light will be of the 15,000 c.p. pilot house type, supplied with the necessary gear and connections in the pilot house.

The size of the vessel precludes the possibility of builders on the Great Lakes bidding on the proposition, as they are limited in production to the capacity of the St. Lawrence canals.

Lake Shippers' Clearance Association.

Canadian Railway and Marine World for October contained the President's address and the General Manager's report at this association's annual meeting in Winnipeg, Aug. 26.

The following resolution was adopted:—"Seeing that both shippers and vessel owners are quite satisfied with the present conditions, that the existing rates be continued for the coming season, and that the new board, at an early date, consider the disposal of any surplus made after $75,000.00 is reached as a reserve."

It was decided to raise the entrance fee from $1,000 to $1,500.

The profit and loss account showed balance from previous year $5,289.45, balance from operating account, $32,619.58; total, $37,909.03. Of this $30,000 was transferred to reserve.

ASSETS

Bank balances: Winnipeg	$ 44,791.86	
" Fort William	25,415.65	
" Duluth	978.90	
		$ 71,186.41
Accounts Receivable: Vessel charges	2.124.40	
" " Shippers	72,721.25	
" " Sundry	3,403.16	
		78,248.81
Sundry shippers: for accrued storage		32,006.53
Investments: Traders' Building Associ tion		14,694.00
" Grain Exchange Seat		1,600.00
Office Furniture: Winnipeg	3,963.07	
" Fort William	1,031.44	
		4,994.51
		$202,730.26

LIABILITIES

Accounts Payable: Elevator charges	$102,578.75	
" Sundry	875.92	
		$103,454 67
Sundry elevators: for accrued Storage		20,716.56
" Members' fees		5,650.00
" Reserve		65,000.00
Balance: Profit and Loss		7,909.03
		$202,730.26

SCHEDULE OF VESSEL TARIFF.

(a) Vessels up to 125,000 bush. of wheat capacity—30c. per 1,000 bush. for loading within 24 hours of arrival, loading weather.

(b) Vessels of 125,000 to 200,000 bush. of wheat capacity—30c. per 1,000 bush. for loading within 48 hours of arrival, loading weather.

(c) Vessels of 200,000 or over bush. of wheat capacity, as follows:—40c. per thousand for loading in 24 hours, 30c. per thousand for loading in 48 hours, 20c. per thousand for loading in 60 hours, 10c. per thousand for loading in more than 60 hours.

If above time limits are exceeded in classes (a) and (b) the charge is to be 10c. per thousand bush.

If delay is caused by non-surrender of documents, the shippers are to be penalized by the Lake Shippers' Clearance Association to the extent of the estimated loss of revenue to the Association by reason of such delay.

Sample cargoes to be loaded at 15c. per 1,000 bush. straight.

After Nov. 25 and until the close of navigation, the charge to be 20c. per 1,000 bush. flat on all boats loaded.

Time shall start from time of arrival ready for loading, if such time is prior to 4 p.m. on a working day. If after that hour, time shall start at 7 a.m. on the following morning, if elevators not working during the night.

John Corbett on the Ocean Freight Rate Question.

John Corbett, of Montreal, who was for 28 years Foreign Freight Agent, C.P.R., writes as follows:—I should be favored if you could find space for this letter, which expresses my views as a practical business man, on the ocean freight rates agitation, which after a tenuous and querulous existence, appears at last to have nearly exhausted itself. Born of personal interest, and sustained by ignorance, misconception and misstatements, it has not been able to withstand the searchlight of hard facts.

The first mistake its initiators made was that they sought to violate one of the first principles of the commercial world, and one which before now has been upheld by the highest courts of the empire, viz., the undeniable right of the private trader to conduct his legitimate affairs without interference. In spite of the fact that the conference system has given us advantages and facilities which otherwise would not now be in force, the agitators have allowed themselves to put before the public a picture of the conference, as a bloodsucking monopoly of the worst type. One of the worst monopolies that we have to endure at present in this country is that of the millers. As was pointed out in an evening paper the other day, Canadian flour is much cheaper in London than in the industrial centres in Canada. This fact should be specially interesting to consumers in the Dominion, and should make them ask themselves what is the reason? There is an old saying "that people who live in glass houses should not throw stones."

A prime mistake made by the agitators was the attempt to institute comparisons between railway rates and ocean rates. A little consideration would have shown them that railways were chartered with certain privileges, and had practically a monopoly in the districts they served, whereas there are no privileges on the ocean, which is open to any steamship owner of any nationality who can obtain a freight.

