Registered sea-going tonnage, carrying cargo into British Columbia :—

| Year | Total. | Yearly average. | Per Cent. |
|---|---|---|---|
| 1874-78 | 735,936 | 147,187 | ..... |
| 1879-83 | 1,058,566 | 211,713 | + 43·8 |
| 1884-88 | 1,935,085 | 387,017 | + 82·8 |
| 1889-93 | 3,928,138 | 785,628 | + 103·0 |
| 1893 | ..... | 705,054 | + 10·2 |

Registered tonnage, carrying cargo out of the province :—

| Year. | Total. | Yearly average. | Per cent. |
|---|---|---|---|
| 1874-78 | 703,881 | 140,776 | ..... |
| 1879-83 | 1,300,319 | 260,064 | + 85·0 |
| 1884-88 | 2,154,703 | 430,940 | + 65·7 |
| 1889-93 | 4,999,841 | 999,968 | + 132·0 |
| 1883 | ..... | 1,090,558 | + 9.1 |

1075. Iron and steel have so completely superseded the use of wood in the construction of ships that there can be little, if any, development in the ship-building industry of Canada till the great natural facilities of the Dominion are properly applied. The province of Nova Scotia possesses such large deposits of iron ore, coal and flux in close proximity to each other and to ship harbours that capital and skill should find a splendid opening for successful enterprise.

1076. The following tables show the number and tonnage of sea-going vessels of 100 tons or over recorded in Lloyds. The statistics for steam vessels are based on gross tonnage, as the deductions to secure net tonnage in steam vessels vary considerably among nations. The number of vessels, as well as the tonnage in the world's mercantile marine, is given. The salient features are the steady increase in size of vessels and the substitution of steel for other materials. The compilation shows the progress