

quartz mining should be given a great impetus.

The development of the lumbering, fishing and coal and general mining industries of British Columbia were referred to at length in these columns a few weeks ago.

PORT ARTHUR BOARD OF TRADE.

The Port Arthur board of trade appears to be a thoroughly energetic institution. A summarised report of the late annual meeting of this board was published in the last issue of THE COMMERCIAL, and a full statement of the annual report of the board has since reached this office. The Port Arthur board has been in existence about three years, and the report presented by President Thos. Marks at the last meeting was therefore the third annual report. Until very recently this board was the only institution of the kind in the vast district of Algoma, extending from the eastern boundary of Manitoba eastward nearly a thousand miles, and comprising the larger portion of the province of Ontario. Here in Manitoba we are inclined to think of Ontario as composed of that portion of Canada stretching from about Ottawa southward to Windsor, but in reality this is considerably less than one half of the great province of Ontario. The old settled portion of Ontario is only about 500 miles long, measuring from the north-east to the extreme south-western boundary, whilst the new portion is nearly double that distance in length, and proportionately large in breadth. The Port Arthur board of trade has been the only commercial body in this vast region until very recently. A short time ago a board was organized at Rat Portage, situated near the western boundary of the district of Algoma. Sault Ste. Marie is one of the most important places in Algoma, but up to the present time no board has been organised there. The Port Arthur board urges the Sault Ste. Marie merchants to organize a board, no doubt with the idea that the boards could work together to the advantage of the district. On this point the president in his address says:

"In a new district, such as Algoma is, it is only by united and concerted action that our necessities and requirements may be made known, not only to the people of older Canada, but to the respective Governments with whom we have to come in contact. It certainly must be very gratifying to you to notice the weight and influence which this Board already possesses."

Situated at the head of the Canadian system of navigation on the great lakes,

the Port Arthur board has always taken a great interest in matters pertaining to the navigation of the St. Lawrence system. It is therefore not surprising that the first matter taken up in the annual report is the question of the enlargement of the canals. The board has persistently urged the enlargement of the canals, so that a vessel drawing fourteen feet of water could pass through from Port Arthur to Montreal. This is a question which is of as great interest to Manitoba as to Port Arthur. The main advantage from the enlargement of the canals would be in carrying merchandise from Western Canada to and from the sea-board. It is asserted that with the proposed improvements to the canals, wheat could be carried from Port Arthur to the sea-board at 5 cents per bushel, including all charges, and that general merchandise could be laid down at Port Arthur, from Montreal, at \$1.50 to \$3.00 per ton. This would mean a very great saving to all Western Canada, and especially to the grain producers of Manitoba and the Territories. While discussing the canal question, the Port Arthur board urges the complete abolition of all canal tolls, both upon Canadian and United States shipping passing through the canals. The canal question is one which may well interest boards of trade in Manitoba, as well as at lake ports.

Extended reference is made in the report to lake shipping, and it is said that rates were very low last season, grain having been carried from Port Arthur and Duluth to Kingston, at as low as $3\frac{1}{4}$ cents per bushel, or about $2\frac{1}{2}$ cents nett to the vessel, for carrying grain 1,000 miles. This would be about equal to \$15 per car load, whereas the C. P. R. grain rate for about the same distance is \$79.20. This, as the report says, is sufficient to show the great advantage of water over railway carriage.

The increasing importance of Port Arthur as a shipping point is shown in the report. In 1887 the number of arrivals at the port were 276, and in 1888 the number increased to 458. This includes arrivals of all kinds of lake craft.

Extended reference is made in the report to mining, which is such an important interest in Algoma. The establishment of a School of Mines for the district is urged upon the provincial government, and assistance is also asked for the establishment of smelting and reduction works, which are said to be a

necessity. The Dominion Government has made a precedent in bonusing the pig-iron industry, and it is claimed that this is a reason why the provincial government should endeavor to develop the more precious metals of Algoma.

Referring to the lumber industry of Port Arthur, it is complained that freight rates to Manitoba points are too high. The report says:

"As it now stands, the rate on lumber from Rat Portage to Winnipeg is fifteen and a half cents per hundred pounds; from Port Arthur twenty-seven cents. Our shippers, therefore, have to compete with the Rat Portage dealers, and are handicapped by a differential rate of eleven and a half cents per hundred, or from forty to fifty dollars per car. This Board should make every effort to have this condition of things changed."

It is noted that almost every year a large amount of valuable timber country is destroyed by fire.

The proposal to utilize a water-power at Port Arthur is dealt with. It is claimed that there is a very valuable water-power which can be utilized, equal almost to the power furnished by the Mississippi river at Minneapolis. A scheme is on foot to utilize this water-power.

The desirability of carrying out the construction of the Port Arthur, Duluth and Western railway is strongly urged, in the interest of the development of the mineral wealth of the region especially. Strenuous efforts will be made to induce the Ontario Government to aid the enterprise. A number of other matters are referred to, which are of less general importance. The report, in conclusion, advises that some effort should be made to secure new quarters for the board, either by leasing or building, where a permanent exhibit of the mineral, timber and agricultural products of the district could be kept on view.

MORE PROTECTION WANTED.

There is war in the textile trade of Eastern Canada, between the manufacturers and jobbers. The manufacturers of woollen goods have had a deputation at Ottawa, asking for an increase in the duty on woollen goods, in order to further protect home manufacturers. They want the duty increased from 20 to 25 per cent. *ad valorem*, and the specific duty from $7\frac{1}{2}$ cents to 15 cents per pound. The dry goods jobbers, who see that their import trade would be injured by a further increase in the duties, have protested against the proposals of the woollen goods manufacturers. Home clothing manufacturers would also be seriously affected by an increase in the duty upon cloths, and they have also had a deputation at Ottawa, demanding an increase in the duty on clothing, in proportion to the proposed increase in the duties upon cloths, should the latter be carried into effect.