

steel; and of the deepening of our artificial waterways, by which freight steamers drawing sixteen feet of water could have ready access to Port Arthur and other Lake Superior ports.

For obvious reasons when the Dominion Government were assisting in the construction of the Canadian Pacific Railway they refrained from levying any duty upon steel rails. The desire was to push the road to completion as rapidly as possible, and there were no rail mills in Canada. It is quite true that one or more such mills might have been established at the time, even if it had been necessary for the Government to have contributed largely for the purpose, and they would have been kept busy from that day on. If it had been done it would have given employment to large numbers of Canadians, and would have been the means of inducing the immigration of a class of workmen who would have been of incalculable benefit to the country. The outlay of money for rails since that time has been simply enormous; and since the completion of that road the requirements for relaying, for side tracks and switches, and for spur lines and new roads have amounted to hundreds of thousands of tons of rails per year, costing millions upon millions of dollars. Last year our imports of steel rails aggregated over 92,000 tons, valued at over \$1,700,000, and sufficient to lay nearly a thousand miles of track. This indicates the volume of business being done in one article not manufactured at all in Canada, and which might have been made here quite as well as not.

It is the idea of Mr. Wilkie, president of the Board of Trade, that a Canadian iron and steel industry could be built up and established, not by or under our present system of tariff protection, which he wishes to have modified, but by the bestowal of suitable bonuses. Why not carry out this desire to establish the industry by imposing a duty of, say, \$10 per ton upon steel rails, and giving a bonus of that amount upon the manufacture of steel rails and other forms of steel in Canada? A duty of that amount would realize in the neighborhood of a million dollars per year; and the offer of such a bonus would, undoubtedly, soon result in the establishment of steel rail mills which would do much to supply the demand for steel products. If the business results were similar to those in the United States, the difference in price of rails in Great Britain or Belgium and Canada would be measured by the cost of transportation.

We are all agreed as to the value and importance to Canada of our magnificent waterways; a great drawback to our self-congratulations being that so few Canadian vessels use them. If the navigation admitted of the passage of vessels drawing sixteen feet of water, steamers with grain cargoes could proceed direct from Port Arthur to Europe, saving to the trade the heavy charges now imposed for lighterage, transfers and harbor dues at some point; and if these inducements were not sufficient, instead of imposing fees for passing through the canal locks, as is now done, no such charge should be made. In fact the Government might well afford to make all the canals free, and even to pay a small bounty to vessels loading in Canadian Lake Superior ports and proceeding directly across the ocean. The revenue derived from the duty upon steel rails, or a part of it, might be used in this way, thereby giving the farmers of Manitoba much cheaper freights in their

grain than what their American competitors could possibly obtain.

Another element of benefit to all the country west of Montreal would be to very materially reduce the duty on bituminous coal, or still better, remove it. If this were done all the manufacturing industries west of Montreal would be supplied with coal brought from Wales in steamers seeking grain cargoes from Ontario and the Lake region. Such coal could be laid down in Toronto cheaper than any fuel now consumed here; and this would give a wonderful impetus to all manufacturing industries.

No doubt the railroad people would fight against any effort that might be made to impose a duty upon steel rails, but even their objections might be quieted by the voice of the people.

CANADA AT CHICAGO.

THE recent report of Prof. Saunders on what Canada has done and proposes to do in the way of making exhibits at the forthcoming Columbian Exhibition at Chicago, is quite interesting. After giving some valuable information in the matter, in alluding to the arrangements made for the display of Canadian manufactures, it enumerates the names of the exhibitors as follows:

In the "Manufactures" building allotments of space have been made to D. Morrice & Sons, John C. Watson & Co., H. R. Ives & Co., Consumers Cordage Company, Belding, Paul & Co., J. C. Wilson & Co., E. Chanteloup, George T. Slater & Son, Lyman, Sons & Co., Rolland Paper Company, Warren Scale Manufacturing Co., Montreal Cotton Company, Globe Woollen Mills Company, of Montreal; Wm. Marsh & Co., Felix Gourdeau, G. Rochette, C. Bellerive, Quebec; Cascade Narrow Fabric Company, Coaticook, Que.; Corticelli Silk Company, St. John, Que.; Dodge & Adams, St. John, N.B.; Epps, Dodge & Co., St. George, N.B.; Yarmouth Woollen Mills Company, Yarmouth, N.S.; Diamond Glass Company, New Glasgow, N.S.; McDonald Bros., Glendyer, N.S.; Oxford Furniture Company, Oxford, N.S.; Toronto Carpet Manufacturing Company, Beadmore & Co., C. Wilson & Son, J. McCausland & Son, Brown Bros., Barber & Ellis, Cobban Manufacturing Company, Acme Silver Company, W. B. Malcolm, E. & C. Gurney Company, J. H. Rogers, Don Valley Pressed Brick Company, Toronto, Ont.; W. E. Sanford & Co., Canadian Screw Company, Gurney Scale Company, B. Greening Wire Company, Hamilton, Ont.; S. & H. Borbridge, Cole's National Manufacturing Company, Ottawa, Ont.; McClary Manufacturing Company, Pigott & Bryan, Canada Featherbone Company, C. E. Anderson, London, Ont.; W. E. Welding, Brantford, Ont.; J. J. Turner & Son, Peterborough, Ont.; Oshawa Malleable Iron Company, Oshawa, Ont.; Rosamond Woollen Company, Almonte, Ont.; Shirley & Dietrich, Newlands & Co., Jas. Warnock & Co., Galt, Ont.; Jas. Hall & Co., Brockville, Ont.; Breithaupt Leather Company, Berlin, Ont., and others.

In the building devoted to "Liberal Arts," where musical instruments, optical goods, surgical instruments and appliances, sanitary appliances, etc., the exhibitors will be: O. Newcombe & Co., Whaley, Royce & Co., R. S. Williams &