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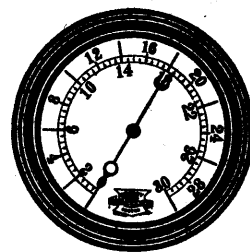
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THE HURONIC.

The steamer Huristic, the largest fresh water vessel ever built in Canada, was successfully launched at the yards of the Collingwood Shipbuilding Co., Collingwood, Ont., Thursday, Sept. 12. A special train from Toronto carried a number of distinguished visitors to Collingwood to attend the launch. The vessel was christened by Miss Long, daughter of President John Long of the shipbuilding company. The Huristic was built to the order of the North-West Transportation Co., Sarnia, from designs by Hugh Calderwood, manager of the shipbuilding company. She is constructed of open hearth steel throughout, and is of the following dimensions: length over all, 325 feet; between perpendiculars, 308 feet; beam, 43 feet; moulded depth, 27 feet. She will have accommodation for two hundred saloon passengers and a large number of steerage passengers. The propelling machinery was built by Messrs. John Inglis & Sons, Toronto, from designs by their superintendent, Mr. James C. Smith, late of Chicago and West Superior. The machinery consists of a vertical triple-expansion engine with cylinders 26, 42 and 70 inches in diameter by 42 inch stroke. Steam is supplied by four Scotch boilers, 12 feet 6 inches in diameter by 12 feet long. The steamer

is designed for a speed of 15½ miles loaded. At the banquet after the launch of the Huristic, Mr. John Long, the president of the company, spoke of the need of a bonus to stimulate the steel shipbuilding in the Dominion. He declared that foreign ships should have only such rights in Canada as Canadian ships have in the countries from which the foreign bottoms come. He added that it was the development in the west of Canada that had encouraged his company to take up shipbuilding. Hon. Israel Tarte, Minister of Public Works, spoke as follows:

Canada is making splendid progress. I altogether decline to agree with those who find cause for disappointment in the last census. We are doing remarkably well. We often forget we are a young country. Confederation is only thirty years old—just long enough to have laid the foundations of this country. The launching of that noble ship is the best evidence that we are doing well. At confederation Canada consisted of small and scattered communities. We are understanding each other better and better, and Canada stands to-day a united nation. We invite foreign capital to Canada, provided it comes to us to stay. A few days ago I had to refuse the offer of Captain Wolvin. I would have been unworthy the confidence of the Canadian Parliament had I done anything else. We are short of Canadian bottoms to

carry Canadian trade. The present Canadian bottoms cannot carry more than 5,000,000 bushels of grain. We are short of Canadian bottoms, but we are not short of courage, and we have the spirit and enterprise and skilled labor to make good the deficiency. Let us keep cool; let us not give away our national property because we are not immediately ready to handle all our trade. Let us be for this country before everything else, and we will come out all right.

Mr. Tarte then directed some attention to the railways. He said: The transportation question is to be solved. We are solving it by improvements. The railways will have to help us. I am glad to see here my friend Mr. Reeve, general manager of the Grand Trunk. The Grand Trunk Railway Co. is powerful, but not as powerful as the Canadian people. We are their bosses. They have their terminal now at Portland, but the time will come when the Grand Trunk will be glad to come back to Canada, because we have the shortest route to the English market. We look to them to make it the best, and the Grand Trunk will realize that as soon as the facilities of the St. Lawrence river are sufficient. We will have to spend money. Master of the administration, as I am, I cannot do it without money. The question is, will the Canadian people fully make up their minds to stand by their own country? You have heard

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