
1910-1911.				
Maritime Provinces	8,887	336	9,223	3·64
Quebec	25,594	4,045	29,639	13·65
Ontario	58,009	7,291	65,300	11·16
Manitoba	26,001	1,851	27,852	6·64
Saskatchewan	14,647	1,046	15,693	6·65
Alberta	13,681	1,184	14,865	7·96
British Columbia	18,610	1,973	20,583	9·59
1911-12.				
Maritime Provinces	9,341	271	9,612	2·82
Quebec	29,363	5,296	34,659	15·28
Ontario	68,629	9,866	78,495	12·58
Manitoba	29,941	2,672	32,613	8·20
Saskatchewan	16,553	1,571	18,124	8·67
Alberta	15,837	1,494	17,331	8·62
British Columbia	19,766	2,309	22,075	10·45

TABLE 17.—Destination by Provinces of Canadian Immigration, etc.—*Continued.*

Province.	Via Canadian Atlantic Ports.	Via United States Atlantic Ports.	Total.	Per cent via United States Ports.
1912-1913.				
Maritime Provinces	11,768	452	12,220	3·70
Quebec	38,014	10,240	48,254	20·14
Ontario	80,504	17,827	98,331	18·18
Manitoba	30,596	3,671	34,267	10·72
Saskatchewan	17,674	2,654	20,328	13·06
Alberta	16,901	2,562	19,463	13·17
British Columbia	18,379	3,449	21,828	15·79
1913-1914.				
Maritime Provinces	9,561	565	10,126	5·58
Quebec	55,100	10,150	65,250	15·55
Ontario	84,014	19,293	103,307	18·65
Manitoba	29,734	3,981	33,715	11.80
Saskatchewan	17,600	2,796	20,396	13·70
Alberta	16,633	2,996	19,629	20·38
British Columbia	14,372	3,171	17,543	18·08
1914-1915.				
Maritime Provinces	3,819	187	4,006	4·67
Quebec	14,735	3,787	18,540	20·42
Ontario	26,131	6,537	32,668	20·01
Manitoba	8,391	1,005	9,396	10·70
Saskatchewan	6,086	812	6,898	11.77
Alberta	5,650	759	6,409	11·85
British Columbia	3,936	952	4,888	19·08

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TABLE 18.—Percentage Distribution of Canadian Immigration via Atlantic Ports by Province of Destination.

	1910–11.	1911–12.	1912–13.	1913–14.	1914–15.
Maritime Provinces	5·04	4·51	4·80	3·75	4·84
Quebec	16·18	16·28	18·95	24·17	22·38
Ontario	35·65	36·87	38·61	38·26	39·45
Manitoba	15·21	15·32	13·46	12·49	11·35
Saskatchewan	8·57	8·51	7·98	7·55	8·33
Alberta	8·12	8·14	7·64	7·27	7·74
British Columbia	11·23	10·37	8·57	6·50	5·90

TABLE 19.—Percentage Distribution by Ports of total Immigration via Eastern Ocean Ports.

Port.	1908–09.	1910–11.	1911–12.	1912–13.	1913–14.	1914–15.
North Sydney	2·84	1·48	1·34	0·46	0·25	0·54
Halifax	16·15	18·35	16·38	20·33	19·56	16·72
St. John	15·88	12·25	12·10	9·49	5·79	6·08
Quebec	52·22	58·22	59·18	53·72	58·55	59·72
Total direct	87·09	90·30	89·00	84·00	84·15	83·07
Portland	1·91	1·99	3·21	5·95	5·23	2·91
Boston	0·80	0·42	0·91	0·72	0·94	1·55
New York	10·02	6·92	6·68	9·30	9·36	12·45
Philadelphia	0·05	0·36	0·17	0·02	0·31	0·01
Baltimore	0·02	0·01	0·03	0·01	0·01	0·01
Total indirect	12·91	9·70	11·00	16·00	15·85	16·93

STEAMSHIP SUBSIDIES.

Under this heading there are presented:

1. Table 20 a summary statement of the direct aid to shipping paid by leading maritime nations and table 21 a summary of the indirect aid granted by the same countries. The facts and figures are compiled from information available covering in most cases the calendar year 1913 or the fiscal year 1912-13.

2. Table 22 giving for the years 1912-13 to 1914-15 the numbers of sailings inward and outward at all Canadian ports from and to the principal countries of the world with the total registered tonnage of shipping in each case. This table is of general interest as giving a summary view of the extent and distribution of shipping to and from Canadian ports.

3. Table 23 showing for the years 1911, 1912, and 1913 the numbers of passengers carried inbound and outbound by vessels receiving Canadian subsidies and also by non-subsidized vessels, grouped according to lines and showing the total amount of subsidy paid to each line.

4. Table 24 showing for the years 1911-1914 numbers of round trips in each service by each subsidized company with the average tons of freight, the average number of mail bags and the average number of passengers and of live-stock carried on each trip and the subsidy paid.

5. Table 25 showing the ratios westbound and eastbound of transatlantic passenger traffic in subsidized and non-subsidized vessels, that is, giving the load factor in each of these classes of vessels by companies and also the average load factor for each company.

6. Table 26 a summary of freight carried outbound by subsidized vessels in the transatlantic services and distinguishing freight of Canadian origin and freight of United States origin.

7. Table 27 giving by months the cargoes inward and outward at Montreal in the transatlantic service for the years 1911, 1912 and 1913.

8. Table 28 giving a summary of grain cargoes carried in subsidized and non-subsidized vessels for the years 1911, 1912 and 1913 by companies and distinguishing in each case the quantity carried in the summer service and in the winter service.

