

carrying grain from Fort William to either of above ports for the balance of the season. H. D. Metcalfe, J. Carruthers & Co., A. McFee & Co., L. Coffee & Co., Crane & Baird, Northern Elevator Co."

The Premier replied to the Montreal telegram that the request could not be granted on the information furnished, but that a deputation might wait on the Government on Nov. 20.

The Minister of Public Works wired Capt. Gaskin, of the Montreal Transportation Co., who replied as follows:—"Owing to a serious accident to our steamer Rosemount when entering Port Colborne harbor last trip, and also on account of exceptionally bad weather the last 10 days, we have been obliged to cancel some of our contracts from Fort William to Georgian Bay. Under these exceptional circumstances, we would not object to granting the request of Montreal grain men for balance of the season. We do not know of any Canadian bottoms available at present."

Other vessel-owners took prompt action, and the following telegram was sent the Premier from Toronto Nov. 19:—"Have received the message of Montreal shippers, and beg to say that facts as outlined are not correct. It is true weather has been stormy, but not exceptionally so for this season of the year. Vessels have been making good time, and with every prospect of doing so until close of navigation. There is no blockade at Fort William, and present shipping capacity can move fully 1,500,000 bush. a week. We have not had an unusual demand for charters, and it will be most unfair and contrary to all promises received to bring American competition against our Canadian vessels at this time of the year. Our present rates of freight are on a par with American rates. New boats are now in course of building, and contracts for more vessels to be built this winter now under way. We can never expect to build up a Canadian merchant marine unless we are assured of a permanent policy regarding coasting trade. The plea that defaults in contracts would occur is not correct, as shippers are not bound by contract except as tonnage is secured. We protest against any change being made, and it was promised

to the marine deputation by Sir Wilfrid Laurier that none would be made except by vote of Parliament. Hamilton & Fort William Steamboat Co., St. Lawrence & Chicago Steam Navigation Co., Montreal and Toronto Steamboat Co., the Wentworth Navigation Co., J. B. Fairgrieve & Co., R. O. & A. B. Mackay, Sylvester Bros., G. E. Jacques & Co., Conlin Bros., W. D. Matthews, J. T. Matthews, J. H. G. Hagarty, S. Crangle, Playfair & Co., Barlow Cumberland, Myles Transportation Co."

The Editor of THE RAILWAY AND SHIPPING WORLD telegraphed the Minister of Public Works as follows:—"Understand application has been made to allow U.S. vessels to carry grain from Fort William and Port Arthur to other Canadian ports for balance of season. Trust in the interests of Canadian marine you will oppose this."

At a meeting of the Cabinet Nov. 20 it was decided not to suspend the regulations.

Steel Shipbuilding in Canada.

By W. E. Redway, N. A., of the Polson Iron Works, Toronto.

Canada to-day is almost the only country having any pretension to maritime prominence which has not taken some national steps to encourage the development of her marine interests. Owing to the scarcity of suitable timber for shipbuilding except in British Columbia, the "wooden age" is passing away, and the time has arrived now, as it did in Great Britain about 35 years ago, when the old wooden fleet is gradually diminishing in numbers and not being replaced with new ships. During this transition period it appears to be inevitable that there should be a pause in the progress of the marine construction of the country because the manufacture of steel plates and bars by Canada herself is bound to be a condition precedent to the universal and successful adoption of metal construction. In the meantime the new ships that are being added to the Canadian marine are of steel, those of them which are capable of being brought across the ocean are imported from Great Britain and those which, owing to the

nature of their construction or to their size, are unsuitable for such a passage, are being built in Canada. Several steel shipbuilding plants have already been laid down and are now capable of producing vessels and their machinery of a moderate size, but, owing to the conditions referred to in a preceding article, are only able to engage profitably in the construction of such vessels as cannot safely and readily cross the Atlantic.

The policy of the Dominion Government towards the development of Canadian railways is achieving such results as appear almost marvelous, and we are as yet only just at the "preliminary trial" stage. A similar policy towards the production of pig iron appears destined within a few years to place Canada in a position to dictate to the world what shall be the price of pig iron, whilst the erection of Bessemer and open hearth steel plants and rolling mills for the production of plates and bars are simply necessary corollaries and bound to follow immediately upon the output of the raw material. The first important step has thus been taken towards the possibility of successfully building steel ships in Canada. Before, however, steel shipbuilding can be of a sufficiently remunerative nature to encourage the investment of capital the conditions which make the work more costly in Canada than in Britain will have to be first carefully enquired into and understood and then such remedies applied as will overcome the difference in cost between the two countries. What those remedies should be, it would be premature to attempt to define accurately until the matter has been carefully examined and proved. One can but indicate the possible direction in which they might be applied, but the statesman who takes this matter up and carries through Parliament such legislation as will tend to rehabilitate the merchant marine of Canada and thus assist her in acquiring that dominant position in the maritime world which her geographical position entitles her to will deserve the good will of his country.

The fact that a British built ship, registered in Britain, can be imported into Canada free of duty is the hard proposition facing the Canadian shipbuilder, hard because that ship can be built in Britain (for reasons previously stated) much cheaper than in this country and

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.		
ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,136	38.80 "	22,318,378 "
Barley.....182,912	29.4 "	5,379,156 "
Potatoes...19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address **HON. R. P. ROBLIN**, Minister of Agriculture and Immigration, Winnipeg, Manitoba.
Or **JAMES HARTNEY**, Manitoba Emigration Agt., 77 York Street, Toronto, Ont.

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MANITOBA, ASSINIBOIA, ALBERTA and BRITISH COLUMBIA

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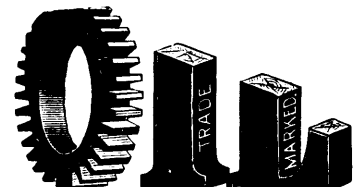
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Lubricators, &c., &c.