

in 1875 to over three and a half million pounds at the present time, apart from the home consumption, of which we have no satisfactory statistics, but which may be estimated at two million and a half pounds in addition. The deep-sea fishery is now carried on in a better and larger class of vessels than formerly, and the crews are consequently able to compete successfully with the enterprising fishermen of Gloucester and other ports of New England.

The people of New England have always cast an envious eye on the fisheries of Canada; and now that the controversy has been revived, we may be sure there will be a determined effort on their part to gain access to her valuable waters on terms as little favourable as possible to the Dominion. The Canadians, however, knowing the increasing value of their fisheries, are not disposed to surrender their rights without receiving adequate return. They are quite prepared, as in 1854, to enter into a fair arrangement of reciprocal trade in certain products of both countries, but it is also now quite evident that the dominant party in Canada will not make any treaty with their neighbours which will in any way interfere with the success of the national policy, or make Canadians dependent on the United States.

The natural resources of Canada have naturally tended to develop a large commercial marine in Canada. In the first place, the carriage to foreign markets of her principal natural products—of the mine, of the fisheries, and of the forest—has always given a great stimulus to the construction of vessels of all sizes, from the full-rigged ship which sails round the world, to the little schooner which is engaged in the fisheries or the coasting trade. Canada now owns a fleet of between six and seven thousand vessels, with an aggregate tonnage of over a million and a quarter of tons, valued at over six million pounds sterling—a tonnage which places her in the front rank of commercial and maritime people. It is true the decreasing demand for wooden vessels has of recent years stopped the construction of large ships; nevertheless, in view of the great coasting trade—which has increased from 10,000,000 tons in 1875 to 18,000,000 in 1888—of the rapidly-expanding output of coal for domestic use, and of the yearly increasing demand for better and faster schooners for the deep-sea fisheries, this branch of maritime industry is still active, and Canadians can hold their own with their wealthy and progressive neighbours. The province of Nova Scotia has coal and iron capable of producing the finest steel, and the maritime capitalists of the Dominion must sooner or later turn their attention to that class of vessels which are best suited to the necessities of the commerce of these days.

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