

SHIPBUILDING IN CANADA.

THE HANDICAPS, AND THE REMEDY THEREFOR SUGGESTED.

On the Great Lakes and the St. Lawrence River, there is now a fleet of vessels that would carry about 3,000,000 tons at one time. There was carried last year about 60,000,000 tons of western products eastward.

Of this great fleet of vessels, less than three per cent of the vessel tonnage is owned in Canada, although Canada possesses fully half of the coastline, and bears the great expense of supporting this waterway, canals and aids to navigation. While the country is growing rich, and Canadian products west of and along this waterway are increasing very fast, the Canadian ship tonnage does not keep pace with the rest of the country. In fact, it is about the only industry of importance that is not protected properly.

On the other side of this great fresh water course, in the United States, ships and shipbuilding for the lake trade are fully protected. Shipbuilding is in a wonderful state of prosperity, there being fully thirty times as much in progress as on the Canadian side. Compare the annual report of the largest shipyard in Canada with the annual report of the largest shipyard in the United States on the Great Lakes, and it will be seen that the first is struggling along with little or no profit, while the other has had the greatest possible prosperity for the past seven years.

On the American side of the upper lakes, last year and this year, including vessels now under contract to build, more than one hundred steel ships of from 450 to 610 feet long, with a carrying capacity of from 8,000 to 14,000 tons each, and costing nearly \$50,000,000 will be launched. As this great fleet comes into use, there will be a lot of old small vessels to sell to Canadians.

A great part of the lake trade is common to both Canadian and United States vessels, that is, products from one side to the other. The carrying of cargo coastwise, or from a port in the