Canada in 1913 paid under the head of mail subsidies and steamship subventions the large total amount of $2,193,903. France, under the three headings of direct bounty, navigation bounty, and postal subventions paid in 1912, $10,718,576. Japan for the year 1911 had paid under various heads a total of $6,805,334. These two countries have been the most heavily subsidizing countries in the world. There follow in order Austria-Hungary, United States, Great Britain, Canada and Germany. Relatively to the amount of traffic and the extent of the steamship services, Canada's subsidies have been very much greater than those of the United States or Great Britain, while it is interesting to note that they were before the war more than twice as great as those paid by Germany. The direct aid granted would, however, have to be studied in connection with the various forms of indirect assistance as set forth in table 21. Whatever conclusion may be arrived at as to Canada's grants comparatively, there is no doubt that Canada has been making a very large contribution toward steamship services. The question is whether the expenditure of this money has secured proportionate results and whether the plan on which it is distributed is designed to meet the special needs of Canada's traffic problem. The facts given in tables 23 to 28, inclusive, should furnish material necessary for an intelligent discussion of this question. In table 23, for example, it will be seen that vessels receiving no subsidies carried more passengers inbound than subsidized vessels. During the year 1913, Canadian Northern vessels and also certain vessels of the White Star-Dominion line were included in the subsidy list. These vessels had during the two previous years been operating as non-subsidized vessels and their change from the one

list to the other gives totals for the subsidized services in 1913 greater both in inbound and outbound passengers than for the non-subsidized services, but in the totals for the three years the non-subsidized services carried more passengers inbound but fewer outbound. Table 25, which gives the ratios of westbound to eastbound transatlantic passenger traffic, shows that on the whole the subsidized vessels obtained a very much more favourable load factor than the non-subsidized vessels. By the summary for all lines it is seen that in the year 1912, for example, the subsidized vessels carried 2.72 passengers inbound for every one passenger carried outbound, while the non-subsidized vessels carried 3.90 inbound for every one outbound, and the relative position of the subsidized liners was still more favourable in the other two years. The subsidized liners seem to have done a regular passenger business almost as favourable in its load factor as the business at leading United States ports, while the non-subsidized liners carried the peaks of the load and had a much more irregular business, which becomes still more evident when the number of sailings in and out of the two classes are compared. In the three years the subsidized liners carried passengers inbound on 523 trips and were able to load passengers out on 469 trips, while the non-subsidized vessels loaded passengers inbound on 793 trips, but were able to obtain outbound passenger business on only 465 trips, and both in and out the non-subsidized vessels carried fewer passengers per trip than the subsidized vessels.

Canada's freight problem is to send to Europe every year probably not less than four tons of freight for every one ton of freight she imports from Europe. In the Interim Report, 1916, it was pointed out that Canadian ports handled outward only between two and three tons of freight for every ton inward and that the balance of our outward shipments are distributed among the United States ports. From the totals in table 27 it will be seen that the port of Montreal in the three years 1911, 1912 and 1913 handled from 1·7 to 2·4 tons outward for each ton brought inward. If now the average tons of freight per trip carried by subsidized liners in the Canadian services be examined as set out in table 24 it will be noted that many of the vessels carried very small freight loads and that many had almost equal cargoes inward and outward and perhaps a heavier inward than outward load, and other vessels again were very much better freight carriers and contributed toward moving the excess of outbound freight. It has not been practicable within the time to work out the freight loads of the non-subsidized vessels so that direct comparison between the two classes cannot be made.

Grain has constituted the chief bulk cargo exported by Canada and in table 28 the total quantities of all grains carried by subsidized and by non-subsidized vessels from Canadian ports are shown for the years 1911, 1912 and 1913. From this table it appears that the non-subsidized vessels carried 69,000,000 bushels while the subsidized vessels moved less than 42,000,000. The figures in this table show also the relatively important part played by passenger vessels, that is, by combination liners, in the movement of grain. The passenger vessels, subsidized and non-subsidized, carried some 65,900,000 bushels as against 45,290,000 carried by freight liners.

Class of accommodation, regularity, and speed are proper objects to be considered in public policy as well as freight and passenger carrying capacity. It becomes a question as to what are under given conditions the more important objects to be served and what can afford to be paid for the service desired. If details of the mail matter carried by the Canadian subsidized liners were obtained and the weights of the various classes of mail matter figured at the commercial postal rates for ocean carriage, it would be possible to figure out what Canada has been contributing for the kind of services furnished and the result could be viewed in relation to the passengers and freight carried, which again could be studied in their relation to the freight and passenger load factors presented by Canada's total business.

TABLE 20.—Direct Aid.

Country.	Construction Bounty.	Navigation Bounty.	Postal Subvention.	Admiralty Subvention.	Colonial Subvention.	Maintenance Bounty.	Extension of Routes S. S.	Training of Seamen.	Subsidy to Lifeboats.	Total.
France (Year 1912)	3,441,892	1,893,197	5,383,487	.....	.....	.....	.....	.....	.....	10,718,576
Canada. Calendar 1913	.....	.....	2,193,903	.....	.....	.....	.....	.....	.....	2,193,903
United States. Fiscal Year 1912–13	.....	.....	Mileage Basis 1,121,409 Weight Basis 1,494,670	.....	.....	.....	.....	.....	.....	2,616,079
Great Britain	.....	.....	1,522,141	729,207	60,831	.....	.....	.....	.....	2,312,179
Austria-Hungary	Gross ton S.S. Iron or steel 8·12 Sailing vessels iron or steel 2·84 Wood or combination 2·03	 263,900	Mileage Basis 1,450,432 Contract Service 876,960	.....	.....	Annual Bounty is paid per gross ton. Austrial S.S. Co. 174,580	.....	.....	.....	2,765,872
Germany	Special custom facilities goods used S. S. Yds. Preferential R. R. rates	.....	1,046,010	.....	.....	.....	.....	.....	.....	1,046,010
Japan (Year 1911)	547,697	817,000	.....	.....	.....	.....	5,428,240	2,478	9,919	6,805,334

*Mail subsidies and steamship subventions.

TABLE 21.—Indirect Aid.

