

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, excellent coal and adjacent flux, 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
1889 and
1890.

531. The following table is a comparative statement of the total shipping of Canada, inland as well as sea-going, in the years 1889 and 1890 :—

COMPARATIVE STATEMENT OF ALL VESSELS (BOTH SEA-GOING AND INLAND) ARRIVED AT AND DEPARTED FROM CANADIAN PORTS (EXCLUSIVE OF COASTING VESSELS) IN 1889 AND 1890.

NATIONALITIES.	Number of Vessels.	Tons Register.	FREIGHT.		Number of Men.
			Tons Weight.	Tons Mea- surement.	
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
1890.					
British	3,671	3,617,013	1,429,608	780,315	109,757
Canadian	38,222	7,709,133	2,200,020	1,366,381	353,975
Foreign	30,532	7,119,954	1,807,984	1,426,035	310,289
Total	72,425	18,446,100	5,437,612	3,572,731	774,021

Increase in
shipping.

532. Every year the shipping of Canada continues to grow, for there was an increase in 1889 over 1888 of 754 in the number of vessels, of 836,913 tons in the number of tons register, of 229,702 tons in the number of tons of freight, and of 49,175 in the number of men employed, while in 1890, as compared