

But there is another reason which influences the difference in a much greater ratio, coming from the fact that many, a great many, houses built and owned as one immovable property form two or more separate dwellings or abodes. By instruction, the enumerators were thus ordered in regard to dwellings to be entered in table I: "A separate house is to be counted wherever the entrance from the outside is separate." No such thing in relation to table XXI, where are entered as one property, one house owned, any such real estate which is by the proprietor thereof considered one building of human abode, no matter that it does oftentimes comprise two separate dwellings or inhabited houses with separate entrance under the same roof.

Hence, when the Census gives (1881) 753,017 occupied dwellings it includes 116 vessels, and 14,692 shanties, tents or wigwams: when it gives 738,209 houses as dwellings occupied, and only 712,440 owned, it is not only *prima facie* correct, but it also conveys the information, worth having, that there were in 1881 about 25,000 houses with double separate dwellings.

There is, on this point, no apparent error, and none to be suspected. Therefore, when the critic, on the face of these figures, exclaims: "It is one of those 'things, we fancy, that no fellah can understand,'" it only shows that he, the critic, has failed to understand a very simple thing.

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*The amount of tonnage owned by Canadians in the Census does not agree with the tonnage registered in accordance with the "Merchant Shipping Act."*

It would be a matter for more than ordinary astonishment if they did, for the two things are of different nature, and form no possible criterion of separate or comparative accuracy.

One might just as well make the addition of all the births registered in a country for the last thirty years, and say:—that is the present population of that country.

It is with shipping as it is with other kinds of property: the total of acres on the maps, of houses on the valuation lists, of tons of shipping on the register books, are no correct indication of the number of acres, of houses and of tonnage owned by the inhabitants of Canada, to the exclusion of non-residents at any given moment.

In regard to shipping, the mere transfer of registration from a Canadian port to another British port, outside of Canada, and the keeping, on the registers, of hundreds of vessels which have ceased to exist, but the disappearance of which has not been reported, alters the totals of tonnage to a comparatively very large ratio, at the same time that the first may not alter a unit in the tonnage owned in Canada and that the second diminishes it to the extent of its disappearance. Extensive sales to non-Canadians also necessarily alter the figure of *tonnage owned* in Canada, but not necessarily the *tonnage registered*.

A broad fact is that the amount of tonnage owned by inhabitants of Canada is, *every year*, increased by many thousands of tons, and the Census shows an increase of 253,588 tons during the decenniad comprised between the years 1871 and 1881, in the four older Provinces. There is no such rule applicable to the register books, on account of transfers of registration and the erasing on the ascertaining of disappearance. It is in this way that between the years 1878 and 1880, when the *Canadian ownership* was experiencing a large increase, the *registration* shows a considerable decrease in tonnage: the registered figures are, 1,333,015 for the year 1878, 1,332,094 for the year 1879, and 1,311,218 for the year 1880.

But whether or not the registration contains the records of those facts and those fluctuations to which ships are submitted as regards ownership, and in particular *Canadian ownership*, such portion of the registers which concerns them is not compiled and is not tabulated in the Reports of the Department of Marine and Fisheries, which purely and simply gives the addition of tonnage registered in Canada, no matter if they are in a greater or lesser proportion owned by inhabitants of Canada.