Reservation of Coasting Trade.	Exemption from Import Duties.	Preferential Railway Rates.	Loans to Shipowners.	Reimbursements of Canal Dues.	Other Indirect Aid.
Great Britain—Open to the ships of every nation that grants English ships a corresponding privilege	Since 1849 foreign built ships have been granted the privilege of British Register, and have been admitted free of duty.	As far as can be ascertained the railways of Great Britain grant no Preferential rate.	One instance only to Cunard S.S. Co. $12,652,900 loan, 2¾ per cent interest repaid in 20 years for building the Lusitania and Mauretania that should be faster than any other vessel and suitable for the use of the Admiralty.		
United States—All the coasting trade is reserved to ships under its flag.	Ship registry act 1914, all foreign built vessels might be exempt by order of President. For United States built ships, all materials necessary for construction, fitting out, equipment, repairs and built for foreign account.				
Germany.....	Free admission to foreign built seagoing vessels and to foreign built vessels for navigation on the inland waters. Importing free of duty foreign materials for ship building equipment, etc., sea-going and inland.	On ship building materials transported from the interior sect. Preferential Rate (0·066) cents per ton mile. Ordinary tariff (1·37 to 1·76) cents per ton mile. State railways offer reduced rates on practically all export commodities shipped on through bills of lading.			
Japan—Reserve for Japanese vessels.	Import duty of 7·47 on foreign built vessels less than ten years old, 4·98 over ten years. Free admission is not granted to foreign built ships or shipbuilding material. Liberal bounties are paid on ships constructed in Japanese yards.				

TABLE 21.—Indirect Aid.—*Concluded.*

Reservation of Coasting Trade.	Exemption from Import Duties.	Preferential Railway Rates.	Loans to Shipowners	Reimbursements of Canal Dues.	Other Indirect Aid.
Austria—Reserved for ships flying the flag of Austria.	Since March, 1873, all materials for the construction, repair and alteration of vessels have been imported free of duty. Foreign built vessels are admitted free of duty, if registered in Austria-Hungary 1894. All sea-going vessels should be exempted from trade and income taxes for a period of 5 years thereafter and newly constructed sea-going vessels exempt 5 years from date of their registry.	Railways with a circuitous route to compete with a more direct line. Austrian industry to compete with similar industry abroad which is more advantageously situated. Charitable, Educational and Religious establishment.	1891 under mail subvention contract Austral-Lloyd S.S. Co. advance $609,000 for construction to be repaid without interest in 5 years. Installments of $121,800. Danube S.S. Co. July 4, 1892, for the maintenance of regular passenger service between points on Danube River, yearly loans from 1891–1900 of 101,500 per year, 1902—101,500, 1903 to 1905—60,900, 1906—121,800, all to be repaid without interest.	Ships under the Austrian flag of Suez Canal dues paid by them. 1908—$492,500 1909— 462,300 1910— 492,500	
France—With few exceptions coasting trade is reserved for ships under French flag. Limitations to ships of French registry of the entire trade between France and Algeria.	Prior to the Subsidy Law of Jan. 29, 1881, shipbuilding materials were admitted free of duty, since that time import duties are upon foreign built ships and shipbuilding materials.	Railway rates in France are established by law and can neither be raised nor modified without Government sanction. Railways have adopted through rates slightly favouring French navigation companies.	The Government presented to Parliament Jan. 14, 1916, a bill for Government loans to shipbuilding enterprises authorizing the expenditure of $19,300,000 to be made during the war and during 12 months after peace, interest Bank of France rate. Companies possessing a fleet of 20,000 tons or more 70 per cent of purchase price, smaller fleet, 80 per cent.		

TABLE 22.—Summary Statement of Seagoing Vessels entered Inwards and entered Outwards from and for Sea from each Country during the fiscal years ended March 31, 1913-14-15.

	Inwards.						Outwards.					
	1912–13.		1913–14.		1914–15.		1912–13.		1913–14.		1914–15.	
	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.
United Kingdom	1,418	5,063,718	1,418	5,028,468	1,301	4,420,270	1,188	3,584,918	1,270	3,933,509	1,292	2,810,011
Australia	27	107,099	31	154,212	33	168,809	55	187,743	43	189,659	65	277,214
British South Africa	4	6,336	6	6,936	5	9,474	24	69,828	28	69,763	29	68,103
British India	1	2,619	3	9,690	.....	.....	1	2,790	.....	.....	.....	.....
British East Indies	1	2,686	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies	220	178,418	241	214,597	215	281,405	105	49,263	84	28,251	65	30,154
British Straits Settlement	1	2,507	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falkland Islands	1	87	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fiji Islands	1	2,106	1	2,783	7	19,277	2	976	1	642	1	621
Newfoundland	1,274	747,044	1,390	910,560	1,207	656,535	1,317	791,978	1,520	947,179	1,307	699,652
Argentina	24	32,356	9	15,184	21	49,880	63	81,933	32	41,751	10	13,807
Azores and Maderia Island	2	4,990	1	1,583	.....	.....	.....	.....	2	685	4	1,044
Belgium	35	139,235	68	343,996	30	126,600	6	11,657	4	16,003	5	17,216
Brazil	8	7,837	22	25,806	11	22,352	18	15,943	15	7,677	14	13,295
Canary Islands	1	1,951	4	10,027	2	5,092	2	789	.....	.....	1	392
Chili	18	40,985	6	16,214	11	28,900	6	12,400	7	21,264	7	21,264
China	61	204,765	82	384,863	56	254,312	58	202,852	81	381,073	58	256,914
Cuba	9	9,518	9	15,266	6	7,445	70	46,653	67	37,822	40	20,093
Denmark	5	11,698	12	21,896	12	17,891	2	4,130	3	4,130	4	11,757
Dutch East Indies	7	18,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dutch West Indies	2	144	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France	41	122,703	47	147,196	65	153,852	23	63,120	59	219,092	87	247,285
French Africa	1	3,113	.....	.....	.....	8,136	.....	.....	.....	.....	.....	.....
Germany	42	143,036	74	277,410	12	42,638	24	74,654	16	38,198	6	22,293
Hawaii	1	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Holland	67	235,732	69	281,640	40	153,050	4	9,202	33	91,092	28	79,360
Iceland	4	1,194	.....	.....	1	189	.....	.....	.....	.....	1	718
Italy	5	4,613	34	123,530	46	112,044	4	9,872	13	69,459	11	27,752
Japan	42	151,229	39	133,352	49	178,897	43	145,399	41	138,799	33	127,086
Mediterranean Ports	1	1,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mexico	44	95,008	14	33,392	7	10,509	16	33,135	1	1,135	.....	.....

