

Furthermore, as his children grow up, they will find that they are not eligible for employment of many kinds; that in many cases they are uninsurable by any of the great provident societies or the ordinary life offices. And, in the third place, they will find themselves, in all probability, the unfortunate members of a vast band of disfigured individuals, a band which has practically disappeared at the present time, but whose lineaments were familiar to those whose memories go back even twenty or thirty years.

The hideous disfigurements to which non-vaccinated, and even in some cases vaccinated persons, were subject owing to the ravages of small-pox, are now to be revived by Act of Parliament. Legislation, therefore, during the last twelve months, has done more injury to the masses, whilst intended to benefit them, than could have been inflicted by the most desperate oligarchy, which, full of hatred for the said masses, had determined to destroy them. Whoever is answerable for legislation of this class, has incurred heavy and, we fear, mortal responsibilities.

### THE SHIPPING OF CANADA.

(Iron Ship-Building Yards Wanted in Nova Scotia.)

The extent of the national shipping of Canada, as distinct from the vessels which enter our ports from Great Britain, and foreign countries, is much larger than is generally known, and constitutes an important element in the commerce of this country, more especially of that of the Maritime Provinces. Canada is usually regarded as a land of farms and forests, this it is, but it is pre-eminently one of unrivalled water courses. There are 77 ports in the Dominion at which native vessels may be registered. Owing to the gradual displacement of wooden sailing vessels of small tonnage for large iron steamers, there has been a decline in the last twenty years in the number of vessels on the Registry books of Canada, but not to such an extent as might have been expected. In 1897, there were 231 new vessels built and registered in the Dominion, the value of which was \$769,230. The following data shows the distribution of this class of shipping by Provinces in 1897, as compared with 1877:—

	1897.		1877.	
	Vessels.	Tons.	Vessels.	Tons.
Nova Scotia.....	2,961	541,579	2,204	283,056
New Brunswick....	1,133	329,457	923	103,584
P. E. Island.....	342	55,547	174	15,812
Quebec.....	1,951	248,399	1,480	158,077
Ontario.....	926	131,761	1,424	135,349
British Columbia....	43	3,479	364	28,604
Manitoba.....	6	246	115	7,272
Totals.....	7,362	1,310,468	6,684	731,754

The decline shown in the above table has been very gradual, year by year, as the following statistics show:

	Vessels.	Tons.	Vessels.	Tons.	
1877..	7,362	1,310,468	1889..	7,153	1,040,481
1878..	7,459	1,333,015	1890..	6,991	1,024,974
1879..	7,471	1,332,094	1891..	7,015	1,005,475
1880..	7,377	1,311,218	1892..	7,007	964,129
1881..	7,394	1,310,896	1893..	7,113	912,539
1882..	7,312	1,260,777	1894..	7,245	869,624
1884..	7,374	1,276,440	1895..	7,262	825,836
1885..	7,315	1,231,856	1896..	7,279	789,299
1887..	7,178	1,130,247	1897..	6,684	731,754

The decrease since 1877 in vessels of Canadian registry has, in number, 638, and in tonnage, 578,714 tons. The average tonnage went down also, being in 1877 178 tons, and in 1897 110 tons. In the above period there were wrecks and casualties in Canadian waters to the number of 6,767, the lives lost were 2,890, and the total damage is estimated to have been \$44,002,393. There are foreign vessels included in the above. But the Marine and Fisheries Department gives a list of 163 casualties and wrecks of vessels on the Canadian Registry, which occurred in 1896 and 1897, the aggregate of the losses by which exceeded \$330,000. Those disasters occurred in all parts of the world, but chiefly on the Atlantic, Pacific and Arctic oceans, where sailing vessels have a very hard time in stormy weather. To these disasters is no doubt due a large part of the reduction in Canadian shipping by a preference being given to a class of vessels, less liable to disasters, which are not built in this country. In the 11 years from 1876 to 1886, there were 326 vessels built and registered in Canada on an average yearly, and from 1887 to 1897 only 275 on an average yearly. In the same periods of 11 years each the number of vessels built in Canada and sold abroad dropped from 70 yearly to 36. Our Maritime Province friends have felt this decline in a profitable industry very keenly, and it has given rise to several efforts to establish ship-building yards for the construction of steamers of a large size. So far these efforts have not been successful, but now that the iron and steel industries of Nova Scotia have been developed on a considerable scale, there are sanguine hopes entertained that ship-building enterprises will be established in that Province that will add greatly to its industrial resources and wealth.

While our native shipping has been declining from the cause above stated, the shipping trade of Canada has been expanding steadily for many years, as is exhibited by the following statement of the sea-going ships which entered and cleared at Canadian ports in a series of years from 1877 to 1897:—

	British Tonnage.	Canadian Tonnage.	Foreign Tonnage.	Total. Tonnage.
1877....	2,216,516	1,897,094	2,531,212	6,644,822
1880....	2,642,935	1,794,210	2,349,569	6,786,714
1883....	3,001,071	1,886,166	3,085,510	7,972,777
1886....	3,333,079	1,599,594	4,363,928	9,296,601
1893....	3,780,915	2,189,925	4,637,771	10,608,611
1894....	4,146,645	2,334,081	4,799,810	11,280,536
1895....	3,994,224	2,054,024	4,928,581	10,976,829
1896....	4,385,055	2,141,272	4,932,497	11,458,824
1897....	5,393,435	1,888,172	4,729,373	12,010,980

The above statistics, as stated, refer only to sea-going vessels, the total tonnage of which far exceeded that of vessels on our inland waters up to a few years ago, when our inland shipping business rapidly increased. The following shows the total tonnage of Canadian and United vessels which entered and cleared at Canadian ports, in the years specified, with the total tonnage of both classes of vessels, and the aggregate tonnage of all the vessels, sea-going and inland, which arrived at and departed from the ports of Canada:—