## SAULT CANAL TRAFFIC.

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C

Traffic on the two "Soo" canals in July last was carried on in 2.852 veswith a registered tonnage of 4,-341,705 tons. The total freight carried in the month was 5,279,428 tons. of which eastbound was 4.281.536 tons and westbound 997,892 tons.

Compared with July 1902 these figures show a decrease of 424 in the number of vessels, a decrease of 128,638 tons in their tonnage and an increase in the freight carried of 197 020 tone This latter shows a decrease of 76,000 tons in eastbound and an increase of 273.039 tons in westbound freight.

The Canadian "Soo" was used by 662 vessels, the registered tonnage of these GG2 vessels was 760,543 tons.

Compared with July of 1902 the num ber of vessels passing through the Canadian canal is 14 fewer and the registered . tonnage is 250,387 tons

in July, 1903, the number of vesseis using the Canadian "Soo" was 23.21 per cent, of the whole number using canals; the registered tonnage

both canals; the registered tonnage was IT.51 per cent of the total. These figures show a respectable gain on the figures of July, 1902, when the registered tonnage of -vessels through the Canadian canal was 11.47 per cent. of the whoie, and a still more respectable advance on the figures of 1901, when the Canadian canal carried 1901, when the Canadian canal carried going through each of the total tonnage count through the canadian canal carried 1901, when the Canadian cannal carried only 7.53 per cent. of the total tonnage going through the two canals. The number of passages made through the Canadian canal was 23.21 per cent. of the whole in July, 1903, 20.03 per cent. in July, 1902, and 17.66 per cent in July, 1902.

the whole in July 1993, 20,63 percent in July 1994, and 17,06 per cent in July 1994, and 17,06 per cent in July, 1994.

The freight carried by the Canadian The freight carried on the July 1994.

The freight carried by the Canadian is 303,482, and 303,583 tons, which is 304,482, and 303,583 tons, which is 304,482, and 304, and 1994.

From July, 1994 and 1994, 1993, 19,30 and \$3,70 per cent. Graudian: \$3,14 per cent. Unted States for July, 1995, 380 and \$3,70 per cent. For July, 1995, 1998, and 1998, and 1999, an

e United States westbound was 144 tons in July, 1903; 648,614 in 1902, and 756,616 in 1901. e Canadian westbound freight b was 8.08 per cent, of the to-freight moved westward through

The Canadian westbound freight which was 8.08 per cent. of the total freight moved westward through the control of the total freight moved westward through the control of the total westbound. Freight carried through the two canadians. Taking the four months of the season of the total westbound. Freight carried through the two canadians. Taking the four months of the season 9.12 passages 'through them, 18,025.56 tons of freight. This is 1,617 fewer passages than 1th the corresponding than 11,012, and 901 more passages in the four, months of the present season, 2,564, in the four months are the canadian "soo" in the four months were; 11,613, 2,502,418, 1002, 2,714,085, 1003,358, 1001, 10,03,358, 43, and 10,03,258, 1001, 10,03,358, 1001, 10,03,358, 43, and and with the United States canadian cana

1901. 1,063,388 d'anadian canal with Comparing the Grandian canal with the United States f canal, the percents are: Passagese, via Canadian, 1905, 24.75 per cent.; 19(92, 33.25 per cent.) 19(1, 22.49 per cend.) Registered tomage via Canadian, 1905, 16.55 per mage via Canadian, 1905, 16.55 per

cent.; 1902, 14.37 per cent.; 1901, 13.11 per cent. Tons of freight carried via Canadian, 1903, 15.11 per cent.; 1902, 13.13 per cent.; 1904, 14.40 per cent. While the Canadian Soo shows an

Canadian, 1993, 15.11 per cent; 1992, 15.13 per cent; 1994, 14.0 per cent.
While the Canadian Soo shows an absolute increase of nearly \$40,000 tons of freight carpied in the four months of 1993, compaged with the same period of 1991, the relative increase has been more than maintained, the relative gain being .71 per cent.

cent.
The great bulk of the business of the two canals is eastbounds During July, of 1993, 1992 and 1991, the period of the two canals is eastbounds and the second the business eastward bounds. The second of the

ates canal. Taking the four months' period the

States canal.

Taking the f'ur months' period, the percentives for the two canals are: cent; 1904, 80.90 per cent.

Analysis of the castbound freight shows that in the four months of 1903 how shows that in the four months of 1904 how shows that in the four months of 1904 pared with 28,347,348 bushels in 1902, and 18,395,296 bushels in 1901.

The Gainadian 'Soo' shows up well. The Gainadian 'Soo' shows up well. In 1901 the Canadian carried 28,725,16 bushels or 21.14 per cent.; 1902, 34,9-220 bushels or 33.21 per cent.; 1903, 349-320 bushels or 33.21 per cent.; 1903, 349-320 hushels or 33.21 per cent.; 1902, 349-320 hushels or 33.21 per cent.; 1903, 349-

Canadian "Soo." The attractions of the Canadian line seem increasingly appreciated by the travelling public, as there were 10,621 carried in the corresponding period of 1902, and 7,-290 in 1901, and only 4,018 in 1909. The Lucked States "Soo" carried 7,886 in 1902, and 1902, 4,096 in 1902, and 3,835 in 1903.

The total passengers east and west both canals numbered in 1993, 30,-; 1902, 30,843, and 1901, 28,160, deneral merchandise, the bulk of 879: 1992, 30,843, and 1991, 28,169.
General merchandise, the bulk of which is carried westward, is to a certain extent a gauge of the business done by the east with the west. The Changdan Soo carried west \$2,225.
177 tons in 1991, and in 1992; 39,-177 tons in 1991, and in 1992; 39,-177 tons in 1991, and in 1990. To sum up:—
First fact—The increase in tonnage going through the Canadian canal, an increase both absolute and relative.