TABLE 22.—Summary Statement of Seagoing Vessels entered inwards, etc.—*Concluded.*

	Inwards.						Outwards.					
	1912–13.		1913–14.		1914–15.		1912–13.		1913–14.		1914–15.	
	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.
Norway	21	37,325	15	42,121	20	27,108	1	2,312	1	858	6	5,023
Philippines	1	4,105	.....	.....	1	3,833	.....	.....	.....	.....	.....	.....
Porto Rico	1	100	.....	.....	1	293	21	2,525	17	1,889	19	3,142
Portugal	7	13,206	5	13,002	18	34,380	6	3,164	6	11,318	8	15,007
Russia	18	69,465	24	95,758	11	52,856	1	454	.....	.....	6	18,426
San Domingo	6	4,026	20	14,091	15	11,629	5	3,463	8	5,536	1	656
St. Pierre	97	22,142	111	13,908	117	16,107	125	29,581	106	15,676	112	14,116
Sea Fisheries	3,030	209,729	2,713	175,697	2,999	185,146	3,671	254,926	3,311	247,122	3,592	230,528
Seal Fisheries	4	396	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain	32	31,817	44	44,089	26	39,175	1	851	.....	.....	6	11,686
Uruguay	2	2,044	2	3,672	5	10,493	2	3,039	2	4,788	2	2,289
United States	11,476	5,810,878	11,750	6,274,957	10,762	5,908,060	10,630	6,819,408	10,847	7,924,022	9,835	6,084,100
Sea	24	26,105	21	23,792	26	27,511	26	25,812	24	22,020	28	30,650
British Guiana	.....	.....	.....	.....	4	6,159	32	45,896	30	53,183	28	74,543
British Oceania (other)	.....	.....	.....	.....	.....	.....	24	62,525	8	21,910	7	19,317
Hayti	.....	.....	.....	.....	1	878	1	100	.....	.....	1	684
Peru	.....	.....	7	14,763	10	24,328	1	2,043	3	8,705	1	2,948
Panama	.....	.....	.....	.....	.....	.....	1	561	.....	.....	.....	.....
Gibraltar	.....	.....	1	99	4	10,271	.....	.....	2	9,692	10	22,398
Austria-Hungary	.....	.....	17	90,911	2	7,347	.....	.....	2	10,674	.....	.....
Costa Rica	.....	.....	1	167	.....	.....	.....	.....	.....	.....	.....	.....
Egypt and Soudan	.....	.....	2	5,165	4	9,360	.....	.....	.....	.....	1	2,659
Ecuador	.....	.....	1	2,841	1	3,084	.....	.....	.....	.....	.....	.....
French West Indies	.....	.....	2	2,018	1	469	.....	.....	.....	.....	.....	.....
Sweden	.....	.....	3	5,219	5	9,018	.....	.....	1	1,915	2	1,452
United States of Colombia	.....	.....	1	1,432	.....	.....	.....	.....	.....	.....	.....	.....
Portuguese Africa	.....	.....	.....	.....	.....	.....	.....	.....	3	8,294	1	1,395
Spanish Africa	.....	.....	.....	.....	1	392	.....	.....	3	1,398	.....	.....
British West Africa	.....	.....	.....	.....	2	5,322	.....	.....	.....	.....	.....	.....
Bermuda	.....	.....	.....	.....	2	4,259	.....	.....	.....	.....	.....	.....
Malta	.....	.....	.....	.....	1	2,737	.....	.....	.....	.....	1	2,821
Danish West Indies	.....	.....	.....	.....	1	1,178	.....	.....	.....	.....	1	259
Greece	.....	.....	.....	.....	1	1,686	.....	.....	.....	.....	.....	.....
Guatemala	.....	.....	.....	.....	1	2,308	.....	.....	.....	.....	.....	.....
Total	18,087	13,575,193	18,320	14,982,393	17,182	13,132,944	17,579	12,655,905	17,695	14,586,093	16,730	12,269,642

Trade and Navigation Reports.

TABLE 23.—Summary of Transatlantic Passenger Traffic at the Ports of Montreal, Halifax, and St. John.

Line.			Subsidized.				Non-Subsidized.				Total.			
			Inbound.		Outbound.		Inbound.		Outbound.		Inbound.		Outbound.	
			No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.
Allan Line (including two Empresses).	$735,919 52	Summer....	80	68,599	80	29,217	18	11,360	17	2,452	98	79,959	96	31,669
		Winter.....	45	33,607	36	12,372	31	9,448	3	281	76	43,055	39	12,653
		1911.....	125	102,206	116	41,589	49	20,808	20	2,733	174	123,014	135	44,322
	$ 752,873 37	Summer....	83	75,240	82	29,611	14	8,065	15	2,359	97	83,305	91	31,970
		Winter.....	55	39,833	46	17,008	20	5,798	5	674	75	45,631	49	17,682
		1912.....	138	115,073	128	46,619	34	13,863	18	3,033	172	128,936	140	49,652
	$ 847,981 16	Summer....	95	88,638	94	43,412	8	4,400	8	1,502	103	93,038	102	44,914
		Winter.....	55	38,724	44	17,063	18	5,232	2	49	73	43,956	46	17,112
		1913.....	150	127,362	138	60,475	26	9,632	10	1,551	176	136,994	148	62,026
Canadian Pacific.....	$ 15,000 00	Summer....	.....	.....	.....	.....	52	21,623	27	3,582	52	21,623	27	3,582
		Winter.....	7	8,053	1	8	8	6,703	6	576	15	14,756	7	584
		1911.....	7	8,053	1	8	60	28,326	33	4,158	67	36,379	34	4,166
	$ 15,000 00	Summer....	.....	.....	.....	.....	46	25,864	26	3,962	46	25,864	26	3,962
		Winter.....	10	8,390	4	41	7	3,454	3	289	17	11,844	7	330
		1912.....	10	8,390	4	41	53	29,318	29	4,251	63	37,708	33	4,292
	$ 15,000 00	Summer....	.....	.....	.....	.....	51	33,138	26	3,186	51	33,138	26	3,186
		Winter.....	14	6,214	1	1	8	3,486	6	920	22	9,700	7	921
		1913.....	14	6,214	1	1	59	36,624	32	4,106	73	42,838	33	4,107
Donaldson.....	$ 8,250 00	Summer....	.....	.....	.....	.....	25	9,659	21	2,643	25	9,659	21	2,643
		Winter.....	9	3,706	6	197	.....	.....	2	588	9	3,706	8	785
		1911.....	9	3,706	6	197	25	9,659	23	3,231	34	13,365	29	3,428
	$ 9,000 00	Summer....	.....	.....	.....	.....	32	11,912	29	4,197	32	11,912	29	4,197
		Winter.....	10	4,319	7	496	1	122	2	900	11	4,441	9	1,396
		1912.....	10	4,319	7	496	33	12,034	31	5,097	43	16,353	38	5,593

