

tendency to create minor currents which rush in towards the coast. These catch in their grip the west-bound steamers, & lure them to destruction on the stretch of shore which runs north from Cape Race towards St. John's, while St. Mary's Bay is ever open to receive the east-bound freighters which are cast into its gaping maw. The existence of these currents has been demonstrated by too many ghastly marine disasters the past 50 years for any doubt to be entertained as to their existence. Only 4 months ago a tragedy as appalling as any gave point to this fact. The oil-tank steamer Heligoland, from Philadelphia for Hamburg, was swept into St. Mary's Bay & on the rocks at Gull Island, & her crew of 35 men perished in full sight of the shore-folk, who were powerless to attempt to rescue them. The very week last Sept. that the Scotsman struck Belle Island & went to pieces, two ocean steamers, the Bay State, from Liverpool for Boston, & the Prodan, from Baltimore for Leith, went ashore on opposite sides of Cape Race, & both became total wrecks. Dense fogs & north-setting currents put them miles out of their course, & they piled themselves up, the first near Ferryland & the second near St. Mary's, within 24 hours of each other. Yet neither was a St. Lawrence router, & therefore, was free from the temptation to shave round the cape which a "gulf" ship might be open to, for, having abundance of sea-room, it might reasonably be argued that they would have given Cape Race a wide berth in view of the knowledge which every seafarer must possess as to the dangers associated with that section of our coast line.

It is impossible within the compass of this article to enumerate the number of wrecks which have taken place in this section of our coast; but, in addition to the foregoing, there may be mentioned the Anglo-Saxon, George Washington, Lantana, Robert Low, Martin Luther, Murchison, Capulet, Hanoverian,

Scottish King, Herder, Grasbrook, Daniel Sternman & Texas. Of these not more than two, the Texas & Herder, were gulf ships, the remainder hailing to or from ports farther south. Ships from U.S. ports make a board northward, skirting the Nova Scotia coast & passing inside Sable Island, thence continuing on an arc of a great circle towards Cape Race, & from it, after sighting the signal station, proceeding across to their destination. Ships from Europe reverse this route, but they all approach Cape Race as a landfall. The comparative immunity which the St. Lawrence shipping enjoys from these disasters is due to the fact that almost all the steamers on that route belong to regular lines, the officers of which are thoroughly drilled into the conditions of its navigation, the existence of the currents & the dangers to be avoided. It is the skipper of the tramp freighter, therefore, unfamiliar with the region & believing he can pick up Cape Race light by dead reckoning when no other means serves, who finds his ship with her bows beaten in on the rocks before he has properly realized that disaster has come to him. It is from such as these the wreckers reap their harvest.

"You're welcome, captain," said a grey-haired old settler near Cape Race a few years ago, as he went down to the beach to meet the crew of a ship that had just gone ashore, & who were making themselves safe by means of their boats. "We've been up these three nights waiting for you." And so they had been, for fog had prevailed during that period, & after a fog there is almost certain to be a shipwreck on this much-frequented headland.

The foregoing arguments have, I venture

to think, served to show that there is no warrant for decrying the St. Lawrence route via Cabot Strait, because of the supposed dangers attached to it. The last contention to be met is the one which condemns it because it is so much more frequented than Belle Isle. But if this is to be agreed to, what becomes of New York & Boston? Each of these ports has immense shipping interests & large fleets of merchant steamers. And yet collisions are rare. They are rarer still in Cabot Strait, & with a channel 54 miles wide at the narrowest part, there is no reason why, if all the St. Lawrence traffic was conducted by this waterway, they should become so frequent as to represent a serious menace to its safe transit. With proper tidal surveys, more lighthouses & fog alarms & better signal service, this Cabot route should be as safe as the middle of the Atlantic.

Now that the season's great water-borne traffic is beginning, Canada should review its position on this all-important problem of transportation. The commercial prominence of the Dominion depends in the main upon its providing a regular, efficient & perfectly secure means of conveying freight & passengers to the old world. It is essential to Canadian prestige, & as an advertisement of the country, that this route should be an all-Canadian one, & patronized as such. Equally imperative is it that it should possess every economy which can assist it in competing with the well-established routes & the steamship lines already in existence, while at the same time progressive enough to grapple with the ever-growing demands of the fertile west for export space, & to inaugurate features of utility

**Illustrating the Progress
of the Century.**

**Canada's Great
Exposition
AND
Industrial Fair,
TORONTO,
Aug. 27th to Sept. 8th,
.. 1900 ..**

**The best time to take a holiday.
More to see and enjoy than at any
any other time of the year.**

Everything up-to-date. Attractions, Exhibits and all other features ahead of any year, many being direct from Europe and some from the Paris Exhibition. Cheap Excursions.

Entries for Exhibits Close August 4th.
For Prize Lists, Entrance Forms, etc., address

A. SMITH, F.R.C.V.S.,
President.

H. J. HILL,
Manager, Toronto.

Canada Foundry Company, Limited.

Successors to { **ST. LAWRENCE FOUNDRY CO.
OF TORONTO. Limited.**

Architectural Iron { **Beams, Columns,
Castings, Fire Escapes.**

Waterworks Supplies { **Pipes,
Specials, Hydrants, Valves.**

Railway Supplies { **Brake Shoes, Frogs,
Switches.**

Ornamental Iron { **Grills, Fences,
Railings.**

General Jobbing.

**OFFICE AND WORKS:
262-278 FRONT STREET EAST,
TORONTO, ONT.**

**THE MAIL JOB PRINTING COMPANY
LIMITED**

**Railway
AND
Steamboat
Printers**

**110 BAY STREET, TORONTO
RICHARD SOUTHAM, MANAGER**

JOHN J. CARTSHORE,

83 Front St. West, TORONTO.

Railway and Tramway Equipment.

**New and Second-hand Rails
(All Sections.)**

Locomotives, Cars, Derricks,

Holisting Machinery, etc.

Old Material Bought and Sold.