

CONTINENTAL TRANSPORTATION.

The composition of the commission on the transportation of grain has been amply confirmed, and could not well be improved upon. There is no man in the Dominion who has a more practical knowledge of the subject than the chairman, Sir William Van Horne, and it may be considered a fortunate circumstance that he has consented to act. Mr. John Bertram is one of those rarely shrewd and clear-sighted men who have a positive talent for digesting and generalizing upon a large mass of material and conditions. His position as the head of a ship-building firm has made him familiar with all the problems presented by the lakes, canals and other water channels with which Canada is so richly endowed. Mr. Kenyon is not so well known in Ontario, but his daily vocation has undoubtedly familiarized his mind with the ocean port aspect of the inquiry. Such a commission should be able to elicit a valuable body of testimony.

How great the problem is becoming may be inferred from the figures which Hon. Mr. Patterson, the Minister of Customs, recently laid before parliament, and they are well worth careful attention for it is not to prophesy that no feature of internal commerce will show more remarkable annual growth than that of the grain.

The total grain shipments from the undermentioned ports during the season of navigation were as follows—

Table with 2 columns: Port, 1901, 1902. Rows include Port William, Bushels, and Port Arthur.

Particulars of grain shipments from Port Arthur during the following season of navigation:—

Table with 2 columns: Destination, 1901, 1902. Rows include To Parry Sound, Meaford, King Edward, Sarnia, Underhill, Montreal, Millard, Owen Sound, and Disport Harbor.

Particulars of grain shipments from Port William during the following seasons of navigation:—

Table with 2 columns: Destination, 1901, 1902. Rows include To Midland, Parry Sound, Port Harbor, King Edward, Meaford, Underhill, Sarnia, Kingston, Montreal, Collingwood, and Total to Canadian ports.

The most striking fact in the statistics is the enormous increase in the shipments from Port Arthur, due chiefly to the opening of the Rainy River Railway, which has its elevators at Port Arthur. But the most satisfactory feature of it is that so large a proportion of it went to Canadian ports rather than to Buffalo. If it grows at a corresponding rate in the next few years, and there is every likelihood that it will, it is certain to become one of the vastest factors in the transportation problem, and from the information we expect to get an answer as to how it will be handled.—Toronto Globe.

A PLEA FOR GOVERNMENT AID.

At the annual meeting of the Grand Trunk Railway Company of Canada, held in London last month Sir Charles Rivers-Wilson, the President, in his annual address made the following reference to the proposed Grand Trunk Pacific Railway.

"The time had now arrived when the means of transportation (in the Canadian West) were quite inadequate to provide for the enormous product seeking an outlet to the markets of the world, and for the requirements of the new settlement which was crowding into the territories of the Northwest. The Government of the Dominion had recognized the urgency of the case. The present board of the

company has been careful to avoid all adventurous enterprises for the acquisition or construction of new lines where the dividends might be large and the public uncertain, but they had every reason to themselves the right of bringing before the proprietors proposals, should favorable opportunities present themselves, for extending the operations of the company in new directions, where it might be easily established that the company's interests would be served, and under conditions of absolute financial safety. They considered that such an opportunity presented itself in regard to the railroad requirements of the Northwest provinces. They had therefore caused a Bill to be prepared providing for the creation of a separate corporation for constructing a railway running from some point on the Grand Trunk system to the Territories of the Northwest, to an ultimate terminus on the Pacific coast, to such a corporation as the Grand Trunk Company, without engaging the credit of their own shareholders, would bring as a most valuable contribution their influence, experience, and established connections. It was, however, out of the question to suppose that the large amount of capital required for opening up the wilderness and converting it into a fruitful and peopled land could be attained by the prospect of dividends in the distant future, after the country had been brought under settlement. The same reasons, therefore, which prompted the Canadian Government and Parliament to assist the pioneers of the earlier enterprise applied in an almost equal degree to the national undertaking now in contemplation, and it was in reliance upon such assistance and encouragement would be

forthcoming that the directors had announced their intention—which they hoped would commend itself to the proprietors' approval—to promote and support the proposed new company. The Bill had been introduced, and the form and extent of the Government assistance were under discussion with Sir Wilfrid Laurier and his colleagues, who, the directors trusted, might see their way to recommend such liberal treatment as would ensure the accomplishment of a project which the board knew they had at heart. The advent of a new railway into these regions, far from having an injurious effect on the existing lines, could only redound to their advantage, and he was not surprised to hear that Sir William Van Horne had expressed himself in that sense. If terms were arranged and satisfactory legislation were obtained, it would be the duty of the directors to submit for the proprietors' consideration and decision any traffic arrangements which they might propose to enter into with the new company."

MILLERS ARE HANDICAPPED.

A wire from Chicago on Thursday said: The millers of the Northwest are not satisfied with the recent reduction of 2 cents in rates on grain and flour from the Twin Cities to the seaboard and have decided to appeal to the interstates commerce commission.

This fact will not, it is said, interfere with the operation of the mills in the meantime. It is announced on behalf of the millers that the greatest complaint is regarding the discrepancy between the proportionate rate on grain and flour from Buffalo east to the seaboard.

When wheat from the Northwest is delivered by the grain boats to the railroads at Buffalo, it takes a rate there to the seaboard of 5 cents. Should flour be destined to the seaboard, the proportionate rate is much higher. In reply to this the railway say it is impossible to send flour in tramp steamers, which are not built to carry it expeditiously and safely, therefore the insurance is higher. The interstates commerce commission will be asked to pass directly on the proportionate rates on wheat and flour charged from Buffalo to seaboard.

COMPARATIVE PRICES AT NEW YORK.

Table with 2 columns: Commodity, Price. Rows include Flour, Wheat, Corn, Oats, Rye, Ryebricks, Cotton, Wool, Pork, Butter, Sugar, Coffee, Petroleum, Steel, Copper, Tin, and Philadelphia.

A bill has been read in the Dominion House which provides that the name of the body of water known as "Hudson Bay" shall be changed to "Canadian Sea."

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