

CHAPTER XIV.

MXXXI. The Marine Department.—MXXXII. Seagoing Shipping.—MXXXIII. Lighthouses.—MXLI. Expense of Maintenance.—MXLII. Cape Race Lighthouse.—MXLIII. Government Steamers.—MXLIV. Communication with Prince Edward Island.—MXLV. Harbour Police.—MXLVI. Distressed Mariners.—MXLVII. Inspection of Steamers.—MXLVIII. Certificates of Masters and Mates.—MXLIX. Coasting and Inland Certificates.—ML. Wrecks in 1893.—MXLI. Wrecks since 1870.—MLII. Loss of Life and Property.—MLIII. Reduction of Casualties.—MLIV. The Meteorological Service.—MLV. Expenditure of Department.—MLVI. Revenue. MXIX. Ships Built and Registered in Canada, or Sold to Other Countries.—MLX. Decline in Ship-building.—MLXI. Seagoing Vessels.—MLXIII. Arrivals and Clearances by Countries.—MLXIV. Tonnage Since 1867.—MLXVI. Vessels Carrying Cargo.—MLXVII. Increased Tonnage. MLXVIII. British and Foreign Tonnage.—MLXIX. Nationality of Vessels.—MLXX. British, Canadian and Foreign Tonnage.—MLXXI. Total Arrivals and Departures by Five-year Periods.—MLXXIV. Tonnage Carrying Cargoes in and out of Provinces.—MLXXV. Iron superseding Wood.—MLXXVI. Vessels Recorded at Lloyds.—MLXXVII. The World's Shipping.—MLXXVII. Vessels under construction in the United Kingdom.—MLXXIX. Steam and Iron beating Sails and Wood.—MLXXX. Iron Ship-building on the Clyde.—MLXXXI. Inland Shipping between Canada and United States.—MLXXXIV. Total Canadian Shipping, Inland and Sea-going.—MLXXXVII. Increased Size of Vessels.—MLXXXVIII. The First Steamer.—MLXXXIX. Provisions for Coasting Trade.—MXC. Coasting Vessels.—MXCI. Nationality of Vessels in Canadian Coasting Trade.—MXCII. Proportion of British and Foreign Tonnage.—MXCIII. Seagoing Vessels Entered and Cleared at principal Canadian Ports.—MXCIV. Shipping in British Possessions.—MXCV. Shipping in Foreign Countries.—MXCVI. Registered Vessels of principal Countries.—MXCVII. Canada's Rank.—MXCVIII. Early Ship-building in Canada.—MXCIX. Growth since Confederation.—MC. Steamers.—MCI. Description of Vessels.—MCIV. Shipping by Provinces.—MCVIII. Tonnage in 1893.—MCIX. Wrecked Canadian Vessels.—MCX. Vessels not Accounted for.—MCXI. Graving Docks.—MCXII. Government Docks.—MCXIII. Halifax Dock.—MCXIV. Cost of Construction.—MCXV. Vessels using the Docks.—MCXVI. Expenditure and Revenue.—MCXVII. Docks in other Countries.

1031. The maritime interests of Canada are large, and the importance of a thoroughly equipped Marine Department, therefore, correspondingly great. This has been recognized by the Government and people of Canada for many years. The Union of the provinces in 1867, by adding the large maritime interests of the eastern provinces to those of the province of Quebec, emphasized the necessity of a separate department. Hon. P. Mitchell became the first Minister of Marine and Fisheries and organized the department which has control of marine matters.