Second fact—Increasing freight to the control of the control of

tive,
In each case a gain over previous
ears and a gain in the proportion
arried through the Canadian canal,
ompared with that carried through
the United States canals.

Third fact—The gain in the east-bound freight carried by the Canadian canal as compared with the quantity carried by that canal in previous

Fourth fact—The decrease in the eastbound freight carried by the United States canal as compared with the quantity carried by it in previous

Fifth fact—The increased quantity westbound freight carried by the Canadian "Soo" compared with the carried by the United States canal.

## INQUIRING INTO CANADIAN FARMING CONDITIONS.

FARMING CONDITION Mains FARMING CONDITION MAINS FIR. SCHOOL THE MAIN FIRE AND THE MAIN FARMING A

After a trip to Banff and Vancouver he will visit the ranching districts of Alberta, Assimboia
the methods of farming in vogue in
the methods of farming in vogue in
this country in order that he might
inform the readers of his paper of the
taform the readers of his paper of the
sagriculture in this country. He so
that farming at the present time was
in a bad way in Scotland, rents and
labor being high, and the price of proment. It was this state of affairs that
led the Courier to send him to Canada
to ascertain what opportunities the
Dominion dereed for Scotch farmers
been approximately and the service of the country
men were leaving the farming districts
for Canada, and others were flocking
into the cities, these movements acfor Canada, and others were flocking
into the cities, these movements acfor Canada, and others were flocking
into the cities, these movements acfor Canada, and others were flocking
into the cities, these movements acfor Canada, under the country of the cities of the cities
from the point of view of a practical
man, dealing with every phase of farm
iffs and methods in all parts of CanHis letters, giving the views of promi-

His letters, giving the views of prominent Canadians on Chamberiair's preferential tariff proposals, will be merely incidental to his real mission. Here in the preferential tariff question but not deeproted country in the preferential tariff question but not deeproted convictions have yet been considered the proposed of the provided convictions have yet been deep to be considered to the provided control of the proposed control of the great fear or the old country people is that it might increase the cost of living. There is no doubt, however, but that there is a desire on the part of all classes to bring the whole em-pire into closer and freer commercial

pire into closer and freer commercial trade relations.

Since his arrival in Canada Mr. Christie has received a letter from a Scottish jute manufacturer inquiring about the growing of flax in Canada. about the growing of flax in Canada.

This gentleman says that a profitable rade might be done with the old county if flax were grown in any quantities. Mr. Christie will make the lecessary investigations on the subject, and is already gathering data.

## EXHIBITION STATEMENT.

As far as can be ascertained at present, the Winnipeg Industrial fair this year ended with a balance of about \$4,200.54 to the good. This news was received by the exhibition board at a meeting held on Monday afternoon when Manager Heubach tendered his statement. The summary, as submitted, was as follows:

Estimated receipts, 1903 ...... \$62,629.94 Estimated disbursements, 1903 .... 58,420.40 Balance ...... \$ 4,209.54

Very likely the whole of this sum will be absorbed by accounts not yet to hand and in providing running ex-penses to the end of the year. The provided by the provided by the pro-ments for 1566 is included any amount of \$5,050.00 spent in improvements and main-tenance of the grounds and buildings. In addition to 1866 disbursements there is still to be plad:

Instalments on contracts made in previous years ......\$ 2,268.17 Payments account fire ......\$ 439.55 Dr. balance and bills payable,

1902 ..... 10,865.22 Mr. Heubach replied to the report of the special auditor, who examined the financial affairs of the association last spring, with the following letter:

19th August, 1907. To the chairman and members of the fin-ance committee of the Winnipeg in-dustrial Exhibition association.

ance committee of the Winnipeg industrial Exhibition association.

Gentlemea,—Herewith I beg to return for the control of the

ed direct to the city in our books as well as to "grante" but I have no doubt that this was done for the purpose of aboving a little more clearly what the summary of the summ

Yours respectfully,

F. W. HEUBACH. General Manager

## KLONDIKE GOLD OUTPUT.

KLONDIKE GOLD OUTPUT.

Official Ingures from the Territorial comprioler's office show that gold shipments from Klondike camp for the present season are only \$300,000 less season. This showing, in the face of the facts that Klondike creeks have all been day and a great shorings of all been day and a great shorings of the staying qualities of the camp. Had it not been for shorings of water the output of the staying qualities of the camp. Had it not been for shorings of water the output of the staying qualities of the camp. Had it not been for shorings of water the output of the staying qualities of the camp. Had it not been for shorings of water the output of the staying qualities of the camp. Had it not been for shorings of water the output of the staying qualities of the camp. staying qualities of the camp. Had it not been for shortage of water the output to date would likely have been many hundreds of thousands in excess of last year. The shipments from Klondike this year as shown in the Klondike this year as shown in the \$2,915,598. The shipments from White Horse this year were \$246 in May, \$2,3176. Thus. Gold shipments from Dawson last senson were, May \$19.-\$80; June. \$605,000 and \$100. The shipments from White Horse in June Gold shipments from Dawson last senson were, May \$10.-\$80; June \$55,56024, and \$101, \$2,311.

The shipments from White Horse in June were \$1,560.

First Workman-Wot's it say, Bill, on that sundial?
Second Workman (reading deliberately)—It says, Do to—day's work to-

rst Workman-'Do two days' work ay!' Wot O! Not me!-Punch.