TABLE 23.—Summary of Transatlantic Passenger Traffic at the Ports of Montreal, Halifax, and St. John—*Continued.*

Line.			Subsidized.				Non-Subsidized.				Total.			
			Inbound.		Outbound.		Inbound.		Outbound.		Inbound.		Outbound.	
			No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.
	$ 11,625 00	Summer....	.....	.....	.....	.....	27	13,307	27	5,387	27	13,307	27	5,387
		Winter.....	11	4,333	10	1,754	3	1,880	4	696	14	6,213	14	2,450
		1913.....	11	4,333	10	1,754	30	15,187	31	6,083	41	19,520	41	7,837
White-Star Dominion	.....	Summer....	.....	.....	.....	.....	32	30,744	30	12,816	32	30,744	30	12,816
		Winter.....	.....	.....	.....	.....	13	10,033	13	2,978	13	10,033	13	2,978
		1911.....	.....	.....	.....	.....	45	40,777	43	15,794	45	40,777	43	15,794
		Summer....	.....	.....	.....	.....	29	29,850	29	13,509	29	29,850	29	13,509
		Winter.....	.....	.....	.....	.....	16	12,169	16	4,752	16	12,169	16	4,752
		1912.....	.....	.....	.....	.....	45	42,019	45	18,261	45	42,019	45	18,261
	$ 116,150 00	Summer....	30	33,155	30	16,375	.....	.....	.....	.....	30	33,155	30	16,375
		Winter.....	11	9,352	10	4,556	8	6,581	6	608	19	15,933	16	5,164
		1913.....	41	42,507	40	20,931	8	6,581	6	608	49	49,088	46	21,539
Canadian Northern..	.....	Summer....	.....	.....	.....	.....	15	13,204	15	6,405	15	13,204	15	6,405
		Winter.....	.....	.....	.....	.....	10	5,221	10	3,030	10	5,221	10	3,030
		1911.....	.....	.....	.....	.....	25	18,425	25	9,435	25	18,425	25	9,435
		Summer....	.....	.....	.....	.....	14	14,566	14	6,570	14	14,566	14	6,570
		Winter.....	.....	.....	.....	.....	7	5,942	7	1,996	7	5,942	7	1,996
		1912.....	.....	.....	.....	.....	21	20,508	21	8,566	21	20,508	21	8,566
	$ 94,420 80	Summer....	13	12,668	12	5,969	.....	.....	.....	.....	13	12,668	12	5,969
		Winter.....	5	3,948	5	1,849	.....	.....	.....	.....	5	3,948	5	1,849
		1913.....	18	16,616	17	7,818	.....	.....	.....	.....	18	16,616	17	7,818
Miscellaneous Lines..	.....	Summer....	.....	.....	.....	.....	31	16,228	31	1,397	31	16,228	31	1,397
		Winter.....	.....	.....	.....	.....	28	9,337	.....	.....	28	9,337	.....	.....
		1911.....	.....	.....	.....	.....	59	25,565	31	1,397	59	25,565	31	1,397

	Summer....	.....	.....	.....	.....	31	21,257	25	1,557	25	21,257	25	1,557
	Winter.....	.....	.....	.....	.....	48	26,691	2	12	48	26,691	2	12
	1912.....	.....	.....	.....	.....	79	47,948	27	1,569	73	47,948	27	1,569
	Summer....	.....	.....	.....	.....	44	37,010	35	5,669	44	37,010	35	5,669
	Winter.....	.....	.....	.....	.....	89	45,971	1	26	89	45,971	1	26
	1913.....	.....	.....	.....	.....	133	82,981	36	5,695	133	82,981	36	5,695

SUMMARY.

1911.													
Montreal.....	.....	80	68,599	80	29,217	172	102,818	141	29,295	252	171,417	221	58,512
St. John and Halifax.....	.....	51	45,366	44	12,577	90	40,741	34	7,453	151	86,107	78	20,030
Total Canadian Ports.....	.....	131	113,965	124	41,794	262	143,559	175	36,748	403	257,524	299	78,542
1912.													
Montreal.....	.....	83	75,240	82	29,611	165	111,515	137	32,154	248	186,755	219	61,765
St. John and Halifax.....	.....	75	52,542	57	17,545	98	54,171	33	8,623	173	106,713	90	26,168
Total Canadian Ports.....	.....	158	127,782	139	47,156	263	165,686	170	40,777	421	293,468	309	87,933
1913.													
Montreal.....	.....	138	134,461	136	65,756	132	87,854	101	15,744	270	222,315	236	81,500
St. John and Halifax.....	.....	96	62,575	70	25,224	136	63,146	19	2,299	232	125,721	89	27,522
Total Canadian Ports.....	.....	234	197,036	206	90,980	268	151,000	120	18,043	502	348,036	325	109,022

Steamship Returns.

TABLE 24.—Statistics showing average per trip—east, west and round trip—of steamship traffic, subsidized, and subsidy paid, per calendar years.

