

towards their abolition. Irregularities in the weighing of grain at elevators were referred to, and measures taken to correct the same. The association had expressed to the Winnipeg Grain and Produce Exchange their desire to have responsibility for the weight of the cargo rest entirely on the elevator, with no interference, however, in the system of Government supervision of the weighing except in the case of loading vessels. The committee recommend that the owners of vessels carrying grain from Port Arthur and Fort William should enter into an agreement prohibiting the offering of any inducements to employees of any elevator to secure quicker despatch or advantage in loading, and that thereafter a deputation should wait upon the management of the C.P.R. and C.N.R. elevators to ask assistance in improving the conditions at the ports named; and that, if possible, vessel-owners should appoint one agent to act for all at these ports. The total membership represented in the association is 112,297 tons, of which 79,349 tons is steam and 32,949 tons other vessel property. The following officers were elected: President, J. A. Cuttle, Montreal Transportation Company; vice-presidents, H. C. Hammond and A. A. Wright, Toronto; Executive, C. F. Gildersleeve, Kingston; James H. Hall, Ottawa; H. W. Richardson, Kingston; C. J. Smith, Montreal; R. O. Mackay, Hamilton; D. Murphy, Ottawa; S. Crangle, Toronto; Capt. Thomas Donnelly, Kingston; Frank Plummer, Toronto; secretary-treasurer, Francis King, Kingston.



OLD TIME LAKE CRAFT.

Our papers under this caption have brought us half a dozen letters and applications for additional copies of the issues in which they appeared. Evidently the subject possesses interest for dwellers along the lower lakes and Detroit river, who can remember the craft and the scenes referred to. From the letters received, we select two for reproduction to-day. The first is from a Windsor merchant, Mr. Bartlet. We copy the concluding portion:

. . . I was so much interested by your articles on "Old-Time Lake Craft," that I cannot refrain from adding to them. You may easily imagine how they would appeal to me, as much to the manor born as yourself. What particularly stirred me was your description of the west-bound sailing vessels at the west end of the lake, which on a change to a fair wind came into the river in sometimes a vast, white cloud, so to speak. I have seen that sight several times, as a mere boy—and boy as I was, it was thrilling. The sound of the windlasses raising the anchor; the hoisting of the sails; the cloud of canvas; and the cheery voices of the sailors—it all made combination of sights and sounds never again to be witnessed or heard on the old Detroit river, or indeed anywhere else. . . There is something pathetic about it from this point of view, for the living eye-witnesses are passing away.



OLD TIME LAKE CRAFT.

Editor Monetary Times:

Dear Sir,—I have to thank you for sending me two copies of the Monetary Times, March 17th and March 24th, containing reminiscences, signed J. H., of the old steaming and sailing craft of Lakes Ontario and Erie. They lead me to indulge in memories of 1845 to 1850, which if you do not care to publish I shall yet not be offended.

I am not old enough to recall the "Walk-in-the-Water," which was the first steam paddle steamer to waken the echoes of Erie and scare the Indians early in last century, but I do remember the "Red Jacket," a very early lake boat, she was a low, side-wheel, low-pressure boat, having two masts rigged with canvas. She actually made seven miles an hour. Her cut-water was of the conventional sort, not straight up-and-down, but of a double curve, like a sailing vessel, or an early Cunarder.

The swiftest boat on Lake Erie, until the "London" came out, was the "Buffalo," an American built side-wheel, low-pressure, sliding-beam steamer. She used to race with the Canadian steamer "London," but was always beaten

into Buffalo by one or two hours. This was the boat described by Sir Richard Bonnycastle, who calls her the "Thames," in mistake.

If you care to go to the Public Library, and look up a volume entitled "Canada and the Canadians in 1846," you may find an interesting forecast of the commercial features of Canada as Sir Richard judged them, almost sixty years ago. He describes Detroit of those days. Being a colonel of engineers, he busied himself making a sketch of a star fort, intended for the north end of Bois Blanc Island, opposite Amherstburg. His military eye perceived the importance of that position in case of possible hostilities, for the island is in British waters.

I remember, too, the steamer "Earl Cathcart," launched at Amherstburg in 1846. She was owned by a group of persons in that town, the brothers Park, John MacLeod, Thomas Paxton, and others. Her commander was Capt. Duncan, and she plied from the Bruce Mines to Montreal. When a little boy I made a trip on her from Detroit River to Kingston. She was laden that trip with copper ore from the north shore of Lake Huron. The "Cathcart" was a wooden boat with twin screws and one mast.

Such remembrances as are called forth by the papers of J. H. serve to bring back the days of comparatively small things in the marine history of the Great Lakes. And I venture to add my little tribute of praise to the enterprise of Canadians in their rivalry of the more numerous and wealthy Americans. Of late years our American friends have distanced us; but we ought not to forget the sturdy adventures of our fore-fathers half a century ago to keep pace with the rapid settlement of those distant days. We are making progress again in late years, I am glad to see, in steel shipbuilding this time.

By the way, did you notice among last week's telegraphic despatches one from Simcoe, Ont., telling of the death of a woman who acted the part of a heroine on a bitter November day of 1854. During the stormy, snowy night before, the schooner "Conductor," owned in Amherstburg, ran ashore on Long Point, Lake Erie. The waves washing over her deck and cabin, the crews took to the rigging. Mrs. Becker, who lived along the shore saw them, built fires on the sand and signalled them to swim. Then she waded into the raging water and helped the poor exhausted sailors to the fire. One by one made the attempt, till all were saved. For her bravery, the Government gave her a farm of 100 acres, and a purse of \$1,000 was given her by Buffalo ship-owners. The New York Lifesaving Association decorated her with a handsome gold medal. She also received a letter of commendation from Queen Victoria. In the forty-nine years since this event happened, Captain Henry Hackett and his crew of six are all dead, I am told, but one—John Jones, who lives on Detroit River. It is a wonder none of them died of exhaustion on that fearful night. I have heard Captain E. P. Dorr, of Buffalo, tell the story of how that Amazonian woman, Abigail Becker, pulled them out of the water and half-carried them to the fire on the beach. She was a wonder, big in body and in heart.

DAVID KEMP.

Toronto, 27th March, 1905.



—A combination offer of practical helpfulness to all classes of business men is made on page 1319 of this issue, to which your attention is especially called.



—The Montreal Board of Trade is taking up in earnest the question of making Montreal a free national port, and will shortly send a deputation to Ottawa to confer with the Premier on the subject. The delegates will advocate primarily that Montreal be soon made a free port, and that until this is done the commercial bodies now represented on the Board of Harbor Commissioners shall continue there, and not be removed in accordance with recent suggestions. The commercial bodies now represented on the Harbor Board are the Board of Trade, the Chambre de Commerce, the Corn Exchange Association, and the shipping interests.