

at present most in want of. With such vessels capable of making the passage from Moville to Rimouski via Belle Isle in 5 days & 23 hours, & via Cape Race in 6 days & 12 hours; & from Moville to Halifax by the short route in 5 days & 20 hours, & by the long route in 6 days & 9 hours, as against 6 days & 4 hours to 6 days & 12 hours by the New York routes, at an average speed of 19 knots, we would be able to secure a fair share of passenger traffic besides the higher classes of freight traffic. Such vessels would be capable of steaming 17 to 18 knots in fair weather, & would in summer make the passage in very much less time than I have indicated. No country in the world, as far as I know, has leapt in a bound to the highest acme of speed in its steamship service, & it seems to me both unlikely & undesirable that Canada should attempt to do so.

It should, however, be realized, that in order to secure a good mail service an adequate subsidy must be allowed, or failure will surely ensue. A great deal of money has been spent in the subsidizing of railways. Trains are being run from the Atlantic to the Pacific for the carriage of passengers not only from one point of Canada to another, but for the accommodation of trans-continental, Australian, Japanese & others who are attracted to Canada by the beauties of the scenery on the C.P.R. route. It seems, therefore, that the link is not complete without an improved service. The speed I suggest would give steamers that would be capable of making the passage in as fast time as the fastest vessels to New York, & would also be able to carry a considerable quantity of cargo, & thus accommodate the many high-class dairy industries of Canada which have sprung up of late years, & which are bound to increase & multiply as time goes on. The shipping of butter, poultry & eggs, as well as many other goods, in cold storage is only in its infancy, but we have had sufficient experience in the trade to know that they can be produced in this country of a quality to compete in the English market with the rest of the world, & it only requires time & the attention of our farmers to allow of the trade being developed to an enormous extent.

Facilities for the free & economical movement of traffic are a chief factor in the building up of a seaport. Montreal has the immense advantage of possessing interior water facilities during the season of navigation. Her railway facilities are also great & growing. Formerly she had but one railway, the G.T.R. Afterwards the C.P.R. was established, & simultaneously the G.T.R. found it necessary to double its tracks in order to accommodate its trade. And last season a new line, the Canada Atlantic, came into operation, bringing to Montreal some 8,000,000 bus. of grain, & 50,000 tons package freight for export to Europe; & this without apparent diminution of traffic by other lines. St. John might do worse than promote the extension of the Intercolonial to connect with the new road. But facilities are not everything. Without men to use them they are, indeed, comparatively valueless. The facilities of Montreal are in a great part used by the merchants of Montreal. Merchants of St. John, it is for you to do likewise. In this way you will hold the destinies of your port in your own hands & continue to be worthy sons of your own fair city.

I am a Canadian, born under the sunny skies of this fair Canadian climate. I know & realize that our national development for the last half century has been slow. To the student of history the reason has been plain. We have to the south of the line a vast country that has attracted, for many reasons, the tide of immigration. We have waited patiently, knowing that our time would come. It has, thank God, in the day and generation of us who sit around this board, come at last.

There are no longer on the other side or within the borders of our neighbors to the south, lands to be taken up by the surplus population of Europe. Where must they come? To Canada. We have in our boundless Northwest millions upon millions of acres that only require the hand of the agriculturist to turn them into a garden from which we can feed the multitudes of Europe. Canada to-day is the proudest jewel in the British crown. The progress & development which followed the events of 1775 in the U.S., will be repeated in Canada in future years, dating from the jubilee year of 1897.

We, in this country, occupying as we do the northern portion of the continent of America, inhabited as it is by a sturdy & loyal race, possessing as a national heritage millions upon millions of acres of rich virgin soil from which we can supply the food which the eastern hemisphere must necessarily draw from the west; our destiny is plain. The history of the Roman & Grecian empires has taught the world that a northern race must ultimately triumph over a people reared under a southern sun. I do not utter these words in disparagement of the valor & the commercial enterprises of our neighbors to the south, but I, as a Canadian, whose interests & future are identified in every possible way with Canada, know that history must repeat itself, & that as the northern race in a barbarian age overran the Roman & Grecian empires by the force of arms, so with the Canadian people, occupying as they do, the same position territorially as the Goths & the Vandals occupied to Rome, we will, in the near future, attain a dominant position in the world of commerce in this, the western hemisphere.

Mr. Blair, the Minister of Railways, in the course of a speech said he hoped soon to have the Canada Atlantic Ry. connected with the sea, & as a result he believed the maritime ports of St. John & Halifax would be benefited & the trade of Canada increased.

General Superintendent Timmerman, of the C.P.R., said that Co. was ready & willing to compete with the rates to New York, Boston & Portland, thus overcoming the physical disadvantages of the maritime port of St. John. The C.P.R. had made & was making every effort to make the St. John winter port business successful & every department of the road seemed to be working to that end. To do this great efforts were required & no small sacrifices, for it was no small undertaking to divert business which had long been established at nearer although foreign ports.

