

Decrease
in demand
for wooden
ships.

497: Iron and steel have so completely superseded the use of wood in the construction of ships, that the demand for wooden ships is reduced to an extreme limit, in consequence of which the ship-building industry in the Maritime Provinces, which used to be a flourishing one, has almost died away, and it does not seem probable that it can ever be revived, the decline having been caused by a cessation of demand owing to change of material, and not through depression of trade or any causes consequent on the policy of the Government of the day or within their control. There does not, however, appear to be any reason why ship-building should not again become a profitable industry, at any rate in Nova Scotia, the material used being, not wood, but iron and steel. That Province is favoured with large deposits of high class iron ore and excellent coal, and it may safely be said that capital and enterprise alone are wanting, to make the iron ships of Nova Scotia almost as eagerly sought after in the present market as were her wooden vessels in olden days.

Shipping
of Canada,
1888 and
1889.

498. The following table is a comparative statement of the total shipping of Canada, inland as well as sea-going, in the years 1888 and 1889:—

COMPARATIVE STATEMENT OF ALL VESSELS (BOTH SEA-GOING AND INLAND) ARRIVED AT AND DEPARTED FROM CANADIAN PORTS (EXCLUSIVE OF COASTING VESSELS) IN 1888 AND 1889.

NATIONALITIES.	Number of Vessels.	Tons Register.	FREIGHT.		Number of Men.
			Tons. Weight.	Tons Meas- urement.	
1888.					
British	3,316	3,326,417	1,341,407	581,945	96,033
Canadian	33,395	6,182,697	2,296,748	1,440,009	266,258
Foreign	27,592	5,708,194	1,181,602	1,441,217	278,620
Total	64,303	15,217,308	4,819,757	3,463,171	640,911
1889.					
British	3,305	3,333,079	1,304,650	586,196	105,069
Canadian	34,564	6,636,032	2,147,859	1,476,032	303,337
Foreign	27,188	6,085,110	1,596,950	1,233,337	281,680
Total	65,057	16,054,221	5,049,459	3,295,565	690,086