

ada have since Confederation done a great deal towards improving navigation, both by increasing the number of lighthouses, light stations, fog whistles, automatic fog horns, buoys, etc., and also by the building of graving docks. On 31st July, 1866, the Dominion Government took over from the Imperial Government the lighthouse at Cape Race, in Newfoundland. There are four graving docks in Canada, three belonging to the Federal Government and one owned by a company. The three docks owned by the Government are at Esquimalt, Kingston and Levis, whilst the largest on this continent, that at Halifax, is owned by a subsidized company. It can take in a vessel 601 feet in length. The "Teutonic" is 582 feet, whilst the "Campania" and "Lucania" are each 620 feet. In the matter of docking accommodation, Canada compares favorably with the other leading maritime nations. Since Confederation Canada has expended over twenty millions of dollars in improving navigation, etc. Of the natural advantages which Canada possesses it will be sufficient here to mention that the fact of her possessing not only good harbours upon the Atlantic and Pacific oceans, but also large coal deposits on both coasts, places her at once in a position of the first importance, whilst the occupation of her maritime population in connection with the fisheries on both coasts ensures in itself a reserve from which a constant supply of hardy seamen can be drawn, either for the manning of merchantmen in times of peace, or fighting-vessels in times of war.

A brief enquiry into the present conditions of the carrying trade of Canada will be necessary in order to form a just conception of what we have at stake at sea. Canada stands fifth in the countries of the world in the tonnage of her vessels, that tonnage being larger than the tonnage of either France, Italy, Russia, Spain, Australasia, the Netherlands, Austria-Hungary, Turkey, China or Japan. If registered tonnage alone were taken Canada would rank fourth, as the tonnage of the United States as given in the Year Book includes licensed and enrolled vessels. In the last three years in the shipping of the world, wooden vessels have decreased from 32% to 26% of the whole, whilst iron and steel ships have increased from 68% to 74%. Now, it is a very wearisome thing to keep quoting figures and statistics from blue books, and therefore I shall not trespass much further upon your patience in this respect, but I would ask you to take particular notice of the fact that whilst the ocean-borne interests of Canada have been becoming greater year after year, whilst the amount of merchandise which she imports, whether in the shape of raw material or manufactured goods for consumption, has been steadily increasing, and whilst the quantity and value of her exports (principally cheese, butter and cattle,) have been increasing to an enormous extent, the figures prove conclusively that the propor-