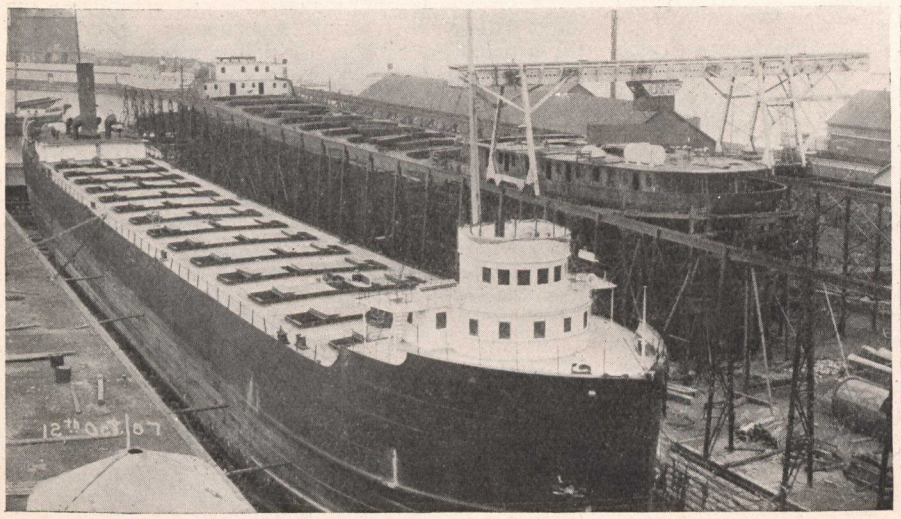
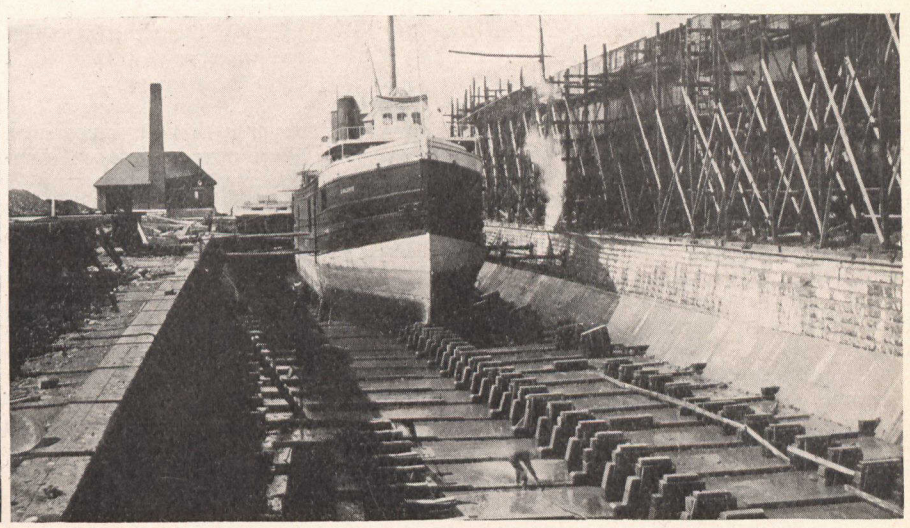
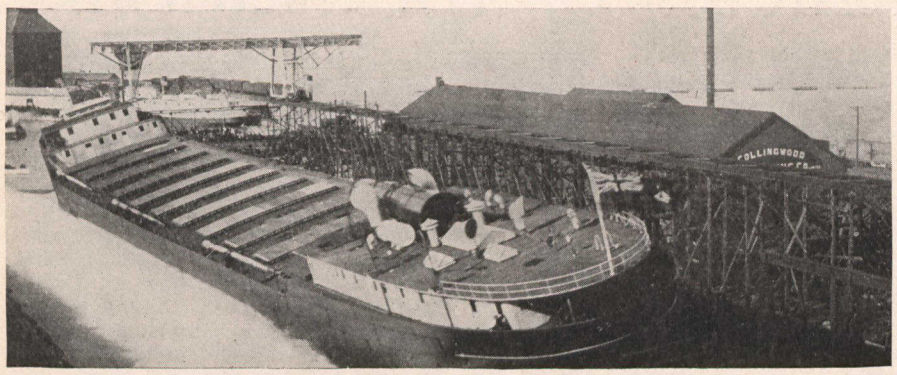
A Canadian Steel Ship Yard at Collingwood, Ont.



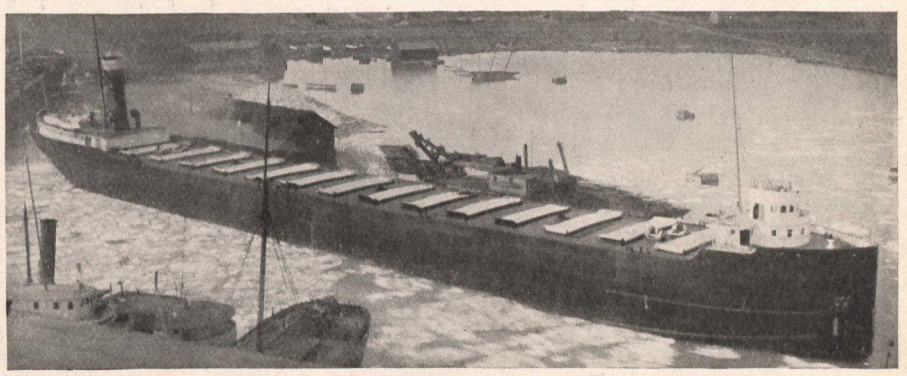
"Midland Prince" in Dry Dock, "Collingwood" under construction.



A Small Steamer in the Dry Dock—the only Canadian Dry Dock on Upper Lakes.