Year.	Service.	Owner or agent.	No. of trips.	Tons of freight carried per trip.			Number of mail bags carried per trip.			Number of passengers carried per trip.			Number of live-stock carried per trip.			Subsidy paid.
				East.	West.	Total	East.	West.	Total.	East.	West.	Total.	East.	West.	Total.	
1911	Canada and Great Britain.	Allan Line.....	27	2,523	2,783	5,306	1,032	3,065	4,097	426	1,072	1,498	.....	.....	.....	$414,228 75 Sept. 30
1912			28	4,520	3,415	7,935	1,098	3,349	4,447	539	1,033	1,572	.....	.....	.....	549,168 00
1913			60½	3,629	3,316	6,945	985	1,970	2,955	505	913	1,418	.....	.....	.....	520,921 20
1914			53½	2,567	1,958	4,525	984	2,118	3,102	533	625	1,158	.....	.....	.....	315,403 75 Sep. 30
1911	Canada and Great Britain.	Can. Pacific Ry.....	25	2,335	2,225	4,560	2,038	1,282	3,310	717	1,013	1,730	.....	.....	.....	414,228 75 Sept. 30
1912			24	3,140	4,315	7,455	1,613	3,011	4,624	776	1,484	2,260	.....	.....	.....	549,168 00
1913			26½	3,475	4,034	7,509	895	3,216	4,111	806	1,263	2,069	.....	.....	.....	124,228 80
1914			21	2,166	2,534	4,700	2,523	842	3,365	1,210	1,087	2,297	.....	.....	.....	74,052 00 June
1913	Canada and Great Britain.	Can. Nor. Ry.....	14	1,362	2,078	3,440	835	997	1,832	555	861	1,446	.....	.....	.....	94,420 80
1914			15½	666	989	1,655	931	1,829	2,750	455	779	1,234	.....	.....	.....	117,265 94
1913	Canada and Great Britain.	Oceanic S.S. Service..	16½	5,785	2,978	8,763	762	1,174	1,936	722	1,213	1,935	.....	.....	.....	116,150 20
1914	Summer and Winter.		17	2,556	1,662	4,218	805	939	1,744	591	743	1,334	.....	.....	.....	86,335 50
1911	St. John, Halifax and London.	Can. Pac. Ry.....	12	6,094	4,041	10,135	.....	.....	.....	11	782	793	555	.....	555	15,000 00
1912			16	5,062	1,574	6,636	.....	.....	.....	18	388	406	70	.....	70	15,000 00
1913			10	7,658	3,373	11,031	.....	.....	.....	1	440	441	.....	.....	.....	15,000 00
1914	Winter.		9	7,452	2,622	10,074	.....	.....	.....	15	183	198	.....	.....	.....	13,500 00
1911	Montreal-Quebec and Manchester.	Manchester Line.....	42½	4,306	1,737	6,043	.....	.....	.....	¼	⅓	10	85¼	¾	86	35,000 00
1912			40½	6,626	1,947	8,573	2	.....	2	½	1½	2	3½	.....	3½	35,000 00
1913	St. John-Halifax and Manchester.	.....	44	6,005	1,772	7,777	.....	.....	.....	.....	1¼	1¼	.....	.....	.....	35,000 00
1914	Summer and Winter.		38	5,438	1,552	6,990	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,000 00
1911	Halifax, St. Johns, Nfld., and Liverpool.	Furness Withy Co.....	25	3,903	671	4,574	.....	.....	.....	2	¾	2¾	.....	.....	.....	20,000 00
1912			23	3,737	805	4,542	.....	¾	¾	1	2	3	.....	.....	.....	19,583 33
1913			23	3,864	846	4,710	.....	.....	.....	7½	9	16½	.....	.....	.....	19,000 00
1914	Summer and Winter.		18½	4,265	666	4,931	.....	.....	.....	10	10	20	.....	.....	.....	17,666 00

1911	St. John, Halifax and London.	Furness Withy Co.....	28	3,750	1,477	5,227	.....	.....	.....	3	4	7	.....	1	1	25,000 00
1912			26	5,251	1,799	7,050	.....	.....	.....	3	1¾	4¾	.....	.....	.....	23,660 71
1913			25	5,343	1,646	7,239	.....	.....	.....	2	2½	4½	.....	.....	.....	25,000 00
1914	Summer and Winter.		23	5,175	1,381	6,556	.....	.....	.....	3½	2½	6	.....	.....	.....	20,312 49
1911	St. John, Dublin and Belfast.	Ulster Steamship Co.	4	.....	.....	3,266	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,000 00
1912			8	.....	.....	3,830	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,000 00
1913			9	.....	.....	4,814	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,750 00
1914	Winter.		4	.....	.....	4,082	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,000 00
1911	St. John and Glasgow.....	Donaldson Line.....	11	4,467	3,062	7,529	.....	1½	1½	71	329	400	1	37	38	8,250 00
1912			12	4,941	1,735	6,676	.....	1	15	145	360	505	1	29	30	9,000 00
1913			15½	3,627	2,201	5,828	.....	2	2	164	395	559	.....	17	17	11,625 00
1914			11	2,399	1,529	3,928	¾	¾	1½	58	150	208	143	10	153	8,250 00

Steamship Returns.

TABLE 25.—Ratios, Westbound to Eastbound, Transatlantic Passenger Traffic at Canadian Ports.

