

No. 10.

INFORMATION FOR THE ELECTORS.

WHAT THE N.P. AND THE GOVERNMENT HAVE DONE FOR THE MARINE INTERESTS OF CANADA

Notwithstanding that iron and steel are taking the place of wooden ships the world over, and many ships engaged in the Canadian coasting trade are registered in England and in foreign countries, the Maritime Provinces owned no less than 724,057 tons registered shipping in 1889.

Canada ranks fourth in registered tonnage among the nations of the world, excluding Great Britain:—

United States.....	2,158,714
Norwegian	1,481,339
German	1,271,273
Canadian	1,040,481

Ontario's tonnage has grown from 89,111 tons in 1873, to 141,839 tons in 1889.

The arrivals at the different Canadian ports show the growth of the coasting trade in Canada.

1879.....30,850 vessels arrived with a tonnage of 6,118,702.

1889.....52,929 vessels, representing no less than 10,219,856 tons.

An increase in ten years of 22,079 vessels and 4,101,154 tons.

From the sea the arrivals at Montreal were:—

In 1879.....	349,708 tons
In 1889.....	529,538 tons

In Nova Scotia the ship building has revived.

In 1887 Nova Scotia built 87 vessels, 12,300 tonnage.

In 1888 Nova Scotia built 116 vessels, 12,900 tonnage.

In 1889 Nova Scotia built 126 vessels, 18,645 tonnage.

While In 1890 she built 148 vessels, 33,746 tonnage.

Of the vessels built in Nova Scotia last year, 3 were over 1,200 tons, one over 1,500, one over 1,700, and one over 2,200. There are a good number of barkentines and brigantines from 450 to 600 tons. The remainder, large and small schooners. The large schooners range from 150 up to 639 tons, Parrsboro alone building eight between these figures. Nova Scotia appears to be building a very fine class of schooners.

Windsor built 10,500 tons last year.

LIGHTS, &c.

	Light Stations.	Light Houses.	Fog Horns
1878.....	427	518	4
1890.....	599	705	32

BUOYS AND BEACONS.

	Buoys.	Beacons.
1878.....	865	63
1890.....	1841	87

Since 1878 the Government has sent an expedition to Hudson's Bay, arranged for tidal observations, established a signal service and made extended surveys of Canadian waters, in addition to the various works under the Marine Department.

No less than \$17,392,355 have been expended on marine service by Canada since Confederation.

The record of wrecks and casualties in Canadian waters shows that while 533 casualties occurred in 1879, only 242 occurred in 1890, and while 339 lives and \$4,119,233 were lost by these casualties in 1879, in 1890 the loss was 64 lives and \$1,194,576.

Canada's lights are free as air to the shipping of the world.

OUR FISHERIES.

PROTECTION OF INLAND WATERS.

Previous to Confederation, the provincial fishery laws, containing for the most part excellent provisions, were not systematically enforced, and as a result, the inland fisheries most needing protection steadily declined.

FISHING BOUNTIES.

Under the provisions of the Treaty of Washington, of 1871, the fishermen of the United States of America were, among other privileges, admitted to the free use of the Canadian inshore fisheries, the enjoyment of which had, during the period between the abrogation of the reciprocity treaty of 1854 and the ratification of the above named treaty, been reserved to British subjects exclusively. In view of the competition to which the enjoyment of these fisheries by foreigners exposed Canadian fishermen, it was deemed expedient by the Canadian Government for the encouragement of, and assistance in, the building and fitting out of improved fishing craft, the improvement of the condition of

fishermen and the development of the deep sea fisheries, to grant annually, as a bounty, a sum of \$150,000; which sum would represent about $3\frac{1}{2}$ per cent. on the award of the Halifax Commission as the compensation paid Canada for the privileges accorded United States' citizens in excess of those accorded to Canadians by the treaty of Washington. Since 1882, there has been a total sum of \$1,403,262 paid in the shape of bounties among fishermen of the Maritime Provinces; being an average yearly distribution of \$156,657 among an average of 33,662 fishermen.

In 1882, there were 11,972 claims paid to 29,932 fishermen.

" 1889 " 17,078 " " 38,343 "

being an increase of 5,106 claims and 8,411 fishermen.

During the eight years since 1882, the average number of vessels claiming bounty was 837, representing a tonnage of nearly 32,000 tons. The average number of boats was 13,493 and the average number of fishermen 27,000. The highest individual bounty paid was \$17, and the general average per man \$4.65.

ARTIFICIAL FISH CULTURE.

The great advantages to be derived from supplementing by artificial means the natural facilities of our waters for reproducing all kinds of fish are so well established by experience, that it is scarcely necessary to enlarge on them. Even in their natural state, our rivers have a limit of productiveness; but owing to climatic causes and other accidents this is seldom reached, and where artificial obstructions occur, the streams are deprived of their capacity. The area of re-production is thus greatly contracted. When to these causes of deterioration are added improved appliances for capturing fish and increased numbers engaged in fishing, it becomes imperative to substitute some efficient means of providing for a yearly growing demand. This can be done by the establishment of hatcheries. With adequate accommodation, every description of fresh water fish may be reproduced and particularly those kinds which are best adapted for canneries and available for domestic food.

There are at present thirteen hatcheries in operation in the Dominion, as follows:—

Ontario.....	3
Quebec.....	4
New Brunswick.....	2
Nova Scotia.....	2
Prince Edward Island	1
British Columbia	1

Since 1879, six of these establishments have been put up, giving one hatchery to each Province.

Fully realizing the importance of supplementing the inroads made by man on the shore fisheries of the ocean, the Government is now engaged providing means for the artificial hatching of Lobsters, and the success already achieved in this direction by the sister province of Newfoundland is a promising augury of success.

While the total number of fry distributed from these hatcheries in 1879 was only 21,000,000, it reached 90,213,000 in 1890, and has averaged, for the past six years over 80,000,000. Whitefish and salmon-trout not being indigenous to the waters of the Maritime Provinces, efforts have been made during the past three or four years to introduce them into the numerous lakes of Nova Scotia and New Brunswick. Success bids fair to crown this experiment.

The number of men employed in the fisheries was, in 1879, in vessels, 8,818, and in boats, 52,577, altogether 61,395; and in 1889, in vessels, 9,621, and in boats, 55,382, making a total of 65,003 men, or 3,608 more fishermen in 1889 than in 1879.

The value of the fisheries in 1879 was \$13,529,254, and in 1889 was \$17,655,256. The total amount from 1879 to 1889, both inclusive, was \$185,257,219—a steady increase from thirteen to seventeen millions of dollars since 1879.

Canada, since 1878, has expended \$1,633,531 in the protection of her fisheries, in addition to \$1,403,262, in bounties to fishermen.

Table showing number, tonnage and value of vessels and boats engaged in the fisheries of Canada, together with the value of fishing materials employed, during 1879 and 1889:—

	1879.	1889.
Vessels, number.....	1,183	1,100
“ tonnage.....	43,875	44,936
“ value.....	\$1,714,917	2,064,918
Boats, number.....	25,616	29,555
“ value.....	\$854,289	965,010
Value of nets and seines.....	\$988,698	1,591,085
Value of other fishing material.....	\$456,717	2,149,138
Total of capital invested.....	\$4,014,521	6,770,151

The fostering care of the Government has been exercised upon the fishermen of Canada, with most beneficial effect. Canada's fleet of fishing vessels cannot now be surpassed, in trimness, in seaworthiness and in adaptability to the purpose, by the fishing fleet of any country in the world.