

chants of Detroit (then under the British flag) declared that they were paying £3,700 stg. interest upon the goods detained at Carleton Island, and that the action of the Government would involve them in ruin. It required five years in those days to begin and complete a transaction in furs in Canada. The goods were ordered from England in one year, they came out the following year, went west the third year, the furs for which they were bartered reached Montreal in the fourth year and were sold in London in the fifth year, during all of which period interest was accumulating. An extra year's delay meant a great deal to the merchants, many of whom went into debt for their goods.

By 1785 a relaxation in the regulation was made by St Leger at Detroit, and merchant vessels were once more spreading their sails on the lakes in 1791. The "York," one of the pioneers of the now gigantic fleet, was launched at the mouth of the Niagara in 1792. One of the historic vessels of the lake trade was the "Beaver," built in Detroit in 1784. She was built for the navigation of Lake Superior, by the North-West Fur Company, but could not be got up the Sault Ste Marie. As the company declared that she was built at inconceivable cost (\$7,374), and altogether looked upon her as a phenomenon, you may like to learn her dimensions. She was 34 feet long in the keel, 13 feet beam and 4 feet deep in the hold. On Lake Superior to-day are vessels exceeding 300 feet in keel length, 42 feet in the beam, and drawing 16 feet; I am speaking of the "Pope," which has carried 126,000 bushels of corn, weighing 3,527 tons. In 1797, by the way, was launched the first United States vessel on Lake Erie, the "Washington," which was after one season bought by a Canadian, taken on wheels—you can imagine her size—around the Niagara Falls, and sailed for Kingston from Queenston in 1798 as the "Lady Washington."

Let us now pass to the consideration of the early coasting and foreign trade of Canada by way of the St. Lawrence. Quebec was then the metropolis, the great seaport. In its narrow streets the drunken sailor staggered, and the press gang snatched him from the siren's lure. Often the merchant vessels had to put to sea dangerously short-handed because His Majesty—God bless him—wanted sailors and took them when he would. The brandy dram of the Elizabethan age had now become rum. It was part of the wages of a sailor. Tommy Atkins must needs have rum also, and the roll of the kegs followed the roll of the drum into the western country, and hard pushed was often the commissariat to satisfy his wants.

(To be continued.)

CANADIAN NICKEL PRODUCTION.

The day has passed by in which the arguments of those who claim that Canada should be altogether, or even chiefly, an agricultural country are patiently listened to. Canada possesses natural resources which give her advantages in certain lines of production which are altogether beyond those usual in a young and partially developed community. In water power alone she possesses a weapon which in these days of electrical development should enable her to conquer a large place in the world's markets. When added to these we see her great wealth in minerals, timber and farm lands, we see how great are her claims to a large share of the world's wealth. There are however, certain other advantages possessed by Canada in which the rest of the world has no share and upon which it has no claim. In the nickel mines of Ontario lie not only vast prospective wealth, but a dominance in the steel

industry which cannot be overthrown when once established.

What the resources of the nickel bearing belt are, we have ample evidence in the various publications of the Geological Survey and the Ontario Bureau of Mines, together with the innumerable reports of mining experts who have carefully examined these areas. We have also the statement of one of the chief proprietors of the Canadian Copper Company, (which is a United States monopoly absolutely controlling the Canadian nickel industry) to the United States Senate, that an import duty on Canadian nickel would ruin his very profitable business in New Jersey. In the face of these facts, why is it that Canada produces no refined nickel, that Canadian capitalists stand ready to invest millions in nickel refining, and that the Canadian Copper Company goes on buying up nickel areas and closing them up, binding the sellers in many cases not to engage in the industry within one hundred and fifty miles of Sudbury?

The Canadian Government could end all this by an order-in-council imposing an export duty on Canadian nickel. The Government has power to issue this order by virtue of an act passed at the last session of the parliament with the hearty approval of both parties. Why is it not passed? Have we a member of the Dominion cabinet who sits as representative of the Canadian Copper Company, and its parent company, the Standard Oil Company, as John Charlton sits on the International Commission to safeguard the interests of his fellow citizens of the United States, who are like him engaged in the timber trade in Michigan? This cannot be so, yet the Standard Oil Company enjoys great mercies at the hands of the Dominion Government, including a monopoly of the Canadian oil trade, as absolute as its world-famous tyranny in the United States; and the Canadian Copper Company pays millions of dollars to New Jersey workmen which should be distributed among Canadian artisans. While there is any hope of the International Commission making a settlement of disputed questions which might be of any advantage to Canada, it would perhaps be unwise to impose any restrictions which might irritate a people well known as the most grasping and tricky in negotiations in the world's history. Yet it is to be hoped that when the labors of the commission are seen to have ended, the Government will act promptly.

Some recent correspondence which has appeared in the Toronto Globe between R. G. Leckie, on behalf of the Canadian Copper Company and S. J. Ritchie, is of much interest in this connection. Mr. Leckie's letter contained the following statements: (1) Canada has no monopoly of the nickel markets of the world. (2) The Society Le Nickel is doing nothing at all, but shipping from accumulated stock. (3) Norway is a great competitor. (4) The Orford Company, which refined the Sudbury matte, is buying New Caledonia ore at the rate of 11 cents per pound, for the nickel contained, delivered in New York. (5) Leckie represents that during the existence of the Copper Company, nickel was selling at 60 cents per pound. (6) He denies the monopoly of the Copper Company. (7) He charges the company was brought to bankruptcy prior to its present management. (8) He points out that all the other companies which have gone into business have failed. (9) He points out the estimate of the ore at Sudbury as Mr. Ritchie's figures and ridicules them. (10) He claims that refining in Canada would be far more expensive than it is in New Jersey. (11) Both the Orford Copper Company and the Canadian Copper Company have asked Congress to remove the duty upon refined nickel.