Launch of the "Collingwood," from position shown in picture just above.



S.S. "Midland Prince"—486 feet over all—the largest steel vessel yet built in Canada.

Shipping on the Great Lakes

By NORMAN PATTERSON

CANADA'S wheat-carrying capacity on the Great Lakes has multiplied about ten times in the last ten years. In 1897, the Canadian wheat and freight boats were small and not very numerous. The total capacity of all the boats at that time was about 600,000 bushels of wheat. In other words, if all the boats had been loaded with wheat to their full capacity, that is the number of bushels which would have been afloat on every trip. To-day the capacity is about 6,000,000 bushels. Every time the fleet of boats leave Fort William and Port Arthur for Georgian Bay ports, Buffalo or other lake destinations, they can carry that number of bushels of wheat and other grain or an equal weight of freight.

In the year 1907, fourteen new vessels were added by the Canadian shipping companies. These boats had an average capacity of about 87,000 bushels, or a total of 1,220,000 bushels per trip. In 1908, in spite of the lessened prospects due to the smaller crop of 1907, at least nine new vessels will be added. These will have an average capacity of 120,000 and a total capacity of 1,185,000 bushels. When this fleet is all in commission, a vast amount of freight will be going up the lakes and a vast amount of grain will be passing down in Canadian bottoms.

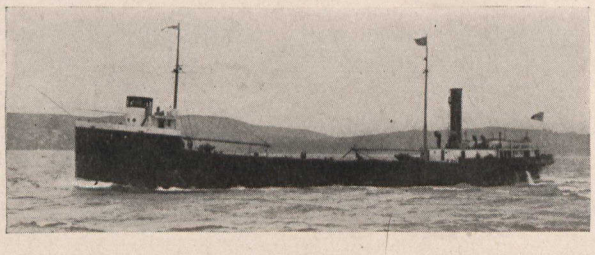
Canadians should be proud of this trade, and should look forward to the time when even ocean-going vessels will be able to come up the St. Lawrence, pass through a new and deeper Welland Canal and then proceed to the twin ports at the head of Lake Superior.

A GROWING POPULARITY.

Previous to 1897, most of the trade on the Great Lakes was carried by United States vessels. Canadians were slow to take up the trade. The investors in this country have been somewhat shy of marine investments, although there seems no great reason for their carefulness. Marine insurance has been developed to such an extent that there is little possibility of loss. In fact, some investors who have studied the situation believe that navigation stocks are much more reliable than general industrial stocks and quite equal to railway stocks. That marine investments are becoming more popular is proven by the increased number of ships in the lake-carrying trade. The Northern Navigation Company has now a large fleet of passenger and freight boats on the Upper Lakes; the Richelieu and Ontario, the Niagara Navigation, the Lake Ontario and Bay of Quinte, and other companies run freight and passenger boats on Lake Ontario and the St. Lawrence; in the purely freight business there are several companies including the Montreal Transportation Company, the Canadian Lake Transportation Company, the St. Lawrence and Chicago Steam Navigation Company, the Mathews Steamship Company, and others.

WHERE THE BOATS ARE BUILT.

Most of the new boats in this trade have been built abroad. In a recent interview, the president of the Halifax Board of Trade commented on this situation and termed it "a national humiliation."



The Kenora—2000 tons; 11 miles; 256 feet over all; $150,000. Runs between Montreal and Fort William.

He pointed out that Canadian ship-builders have to compete with highly-equipped British yards where work can be done at a minimum of cost. A lake freighter costing $150,000 in Great Britain would probably cost $175,000 in a Canadian yard. As there is no duty on such vessels, Canadians cannot compete except in certain classes of boats where there is considerable wood-work and very little steel. The British yards, drawing trade from all over the world, are able to do work on a large scale. Further, the British builder has more capital at his command and can build boats on easier terms to the purchaser. The rate of interest on unpaid purchase money is also lower.

When wooden ships were the rule, Canada could compete with the world. Twenty years ago, large numbers of ships were built in the Maritime Provinces and even as far inland as St. Catharines, Owen Sound and Collingwood. Since 1898, wooden hulls have been abolished and only steel hulls are now used. A ship-yard for steel hulls requires about ten times as much capital as a wooden hull yard.

Of the vessels in Canada's merchant marine about three hundred steam vessels and seventy sailing ships are of United States origin; most of these have paid duty on the purchase price but not on repairs. This has worked out to the disadvantage of Canadian yards because frequently the repairs on a second-hand boat amount to more than the original cost. There are about eighty British-built ships, none of which have paid duty. There are only thirteen or fourteen Canadian built and owned steel vessels on the Lakes.

CANADIAN YARDS.

In spite of great disadvantages in the building of new ships and in the matter of repairs, there are several Canadian yards—two large ones in Toronto and one in Collingwood. The largest steel vessel on the Lakes, *The Midland Prince,* was built by the Collingwood Shipbuilding Company whose extensive works and dry-docks are shown in the accompanying illustrations. In their yard there is a 15-ton crane with a total travel of 560 feet, with a bridge span of 76 feet. Most of the Northern Navigation Company's boats have been built at this plant, and winter in this port when their repairs supply considerable work each winter.

The Canadian Shipbuilding Company in Toronto has built several large vessels for the R. & O. and Niagara Navigation Company. It was originally known as the Bertram yards. The Polson Iron Works also have a yard and build smaller vessels, such as dredges, light-ships and launches. There is another yard at Bridgeburg, Ont., and another at Sorel, Quebec.

In Nova Scotia, one or two steel vessels have been built but there is no large yard there though bonuses have been repeatedly offered for such an enterprise.

Apparently, Canadian steel shipbuilding must re-