A very interesting statement of the fluctuations in ocean freight rates was published in one of the leading shipping papers some time ago. That statement, which was illustrated by a diagram, took the boom year of 1900 as a basis for its remarks. As is well known to everyone, the high rates prevailing in 1900 were not the result of an increase in trade, but of a spasmodic increase due to the large requirements of tonnage of all kinds by the British Government in the South African affair. From 1884 to 1889 trade was steady, and very little variation in rates took place, but from 1889 to 1895 rates again fell, till in the latter year they were 40% less than in the former. Unsettled political conditions had again had an effect on rates, which rose to within 9% of the basis of 1900. When the British Government were finished with the large amount of tonnage employed by it, the effect of so many vessels being replaced on their regular trades was seen by a fall of 26% in that year. Rates remained so unremunerative that shipowners refrained from building new vessels until in 1911 a natural increase in the demand for tonnage having taken place, the supply available was overtaken, and rates began again to move upwards to a paying basis. The great coal and transport workers' strike of that year in Great Britain had a very serious effect on freight rates, tying up thousands of tons of steamships, and resulting afterwards for a short period in a fictitious rise in rates for the time being, in order to overtake lost time. As is well known, a marked improvement has taken place in the class of tramp steam ships. They are better built, better equipped, and therefore they can be handled more expeditiously and economically than was formerly the case with that class of vessel. That, besides being of advantage to the owners, is of great benefit to the shippers and merchants.

The report of the British Royal Commission on shipping rings and rebates states the case fairly and temperately. While it is admitted that there are weaknesses in the system, it is shown that such weaknesses could be dealt with and eradicated by simple means, and it completely repudiated the right of the state to interfere with an industry to which it granted neither a trading monopoly nor a guarantee of profit.

Government Wharf at Burrard Inlet, Vancouver.

A contract has been let by the Department of Public Works, Ottawa, to Henry, McFee and McDonald, Vancouver, B.C., for the construction of a wharf on Burrard Inlet, between Salisbury and Commercial Drives, Vancouver. The work to be done consist of excavation in earth and rock to a depth of 35 ft. at low tide over the slips on each side of the wharf, and 36 ft. over the area covered by the cribs, or such other depth as may be ordered; the construction of lines of timber cribs sheathed with reinforced concrete, and filled with stone ballast with a mass of concrete superstructure forming a wharf 800 ft. by 300 ft.; construction of two bulkheads of timber cribwork sheathed with reinforced concrete with a mass of concrete superstructure at the shore end of the wharf, each 40 ft. long; the filling in between the two lines of cribs to the level of the coping of the mass concrete superstructure and at the back of the bulkheads to the railway right of way; and to deposit layers of rubble and broken stone and level the same to receive the cribs.

The total quantity of rock excavation is approximately 108,000 cubic yards, plan measurement, of which 100,000 cubic yards, it is assumed, may be used as ballast in cribs and for foundations, and the remainder used in other parts of the work as may be approved by the engineer.

The sides and outer end of the wharf are to be built of timber cribs, 100 ft. long, 37 ft. wide, and 39 ft. high, so that when sunk the tops shall stand four feet above low water at spring tides. The cribs are to be built on platforms constructed of 18 by 12 in. timbers 39¼ ft. long, all the pieces bolted to each other every three feet by one inch round drift bolts, each 24 ins. long. The platform and sides of the cribs to be rendered watertight by being caulked with oakum. The cribs are to be towed into place, and then to be sheathed to a thickness of 2 ft. on the outer face, and 1 ft. thick on the other three faces, with reinforced concrete, and sunk into position by being filled with rock ballast. The bulkheads at the inner end of the wharf shall consist of one crib each, of similar construction and proportionate size to the cribs in the main pier. The superstructure will consist of a concrete mass, finished with granolithic concrete 6 ins. thick. The area enclosed by the concrete walls and at the back of the bulkheads is to be filled with approved material, with a top filling of broken stone and fine gravel 1 ft. thick, the whole made compact by being rolled with an 8-ton steam roller. On the outer face of the wharf and bulkheads there shall be placed two walings of B.C. fir, 15 by 18 ins.

The contract calls for the employment of Canadian labor, the use of Canadian material, and the completion of the work in two years. Its estimated cost is $1,250,000.