Line.	Season.	In Subsidized vessels.	In Non-subsidized vessels.	Total passenger traffic.
Allan Line, including the two Empresses.	Summer.....1911	2·34	4·63	2·52
	Winter.....1911	2·71	33·62	3·40
	Total.....1911	2·45	7·61	2·77
	Summer.....1912	2·53	3·41	2·65
	Winter.....1912	2·34	8·60	2·58
	Total.....1912	2·46	4·57	2·59
	Summer.....1913	2·04	2·92	2·07
	Winter.....1913	2·26	106·77	2·56
	Total.....1913	2·10	6·21	2·20
Canadian Pacific Line.....	Summer.....1911	.....	6·03	6·03
	Winter.....1911	1,006·62	11·63	25·26
	Total.....1911	1,006·62	6·77	8·73
	Summer,.....1912	.....	6·52	6·52
	Winter.....1912	204·63	11·95	35·89
	Total.....1912	204·63	6·89	8·78
	Summer.....1913	.....	10·40	10·40
	Winter.....1913	6,214·00	3·78	10·53
	Total.....1913	6,214 00	8·91	10·43
Donaldson Line.....	Summer.....1911	.....	2·14	3·65
	Winter.....1911	18·81	.....	4·72
	Total.....1911	18·81	2·98	3·90
	Summer.....1912	.....	2·83	2·83
	Winter.....1912	8·70	0·13	3·18
	Total.....1912	8·70	2·36	2·92
	Summer.....1913	.....	2·47	2·47
	Winter.....1913	2·47	2·70	2·53
	Total.....1913	2·47	2·49	2·49
White Star-Dominion Line.....	Summer.....1911	.....	2·39	2·39
	Winter.....1911	.....	3·36	3·36
	Total.....1911	.....	2·58	2·58
	Summer.....1912	.....	2·20	2·20
	Winter.....1912	.....	2·56	2·56
	Total.....1912	.....	2·30	2·30
	Summer.....1913	2·02	.....	2·02
	Winter.....1913	2·05	10·82	3·08
	Total.....1913	2·03	10·82	2·27
Canadian Northern Line.....	Summer.....1911	.....	2·06	2·06
	Winter.....1911	.....	1·72	1·72
	Total.....1911	.....	1·95	1·95
	Summer.....1912	.....	2·21	2·21
	Winter.....1912	.....	2·97	2·97
	Total.....1912	.....	2·39	2·39
	Summer.....1913	2·12	.....	2·12
	Winter.....1913	2·16	.....	2·16
	Total.....1913	2·14	.....	2·14

TABLE 25.—Ratios, Westbound to Eastbound, Transatlantic Passenger Traffic at Canadian Ports—*Continued.*

Line.	Season.	In Subsidized vessels.	In Non-subsidized vessels.	Total passenger traffic.
Miscellaneous Lines	Summer.....1911	.....	11·61	11·61
	Winter.....1911	.....	.....	.....
	Total.....1911	.....	18·30	18·30
	Summer.....1912	.....	13·65	13·65
	Winter.....1912	.....	2,224·00	2,224·00
	Total.....1912	.....	30·55	30·55
	Summer.....1913	.....	6·52	6·52
	Winter.....1913	.....	176·57	176·57
	Total.....1913	.....	14·57	14·57
All Lines	Summer.....1911	2·34	3·50	2·92
	Winter.....1912	3·60	5·46	4·29
	Total.....1911	2·72	3·90	3·27
	Summer.....1912	2·54	3·46	3·02
	Winter.....1912	2·99	6·28	4·07
	Total.....1912	2·70	4·06	3·34
	Summer.....1913	2·04	5·58	2·72
	Winter.....1913	2·48	27·46	4·56
	Total.....1913	2·16	8·36	3·19

TABLE 26.—Summary of Freight carried by Subsidized Steamship Service.

Year.	Service.	Canadian Origin.		United States Origin.		Total.		Total.
		Tons weight.	Tons measurement.	Tons weight.	Tons measurement.	Tons weight.	Tons measurement.	Tons weight and measurement combined.
1912	Montreal, Quebec, Halifax and St. John, to Liverpool and Bristol	68,770	59,636	35,446	14,356	104,216	73,992	178,208
	Halifax and Liverpool	2,022	76,725	.....	.....	2,022	76,725	78,747
	Montreal, Quebec and Manchester	116,245	56,990	34,644	7,155	150,889	64,145	215,034
	St. John, Dublin and Belfast	30,137	378	91	36	30,228	414	30,642
	St. John and Glasgow	56,817	.....	2,219	.....	59,036	.....	59,036
	St. John, Halifax and London	89,463	135,171	5,774	254	95,237	135,425	230,662
	Canada and France	7,779	5,590	1,863	213	9,642	5,803	15,445
	Total	371,233	334,490	80,037	22,014	451,270	356,504	807,774
1913	Montreal, Quebec, Halifax, St. John, to Liverpool and Bristol	240,073	61,521	50,262	4,640	290,335	66,161	356,496
	Halifax and Liverpool	19,784	58,695	328	554	20,112	59,249	79.361
	Montreal, Quebec and Manchester	206,444	42,299	13,410	2,051	219,854	44,350	264,204
	St. John, Dublin and Belfast	27,109	15,977	241	.....	27,350	15,977	43,327
	St. John and Glasgow	49,442	.....	2,517	.....	51,959	.....	51,959
	St. John, Halifax and London	111,628	89,253	8,006	1,280	119,634	90,533	210,167
	Canada and France	9,241	2,536	498	660	9,739	3,196	12,935
	Total	663,721	270,281	75,262	9,185	738,983	279,466	1,018,449
1914	Montreal, Quebec, Halifax, St. John, to Liverpool and Bristol	171,785	33,693	30,534	2,207	202,319	35,900	238,219
	Halifax and Liverpool	7,272	61,264	2,541	111	9,813	61,375	71,188
	Montreal, Quebec and Manchester	164,118	35,352	6,859	307	170,977	35,659	206,636
	St. John, Dublin and Belfast	15,725	102	453	50	16,178	152	16,330
	St. John and Glasgow	25,017	.....	1,370	.....	26,387	.....	26,387
	St. John, Halifax and London	100,203	72,188	12,881	881	113,084	73,006	186,090
	Canada and France	6,857	3,874	244	302	7,101	4,176	11,277
	Total	490,977	206,473	54,882	3,795	545,859	210,268	756,127
	Total, all groups 1912	371,233	334,490	80,037	22,014	451,270	356,504	807,774
	1913	663,721	270,281	75,262	9,185	738,983	279,466	1,018,449
	1914	490,977	206,473	54,882	3,795	545,859	210,268	756,127
	Total tons, weight and measurement 1912	705,723	(87·32)*	102,051	(12·63)*			
	1913	934,002	(89·55)	84,447	(10·45)			
	1914	697,450	(92·74)	58,677	(7·26)			

*Percentage of total.

