

but in the nineteenth century larger ships were built for foreign trade. Until 1865 the shipbuilding industry advanced in those parts, but by 1871 iron hulls had replaced wooden ships, and further, the years of the Reciprocity Treaty had seen the exportation to the United States of practically all the Maritimes' hackmatac, which was the finest of all soft woods for shipbuilding. The building of passenger boats and freighters is carried on now at various ports on the Great Lakes; in British Columbia, where there is native coal and iron, ships are built, especially at Vancouver, Esquimalt and Prince Rupert.

Ocean shipping was begun only towards the middle of last century with the advent of steamships. In 1833, the *Royal William*, a Canadian ship, which had been built to ply between Quebec and Halifax, crossed the Atlantic from Pictou to London. A few years later, Samuel Cunard enlisted English capital and in 1838 obtained a seven years' contract from the British government to carry mail across the Atlantic. His company, the Cunard line, pursued a conservative course; wooden ships were built for it long after iron hulls were a proven success, likewise paddle wheelers when these had been largely replaced by twin screws. By 1867, the company's business had shifted to New York, and in that year the terminal was moved thither from Halifax. The Allan line had a somewhat similar early history, but it has maintained itself as a Canadian line, pursuing a more modest course than the Cunard in the size and speed of its vessels. Now both the C.P.R. and C.N.R. own ocean fleets as extensions to their railway systems.

**The Department of Marine:**—Administration of the general shipping interests of Canada is divided between the Marine Department and the Department of the Naval Service.<sup>1</sup> The Marine Department includes the control, regulation, management and supervision of various services, chief amongst which are (1) administration of the Canada Shipping Act and other Acts of the Dominion Government relating to marine transportation; (2) pilotage; (3) the construction and maintenance of lighthouses, lightships, fog alarms, buoys and beacons; (4) ports, harbours, piers, wharves and breakwaters; (5) the Meteorological Service of Canada; (6) sick and distressed seamen, and the establishment, regulation and management of marine and seamen's hospitals; (7) river and harbour police; (8) inquiries into the causes of shipwrecks and casualties and the collection of wreck statistics; (9) the inspection of steamboats; (10) the construction and maintenance of the St. Lawrence River Ship Canal and (11) the maintenance of winter communication between Prince Edward Island and the mainland. The net revenue of the Marine Department for the fiscal years ended March 31, 1920 and 1921, was \$303,002 and \$396,617 respectively, and the expenditure for the same periods was \$38,301,080 and \$26,038,902, as compared with \$4,459,165 in the fiscal year ended March 31, 1919.

<sup>1</sup>For information relating to the Department of the Naval Service refer to heading "Naval Service of Canada," in the index.