

and equipment of vessels is not the way to encourage the shipbuilding industry of Canada; and if the Dominion Government listen to the prayer of the Marine Section of the Toronto Board of Trade, and of the Council of that Board, and make the tariff to conform thereto, the shipbuilding industry in Canada can never hope to be in any better condition than it is now. It will not cost as much to build and equip vessels on the Clyde and deliver them in Canadian waters as it will to import the different parts entering into the construction of such vessels from the Clyde and put them together at Toronto or Owen Sound. We have evidences of this before our eyes continually. On any summer day a visit to Toronto wharves will disclose the fact that British-built and equipped steamers monopolize our excursion business, and it is impossible for a person coming to Toronto by water to arrive here from any American port except on a British-built steamer. There is no good reason why all our excursion and traffic steamers should not be of Canadian build; but this can never be until the Dominion Government legislate some discrimination in favor of Canadian-built vessels as against the vessels built any where else in the world.

CANADA'S MARITIME INTERESTS.

We commend to the Marine Section of the Toronto Board of Trade; to the Council of the Toronto Board of Trade; to the Canadian Marine Association, and to all who are interested in the prosperity of the Canadian Shipbuilding industry, a few facts regarding the shipbuilding industry of the United States.

The following table shows the tonnage of the sailing and steam vessels of the merchant marine of the United States employed in the foreign and in the coast-wise trade of that country not including those employed in the fisheries, for each decade of the past hundred years; also the total tonnage of all such vessels built in that country in the years named:—

Date.	Foreign Trade.	Coastwise Trade.	Total Tonnage.
	Tons.	Tons.	Tons.
1789	123,893	68,607	201,562
1799	657,142	246,640	939,408
1809	906,855	405,163	1,350,282
1819	581,230	571,058	1,260,752
1829	592,859	508,858	1,260,798
1839	702,400	1,153,552	2,096,479
1849	1,258,756	1,770,376	3,334,016
1859	2,321,674	2,488,929	5,145,038
1869	1,496,220	2,515,515	4,144,641
1879	1,451,505	2,598,183	4,169,601
1888	919,302	3,172,120	4,191,916

A hundred years ago the total tonnage of American vessels was not five per cent. of what it now is; and those vessels engaged in the coastwise trade numbered barely one-third of the entire tonnage. In the two decades ending with 1809 the tonnage engaged in foreign trade increased from 123,893 tons to 906,855 tons, and that in the coastwise trade increased in almost the same proportion. But during the next decade, owing probably to the war with Great Britain, there was a large falling off in the foreign trade tonnage—from 906,855 tons to 581,230 tons—while there was a very substantial increase—165,895 tons—in that employed in the coastwise trade. The ocean-going vessels were liable to capture, and many of them

were captured by the enemy, while the interior traffic was comparatively safe. Between 1819 and 1839 the increase of the foreign trade tonnage was small—but 121,170 tons—while the increase in the coastwise trade was more than doubled, the increase being from 571,058 tons in 1819 to 1,153,552 in 1839, the tonnage employed in this trade being nearly three fifths of all the tonnage of the country. In 1849 the United States was approaching its zenith as regards its merchant marine, its total tonnage aggregating 3,334,016 tons, the coastwise portion of it holding its previous proportion; and the acme was reached in 1859 when its foreign trade was done in 2,321,674 tons of shipping and its coastwise in 2,488,929 tons, the tonnage of its entire fleets amounting to 5,145,038 tons. This was just previous to the breaking out of the war of the Rebellion; and the close of the next decade—in 1869—showed a falling off of more than a million tons of shipping, nearly all of which was from that employed in foreign trade, while that employed in coastwise trade actually increased. Ten years later—in 1879—the tonnage employed in foreign trade showed a further slight decrease, while that in the coastwise trade showed a slight increase. Since 1879 a most remarkable decrease has developed in the tonnage of American vessels engaged in foreign trade, in 1888, the last year of which we have statistics, the tonnage engaged in that trade being only 919,302 tons. The entire tonnage of the country in this latter year was 4,191,916 tons—substantially the same as in 1869 shortly after the close of the war; but the tonnage engaged in the coastwise trade increased in that time from 2,515,515 tons to 3,172,120 tons.

It is not difficult to comprehend the lesson taught in these facts. The shipping of all nations participates in the foreign trade of the United States; but no foreign vessels participate in its coastwise trade. At the breaking out of the Rebellion American ships carried probably seventy-five per cent. of the foreign trade of that country, and these ships were unexcelled, perhaps unequalled—by the ships of any other nation. The fortunes of war destroyed this magnificent commerce, and when the United States had recuperated from its exhaustion caused by the war, it was found that the class and style of vessels that had previously shed so much lustre on American skill had become obsolete and useless, newer and more desirable forms having obtained. Britian and other Continental nations had obtained possession of the American foreign carrying trade; and now not twenty per cent. of that trade is done in American ships.

On the other hand all foreign nations were shut out from participation in the coastwise trade of the United States. If a foreign ship took a cargo of merchandise to an American port, and not being able to obtain a return cargo from that port, desired to go to another American port where such cargo could be had, she had to go there in ballast, as it was unlawful for her to take either cargo or passengers from one American port to another. This business was and is reserved exclusively for American vessels; and it was because of this discrimination that the tonnage of American vessels increased and is increasing so rapidly. Does any one suppose that if foreign vessels were admitted to this coastwise trade there would now be nearly four million tons of American vessels engaged in it; while under the free influences of that country's foreign