

of our immigrants, and absorb them into the national fabric. Now it will never be possible to so absorb a colored population; the race feeling may be reduced to its lowest point and the friendliest relations may exist between the blacks and the whites, but the two races must always remain separate. Moreover, negroes are not, as a rule, possessed of that industry and forcefulness which are so necessary to the Canadian settler; only now and then have they proved themselves equal to the duties of real citizenship. And so, while our sympathies are with the oppressed negro in the South, the idea of any extensive immigration of colored people into Canada is not one which commends itself.

The World's Shipping

AT the present time the shipping of the world consists of 29,943 steamers and sailing vessels, the steamers exceeding the vessels by 5,500. The days of the sailing ship are rapidly passing, and more and more the steamship is taking its place. The total shipping for 1902 shows an increase of 315 vessels, but this was entirely in the steamers, as there were fewer sailing vessels built than in any year in the history of shipping. Modern traffic of the sea is nowadays a matter of steam-power, and no longer of Nature's winds.

Of the total tonnage in the world, nearly one-half is British-owned. For the first time the British Empire possesses shipping exceeding sixteen millions tonnage, and the next closest is the United States, with three and a half millions. Nearly all of the British shipping is steamships, which thus adds to the superiority over that of any other nation or of the nations collectively. Great Britain has ever had a deep and justifiable pride in her merchant marine, which has indeed given her supremacy quite as much as her navy. England is a ship-building country, and island as she is, it is fitting that she should lead the world. Her colonies might follow her example more closely with profit. The eastern provinces of Canada have exceptional advantages for shipbuilding, and there is every reason to believe that the steel ship-yards that have

been proposed in Nova Scotia for the past two or three years would be successful. In the United States great progress has been made within recent years in the way of ship-building, but the industry is still in its infancy, and the American merchant fleet is as yet small. The six leading ship-owning countries, in order, are as follows: Britain and her colonies, United States, Germany, Norway, France, and Italy.

From Lake Huron to Lake Ontario

A PROJECT has been under way for several years by which Lake Huron is to be connected with Lake Ontario by way of the Trent Valley route. This route is two hundred miles in length, a saving of some two hundred and fifty miles on the present Lake route, and therefore an important factor in the business of transportation. Of these two hundred miles, about twenty miles are canals, and the rest is a natural system of lakes and rivers, the greater part of which is already navigable. The advantages of this route, as a short cut through the heart of Ontario, were recognized some years ago; a Commission was organized to promote the interests of the Trent Valley waterway, and Government assistance has been liberally given.

The system of lakes which forms the essential part of the route is known as the Kawartha Lakes, whose highest level is six hundred feet above the level of Lake Ontario. This necessitates a series of drops at the eastern end, the heaviest being at Peterboro', where a drop of sixty-six feet has been overcome by the construction of the largest canal locks of their kind in the world. Vessels will be raised or lowered this distance in two immense pontoons, operated by hydraulic power. These locks, which are somewhat of a triumph for Canadian engineering, represent an expenditure of \$1,000,000, and are now just about completed. The other canal locks in the route are of ordinary proportions, and portions of the work at both ends of the route are still under construction.

Whether the Trent Valley route will ever play a leading part in the transportation of western produce to the seaboard has