

former greatness. Away back in 1874 the tonnage on the registry books of the Dominion amounted to more than one million one hundred and fifty thousand tons, and to-day it is less than seven hundred thousand tons. Since 1874 the foreign trade of Canada has increased from an annual value of \$89,351,928 to a value of \$137,950,253 in 1897. With increased Canadian freight it is natural to expect increased Canadian shipping, and the disappointment that this has not been obtained is the greater because of the realization that the best use has not been made of the opportunities at hand. We give a comparative statement of the number of vessels and tonnage on the Canadian registry books, from 1883 to 1898, inclusive:

| Year.     | Vessels. | Tons.     |
|-----------|----------|-----------|
| 1883..... | 7,374    | 1,276,440 |
| 1884..... | 7,254    | 1,253,747 |
| 1885..... | 7,315    | 1,231,856 |
| 1886..... | 7,294    | 1,217,766 |
| 1887..... | 7,178    | 1,130,247 |
| 1888..... | 7,142    | 1,089,649 |
| 1889..... | 7,153    | 1,040,481 |
| 1890..... | 6,991    | 1,024,974 |
| 1891..... | 7,015    | 1,005,475 |
| 1892..... | 7,007    | 964,129   |
| 1893..... | 7,113    | 912,539   |
| 1894..... | 7,245    | 869,624   |
| 1895..... | 7,262    | 825,836   |
| 1896..... | 7,279    | 789,299   |
| 1897..... | 6,684    | 731,754   |
| 1898..... | 6,643    | 693,782   |

The loss of shipping has been greatest in the Maritime Provinces. New Brunswick, for instance, had 315,906 tons of craft of all sorts in 1883, and 89,257 tons in 1898. The same story may be told of Nova Scotia and Prince Edward Island. The provinces on the Atlantic have failed to fall in with the change, or rather the revolution which has taken place in the shipping world during the past fifteen or twenty years. In previous articles it has been pointed out that when wooden ships were in vogue, the yards of the Maritime Provinces were actively employed, while each port had a respectable tonnage. Wooden sailing ships have given place to steel steamers, and to-day there is not a ship-building yard of any considerable size on the Canadian Atlantic coast.

It is not alone the Maritime Provinces that have been subjected to this disheartening decline in shipping interests; a similar movement has taken place in Quebec and Ontario. Although the traffic on the Great Lakes has grown to enormous dimensions, the tonnage registered in Ontario is now less than it was twenty years ago. The combined tonnage of Ontario ports is only 134,180 tons, and not all of this is employed on the Great Lakes. The tonnage registered at Ottawa exceeds that of any other port in Ontario, and is made up largely of craft employed in the lumber trade of the rivers, while the Government fishery cruisers are also registered at the Capital. Some of the large vessels plying on the Great Lakes, as for example the C.P.R. steamers "Alberta," "Manitoba," and "Athabasca," are registered in the province of Quebec. This, however, only serves to emphasize the generality of the decline in Canadian shipping by calling attention to the record of Lower Canada. Quebec, with 248,349 tons registered in 1878, after the lapse of twenty years, has a registered tonnage of 144,447 tons. Even allowing for the increase of railway carriage, lack of freight cannot be responsible

for the lack of vessels. As previously shown, the shipments to and from Canadian ports are constantly increasing. On the Upper Lakes there are opportunities for Canadian freighters. But vessels are not available. The Ottawa, Arnprior and Parry Sound Railway Company, which has recently entered the grain carrying trade on an extensive scale, has chartered and almost exclusively uses vessels registered in the United States. Eighty-four per cent. of the Manitoba wheat exported in 1897 was carried in United States lake vessels to Buffalo and from thence sent to the seaboard. The following year the United States lake vessels carried 88 per cent. of the Manitoba wheat intended for British markets. These are facts which no Canadian will relish.

The practical question is what can be done to resurrect Canadian shipping. Matters have apparently passed the stage when the ordinary remedies of a revival will suffice. The country's representatives at Ottawa have spent more than four months in Ottawa over questions which with ordinary business ability and frankness between the Opposition and Government could have been settled in as many weeks. Here is an important problem that demands immediate attention at the hands of the Canadian Parliament. The whole country is interested in its solution.

#### CANADA'S PREFERENCE UNAPPRECIATED.

An interesting address was recently delivered by the Right Hon. Lord Farrer to the British Iron Trade Association. The gist of the case with which Lord Farrer dealt was, as he described it: That while the exports of the iron and steel manufactures of Great Britain are still very large, and indeed larger than those of any other country, their proportion to similar industries in other countries, especially Belgium, Germany, and the United States, is much less than it was; that there is a large and increasing import of foreign iron and steel into the United Kingdom, and that foreign countries are rivalling us in neutral markets.

In the course of his address, Lord Farrer had occasion to refer to the preference in tariff which Canada had given the Mother Country "As regards the colonial market, it is pointed out," he said, "that the preference given by Canada to British goods has proved a failure, and that since that preference was given, the importation of United States goods into Canada has increased faster than the importation of British goods." "If so," the speaker went on, "I cannot help feeling that it is a matter for congratulation that the experiment has failed. I cannot conceive anything more mischievous or more likely to cause ill-feeling between Canada and this country than an arrangement under which Canada should undertake for the sake of England to forego purchases of manufactured goods, which she would willingly make in the United States, or under which English workmen should feel that their bread and meat were made dearer to them in order to give better prices to Canadian farmers."

This statement of the probable effects of a preferential tariff is one which, as yet, experience in Canada has not justified. Sir Alfred Hickman, in opening the discussion on Lord Farrer's paper, challenged these remarks, as to the evils of a preferential tariff. He asked: In the first place, had this step on the part of Canada