The Trade of the St. Lawrence.

The shipping of the St. Lawrence ports for 1898 has been extensive. In 1897 there entered the port of Montreal 479 vessels, with an aggregate tonnage of 1,054,225; this year there arrived 516 vessels, with the tonnage of 1,212,747. It will be readily seen that the gain in tonnage is proportionally much greater than the gain in the number of vessels entering the port.

The coastwise steamers in Montreal harbor also show a substantial increase, both in vessels & tonnage. In 1897 there arrived 300 vessels, while this season 330 arrived. The tonnage for 1897 was 317,000 tons, & this year 345,800, being an increase of 28,000.

Both imports & exports from Montreal show a marked increase. That of the former is indicated by the customs returns. The customs receipts at Montreal from May 1 to the close of navigation a year ago were \$3,708,345.46, while during the same period of 1898 they were \$4,842,695.35, an increase of over \$1,100,000 in less than 7 months. All the St. Lawrence ports, with the exception of Quebec, show an increase in the imports of coal, Montreal, Sorel, Three Rivers & Quebec taking 932,793 tons, as against 896,157 tons

the previous year. There was an extraordinary movement for export from Montreal, as is to be gathered from the following table:

	1898.	1897.
Wheat, bushels.....	8,933,393	7,027,058
Corn, bushels.....	19,115,891	6,778,866
Peas, bushels.....	1,640,466	1,865,533
Oats, bushels.....	6,801,239	2,631,785
Barley, bushels.....	320,297	247,148
Rye, bushels.....	969,943	361,627
Flour, barrels.....	856,312	772,124
Meal, barrels.....	34,171	40,014
Pork, barrels.....	2,757	585
Lard, barrels.....	44,675	85,043
Meats, packages.....	136,261	228,752
Eggs, cases.....	186,173	141,853
Hams, bacon, boxes.....	12,484	8,123
Apples, barrels.....	385,475	725,016
Cheese, boxes.....	1,888,785	2,102,985
Butter packages.....	278,922	225,268

The decreased movement of peas, meal, lard, meats, cheese & apples is more than made up in the increase in other Canadian staple products.—Monetary Times.

Sault Ste. Marie Canal Traffic.

The Marine Record gives the following figures of freight & passenger traffic to & from Lake Superior during Nov.:

EAST BOUND.

ITEMS.	U.S. CANAL	CANADIAN CANAL	TOTAL
Copper, net tons.....	16,068	553	16,621
Grain, bushels.....	2,338,842	524,673	2,863,515
Building stone net tons.....	1,216,513	119,499	1,336,012
Flour, barrels.....	604,089	154,743	758,832
Iron ore, net tons.....	3,716	3,716	7,432
Iron, pig, net tons.....	84,771	133	84,904
Lumber, M. ft. B.M.....			
Silver ore, net tons.....	13,758,421	2,217,820	15,976,241
Wheat, bushels.....	12,222	836	13,058
Unclassed freight, net tons.....	453	109	562
Passengers, number.....			

WEST BOUND.

ITEMS.	U.S. CANAL	CANADIAN CANAL	TOTAL
Coal, (hard) net tons.....	90,809	6,200	97,009
Coal, (soft) net tons.....	299,432	48,271	347,703
Flour, barrels.....	311		311
Grain, bushels.....	11,200		11,200
Manufactured iron, net tons.....	20,108	2,805	22,913
Salt, barrels.....	70,005	1,874	71,879
Unclassed freight, net tons.....	55,897	6,750	62,647
Passengers, number.....	96	240	336

East bound freight, net tons..... 1,623,182
West bound freight, net tons..... 535,103

Total..... 2,158,285
Total craft, United States..... 1,394
Total craft, Canadian..... 281

Total..... 1,675
Total registered tonnage, U.S..... 1,545,524
Total registered tonnage, Canadian..... 270,018

Total..... 1,815,542
The returns to the Department of Railways & Canals gave the following figures for Nov.:

Year.	Vessels.	Vessel tonnage.	Freight tonnage.
1897.....	293	28,937	406,523
1898.....	280	270,749	306,044

For the entire period of navigation to Nov. 30 the figures are:

Year.	Vessels.	Vessel tonnage.	Freight tonnage.
1897.....	4,166	3,739,992	4,858,599
1898.....	3,643	2,745,216	2,965,301

Ontario & the Great Lakes.

The people of Whitby want the Government to take over the harbor & to deepen it to 14 ft.

The steamer North King has been put in dry dock at Kingston, to remain there till the spring.

A steam launch is being built at Kingston, Ont., for Dr. Evans, for use on the river Jordan, Palestine.