

United States to another port in that country is protected; it is confined absolutely to their own vessels, while in the Canadian coastwise trade the British ship enjoys the same privilege as the Canadian. The coastwise trade of the United States in the lake region is larger than in Canada, yet Canadian products and trade are increasing so fast that many United States vessels are required to carry Canadian grain and other products to American ports that might go out through Canadian ports if there were more Canadian ships to move them.

The United States Government protects its shipbuilding on the Great Lakes as follows: Any vessel built in any other country cannot be registered in the United States. All repairs to a United States ship made in Canada must pay fifty per cent duty, including drydock charges, when she arrives in the United States. At present there is a Bill before Congress to prohibit any vessel repairs in a foreign port, at any rate only enough to carry the vessel to a United States port. In the coastwise trade this fully protects the coasting vessel, because no foreign-built vessel is allowed to compete with her, and it also protects the ship-builder, because he knows the new ship must be constructed in the United States, also the repairs which, in dull times, may help to keep his yards busy until new vessels are wanted. In this way both the shipbuilder and the ship-owner are protected. The Canadian-built vessel, or her co-operator (the British tramp), and the Canadian-owned United States-built vessel, may go to the United States for repairs, and come back to Canada without paying any duty on such repairs, or dry-dock charges.

Not one vessel built in Canada appears on the United States Register, while there are now on the Canadian Register (List of Shipping), 286 small and large steam-vessels, and 172 sailing vessels that were built in the United States, also 68 large steel steamers that were built in Great Britain.

About three-fourths of the above tonnage is doing business on the Great Lakes and the St. Lawrence, and in addition there is a fleet of small British tramp steamers, which have the same privileges as the Canadian-built ship in doing a coastwise trade in Canada, mostly on the Great Lakes and the St. Lawrence.