Trade and Commerce Reports.

TABLE 27.—Cargoes, Inward and Outward, at Montreal—Tons Measurement and Weight.

INWARD.

	1911.	1912.	1913.
April	.....	.....	14,001
May	156,992	143,063	148,882
June	96,364	76,143	110,914
July	124,380	109,004	140,708
August	100,863	108,262	102,144
September	102,071	109,925	94,253
October	146,206	105,358	109,284
November	125,383	136,142	108,042
December	.....	.....	—
Total	852,259	787,897	828,228

OUTWARDS.

April	.....	.....	3,581
May	215,130	234,056	293,712
June	212,938	247,749	326,163
July	207,710	207,952	290,219
August	197,611	243,124	303,017
September	189,272	220,149	272,401
October	217,651	243,136	244,667
November	193,254	255,405	267,091
December	5,253	14,627	—
Total	1,438,819	1,666,198	2,000,851

TABLE 28.—Summary of Grain Cargoes carried in Subsidized and Non-Subsidized Steamers.

BUSHELS OF ALL GRAIN.

Line.	Subsidy.	Season.	Passenger Liners.		Freight Liners.		Total.		Total.
			Sub.	Non-Sub.	Sub.	Non-Sub.	Sub.	Non-Sub.	
Allan, including the two Empresses	$ 735,919 52	S 1911	3,202,908	847,916	.....	20,953	3,202,908	868,869	$ 4,071,777
		W 1911	1,508,255	.....	.....	.....	1,508,255	.....	1,508,255
	752,873 37	S 1912	3,552,257	672,389	.....	249,709	3,552,257	921,988	4,474,255
		W 1912	1,447,000	51,789	.....	116,670	1,447,000	168,468	1,615,468
	847,981 16	S 1913	5,551,322	497,998	.....	176,366	5,551,322	674,364	6,225,686
		W 1913	1,594,133	.....	.....	.....	1,594,133	.....	1,594,133
Canadian Pacific	$ 15,000 00	S 1911	.....	5,097,191	.....	333,213	.....	5,430,404	5,430,404
		W 1911	1,117,471	963,469	.....	.....	1,117,471	463,469	2,080,940
	15,000 00	S 1912	.....	5,655,857	.....	247,165	.....	5,904,022	5,904,022
		W 1912	1,762,882	1,237,331	.....	.....	1,762,882	1,237,331	3,000,213
	15,000 00	S 1913	.....	6,252,856	.....	192,474	.....	6,445,330	6,445,330
		W 1913	1,530,893	1,572,263	.....	.....	1,530,893	1,572,263	3,103,161
Donaldson	8,250 00	S 1911	.....	1,676,994	.....	.....	.....	1,676,994	1,676,994
		W 1911	1,013,600	.....	.....	.....	1,013,600	.....	1,013,600
	9,000 00	S 1912	.....	1,825,811	.....	.....	.....	1,825,811	1,825,811
		W 1912	1,230,078	.....	.....	.....	1,230,078	.....	1,230,078
	11,625 00	S 1913	.....	3,041,414	.....	.....	.....	3,041,414	3,041,414
		W 1913	579,315	247,075	55,333	.....	634,648	247,075	881,723
White-Star Dominion	.....	S 1911	.....	762,204	.....	2,118,222	.....	2,880,426	2,880,426
	.....	S 1912	.....	1,425,681	.....	2,620,873	.....	4,047,554	4,057,554
	116,150 20	S 1913	1,081,437	.....	.....	3,733,612	1,081,437	3,733,612	4,815,049
Furness Withy Line	35,000 00	S 1911	.....	.....	2,416,337	102,032	2,416,377	102,032	2,518,409
	45,000 00	W 1911	.....	.....	998,867	16,300	998,867	16,300	1,015,067
	35,000 00	S 1912	.....	.....	3,947,349	1,000,340	3,948,349	1,000,340	4,952,689
	43,244 04	W 1912	.....	.....	1,312,717	1,700	1,312,717	1,700	1,314,417
	35,000 00	S 1913	.....	.....	3,980,614	3,868,901	3,980,614	3,868,901	7,646,940
	44,000 00	W 1913	.....	.....	2,714,628	146,973	2,714,628	146,973	2,861,601

Ulster (Head Line)	.....	S	1911	.....	.....	.....	875,424	.....	875,424	875,424
	3,000 00	W	1911	.....	.....	184,847	.....	184,847	.....	184,847
		S	1912	.....	.....	.....	1,622,318	.....	1,622,318	1,622,318
	6,000 00	W	1912	.....	.....	418,420	.....	418,420	.....	418,420
		S	1913	.....	.....	.....	1,795,212	.....	1,795,212	1,795,212
	6,500 00	W	1913	.....	.....	794,302	.....	794,302	.....	794,302
Miscellaneous	.....	S	1911	.....	2,330,824	.....	2,382,860	.....	4,713,684	4,713,684
		W	1911	.....	.....	.....	437,004	.....	437,004	437,004
		S	1912	.....	2,542,944	.....	3,263,033	.....	5,805,977	5,805,977
		W	1912	.....	75,086	.....	120,879	.....	195,963	195,963
		S	1913	.....	3,966,318	.....	4,034,675	.....	8,000,993	8,000,993
Grand Total	770,919 52	S	1911	3,202,908	10,715,129	2,416,377	5,832,704	5,619,285	16,547,833	22,167,118
	71,250 00	W	1911	3,639,326	963,469	1,183,714	453,304	4,823,040	1,416,773	6,239,813
	787,873 37	S	1912	3,552,257	12,122,682	3,947,349	8,003,348	7,500,606	21,228,010	28,728,616
	73,244 04	W	1912	4,439,960	1,364,206	1,721,737	239,249	6,161,697	1,603,462	7,620,911
	999,131 36	S	1913	6,632,759	13,758,586	3,980,614	13,801,240	10,613,373	27,559,826	38,173,199
	77,125 00	W	1913	3,704,341	1,819,338	3,564,263	146,873	7,268,604	1,966,311	9,234,920

Steamship Returns.

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