

was quite bewildering to those who had witnessed its death struggle in that body during the preceding year. It went to the house where, upon the Morgan merger following soon thereafter, it was incontinently shelved. We regard this as a peculiarly unfortunate circumstance. The country cannot spring like Jove, full armed, into the possession of an American merchant marine; and yet the average American mortal believes that Mr. Morgan has conferred this blessing upon the nation. In fact Mr. Morgan has subtracted a little less than 4 per cent. of Britain's shipping. The remaining 96 per cent. is well manned and healthful, and running along trade routes that are as automatically established as is the flow of the gulf stream. Of the vessels taken over by purchase only two of them were built in the United States and only four of them are flying the American flag. The rest, 110 in number, are flying foreign flags, and they cannot be admitted to American register unless the navigation laws are repealed—an extremely unlikely proceeding. An American merchant marine, such as existed in the days of the clipper ship, is as far away as it ever was. We will not say that we will never have an American merchant marine, but we will say that we will not have one for a great many years, unless congress comes to the rescue. The essential point of difference between Britain and the United States in the shipping field is that Britain's shipping is established. It flows along commercial lines formed by necessity and by a century of toil. Trade cannot be diverted from these lines without exceptional advantages—and the exceptional advantage in this case is congressional aid. We have never advocated aid for an indefinite period of time. We advocate it merely for a definite period of existence. A human being does not want swaddling clothes all his life, but when he is a youngster he wants them more than anything else. If aid is given until American trade routes are established it can then be withdrawn without detriment. Indeed to continue it beyond that period would probably be a detriment, but now it is a necessity. Mr. Morgan's ships are largely engaged in the Atlantic passenger service. The amount of cargo which they carry bears a small proportion to the amount which annually leaves these shores. It is the humble freighter, which braves every sea and pokes its nose into every port where freight may be obtained, that we want to favor. The amount of freight which goes abroad in an American bottom is 8 per cent.

In the great lakes district there is every indication of a volume of shipbuilding in 1903 fully equal to the record year now closing. The lake shipbuilders close their year about mid-summer, as their most active period is the fall and winter. In the year now closing they have built 43 vessels, costing about \$10,250,000. They already have for the coming year orders for 28 vessels that are to cost about \$7,250,000. This summary does not, of course, take into account any of the small vessels. It refers only to large steel ships. In the whole list of new lake vessels, for the year closing as well as the year to come only two are tow barges. The lone steamer is supplanting the steamer and its consort.

In the last issue of the Blue Book mention was made of the opening of an all-water service between Chicago and Great Britain. The Northwestern Steamship Co., of Chicago, placed four steamers on the route. Each of the steamers made one trip and then the enterprise was abandoned. The steamers were taken to the coast and converted into oil tank vessels. During the year two vessels were completed at lake ship yards for transatlantic service. They are the Minnetonka and Minnewaska of 7,000 tons carrying capacity each. As they were too large for the Canadian canals they were constructed in two sections each, towed through the canals and then joined. This feat was successfully accomplished, but it is not probable that any more vessels will be built in this way for some time to come, as the builders were certainly without profit on their order, and the ships upon completion found very unsatisfactory freights in the competitive trade of the Atlantic. No new naval contracts were placed during the year. Contracts for one battle ship, two armored cruisers and two gunboats, authorized in the last naval act, will be placed shortly. In addition one battleship will be built in the New York navy yard. Independent of these there are fifty-one warships under construction for the United States navy with a total displacement of 264,987 tons, a total h.p. of 523,420, and costing for hulls and machinery \$74,731,666.

THE JAMAICA MARKET.

The report of the committee appointed by the Kingston, Jamaica, Chamber of Commerce to confer with that appointed by the Canadian Manufacturers' Association, gives some valuable information to those who are in a position to enter into trading between the two countries.

The natural conditions are such as should favor a largely increased trade in natural products, inasmuch as each country is the complement of the other. One of the principal barriers, however, and a very important one to have removed, is the lack of proper transportation facilities between the two countries. The owners of the steamship line which already operates have shown anxiety to co-operate in the matter, and will, doubtless, do all in their power to facilitate matters.

The Jamaica committee recommends that the Manufacturers' Association should investigate the freight and other charges in connection with transportation, and compare them with those from the United States ports and take steps to procure through freight rates of an advantageous nature from Canadian centres through Canadian ports. They also considered it important that Canadian exporters should name quotations for their goods, f.o.b., at points of shipment.

The committee then indicated certain products in which, in their opinion, an increased trade could be done between the two countries, as follows:

"Our production of bananas in Jamaica is about twenty times what Canada consumes.

"The entire consumption at the present time in Canada is 600,000 bunches, of which only 12,600 bunches were shipped direct from Jamaica to Canadian ports for the twelve months ending March last, and as we look to bananas as a means of furnishing cargo for a line of steamships, we would suggest that the Canadian Government be asked to arrange the fiscal conditions so as to induce their importation from British possessions direct to Canadian ports.

"600,000 bunches of bananas per year represents two steamer loads of 25,000 each per month, being the equivalent of a fortnightly service all the year round. Such service, necessarily rapid and first-class, would not only induce tourist travel, but would afford to Canadian shippers more frequent and more desirable shipping facilities than at present prevail.

"Canada consumes about 40,000,000 oranges annually at the present time, of which only about 4,000,000 go direct from Jamaica out of a total available supply of nearly 100,000,000 oranges.

"In view of the circumstance that from September to April Jamaica can supply oranges that will compare favorably with those now consumed in Canada, with improved transportation facilities there should be no difficulty in establishing a larger market for Jamaica oranges.

"Statistics disclose the fact that Canada consumes about 150,000 tons of unrefined sugar per annum, being about eight times Jamaica's export. The preferential tariff has not been sufficient to attract our sugar, but in view of the pending abolition of the bounties, and by consequence the countervailing duties, we believe that Canada's effort to better the trade relations with this island will result in her being our best market.

"Canada at the present time imports practically no coffee from Jamaica, but there is no doubt that with more frequent intercourse our coffee would compete with other coffee on the Canadian market.

"The export of Jamaica is 100,861 cwt., of which Canada takes 2,721 cwt.

"Your committee hesitates to suggest the possibility of any