

charged and collected by the barge lines plying between Kingston and Montreal, on the St. Lawrence traffic, engaged their serious attention.

It was felt by all Canadian vessel owners that a gross injustice was being perpetrated, not only on the vessel man, but on the shipper of grain by the joint tariff or toll which the only two companies operating collected.

With freights averaging from three and one-fourth to four cents on wheat from the head of the lakes to Kingston, a distance of over a thousand miles, a charge of two and a half on corn or two and three-fourths on wheat is altogether out of proportion, more particularly when one considers that St. Lawrence barges are cheaply constructed and that the cost of operating them is a mere bagatelle.

Owing to the peculiar position in which the St. Lawrence forwarding business stands it is not open to competition excepting by some company possessing a large capital, or by the erection of an elevator by an independent corporation either at Kingston or Prescott.

The Canadian lake fleet was augmented during 1888 by two steel steamers, the first on our side excepting the Canadian Pacific fleet. These were the Algonquin and Rosedale, the former built on the Clyde and the latter at Sunderland. The Algonquin was built the full length of the new locks; the Rosedale only 180 feet in order to steam through the lower canals without cutting, but will eventually be lengthened. It is expected that both steamers will be eventually registered in Canada. Their carrying capacities at present are 68,500 and 40,000 bushels of wheat respectively. The latter figure will be increased to 69,000 when the Rosedale is lengthened.

It is a pleasure to note that since the arrival of these two boats on the lakes the Polson Iron Works Company of Toronto has contracted with the C. P. R. Co for a steel steamer, of 300 feet length, to receive the lost Algoma's engines. This boat is being built at Owen Sound and it is expected to be finished for next season's business and will ply between Owen Sound and Port Arthur. Her construction will be followed by that of a steel steam barge for the Parry Sound Lumber Company, to be used for the lumber trade between the Georgian Bay and Tonawanda, N. Y.

I believe this Company can compete successfully with the old country people in building steamers for lake service, particularly when necessity requires them to be of such a size as cannot be brought up the St. Lawrence without undergoing the laborious and expensive process of "cutting" or separating them into two parts.

Port Arthur's increased lake business cannot be better illustrated than by a comparison of the arrivals and departures as furnished by the Collector of Customs for 1887 and 1888.

PORT ARTHUR'S SHIPPING, 1887.

	VESSELS	NO.	REGISTERED TONS.	TONS CARRIED.	CREW,
Inwards.					
Canadian Steamers.....	179.....	162,658.....	50,473.....	4,989	
Canadian Schooners.....	49.....	17,469.....	31,500.....	343	
American Steamers.....	46.....	11,683.....	1,409.....	496	
American Schooners.....	2.....	305.....	1,269.....	14	
Total,	276	192,615	83,651	5,842	
Outwards.					
Canadian Steamers..	176.....	168,833.....	47,063.....	4,934	
Canadian Schooners.....	49.....	17,469.....	9,232.....	343	
American Steamers.....	46.....	11,683.....	9,063.....	496	
American Schooners.....	2.....	303.....		14	
Total,	273	190,790	83,858	5,787	