

ing their financial interest in the enterprise. Such an industry would consume iron & steel produced at their Sydney works. The probable capital of the company is placed at \$20,000,000. Nova Scotia has never been reconciled to the loss of the great shipbuilding industry that once flourished in its numerous ports, an industry which perished when iron & steel took the place of wood. That a shipbuilding plant will eventually be a development of Canadian enterprise is a certain sequence of the iron & steel industries. Sydney, Halifax & Dartmouth are spoken of as locations for the works.

Province of Quebec Shipping.

Hon. R. R. Dobell visited Levis, May 2, & conferred with the Town Council on harbor improvements. The Dominion Government is going to spend considerable money at Levis, & the town has decided to make a free gift to the Government of the necessary water frontage for the construction of a wharf 800 ft. long. Mr. Dobell is also considering the erection of a grain elevator at Levis.

In a recent interview in Montreal, Traffic Manager C. J. Smith, of the Canada Atlantic Ry., said that although it took to Montreal last season 10,000,000 bush. of grain, it actually handled 20,000,000, & it was only the lack of vessels to carry the produce across the Atlantic that prevented it taking to it the other 10,000,000. "There were no ships in Montreal," added Mr. Smith, "to receive those 10,000,000 bush., & we had to ship them from Buffalo & other Lake Erie ports. Our greatly improved & enlarged lake fleet will bring down another 5,000,000 bush. this year, & we are anxious to ascertain how much of the 25,000,000 bush. of grain, or its equivalent in weight of other traffic, can be shipped by steamer from Montreal. If Montreal can only ship 10,000,000 bush., the same as last year, we shall have to take 15,000,000 elsewhere."

The Montreal floating elevator charges have been increased 20% this year over last. Last season when it became evident that better elevator facilities must be provided at the port the Co. reduced its rates 20%, but as the Conners syndicate will not have its elevator ready for

some time the floating elevator has restored the old rate. The difference in the charges amounts to \$100 instead of \$80, upon a barge load of grain of 50,000 bush. Upon a season's business at the port of, say, 5,000,000 bush., the addition would amount to \$50,000. The advance in rates took the grain trade completely by surprise. One of the chief companies interested—the Canada Atlantic—only learned it when its bills came in this morning for elevating done. One of the hardships connected with the advance of the rate without notice is that contracts had already been made on the basis of former rates for the purchase & transportation of millions of bushels of grain from Montreal, & considerable loss will be suffered in some cases. The Canada Atlantic Co., which has a three years' lease of the barges & floating elevators of the former Kingston & Montreal Forwarding Co., will most likely take its floating elevators from Kingston if the high rate is maintained, as the advance means quite a large item of increased expenditure for it. Andrew Allan, President of the elevator company recently stated to the Department of Public Works that it was understood when the cost of elevating was lowered that the reduction was only for one year. The quantity of grain handled at the port was likely to be less than last year owing to the scarcity of tonnage through so many vessels being engaged in the South African trade, & with the decrease in the amount that was likely to be handled the elevator company felt that it would not pay it to continue last year's rate.

Ontario & the Great Lakes.

The str. Marie Louise, owned by J. Parkin, was completely destroyed by fire at Lindsay, Ont., May 5.

The Minister of Railways recently announced that P. Daly, of Kingston, will be appointed General Inspector of the Rideau Canal at \$1,000 a year.

The Canada Atlantic Transit Co.'s package freight steamer Ottawa, which was fully described in our Mar. issue, pg. 89, was launched at Toronto, May 23. She will run between Parry Sound & Upper Lake ports.

The Canada Atlantic Transit Co. has invited tenders for 4 package freight steamers of 6,000 tons capacity, but in view of the high prices prevailing it is hardly likely that the contract will be given this year.

It is said the Rideau Navigation Co. will have a sister boat to the str. Rideau Queen built at Kingston this summer. The str. James Swift will then be used for excursion purposes after being altered for that business.

The International Navigation Co., of which A. B. Waloni, of Duluth, is President, is having 6 steamers constructed, designed to carry 5,000 tons of wheat each from Chicago to Europe via the Welland Canal. Four are to be ready before next winter.

This season the lake steamers of the Montreal Transportation Co. will not carry any passengers, as they have done in past years. The dredge Nipissing will remain at Kingston for at least part of the present navigation season, & will be employed in enlarging the channel.

It is expected that the Hamilton & Fort William Navigation Co.'s new steel steamer Strathcona will sail from England by June 10. The Strathcona & her sister vessel the Winona will be 255 ft. long, 42½ ft. beam, & 23 ft. 8 ins. deep, with a carrying capacity of 110,000 bush. each.

The Penetanguishene Navigation Co. recently incorporated under the Ontario Companies Act, with a capital of \$40,000 & head office at Penetanguishene, proposes doing a freight, passenger & towing business between Penetanguishene & Manitoulin Island. It owns 2 tugs, the John Lee, senr., & the Masonic.

The first of the fleet of ore carriers to be put on the upper lakes by the Lake Superior Pulp & Power Company, of Sault Ste. Marie, arrived at Montreal from England May 5, where she discharged a cargo. She proceeded to Toronto, took on a cargo of brick, & left for Lake Superior. The other three boats are expected shortly.

A London, Eng., cablegram says: "The shipping people here are making contracts for steamers in view of the opening of the 14 ft. channel through Canadian canals. There are

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.		
ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,136	38.80 "	22,318,378 "
Barley....182,912	29.4 "	5,379,156 "
Potatoes..19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address J. A. DAVIDSON, Minister of Agriculture and Immigration, Winnipeg, Manitoba. Or C. H. JEFFERYS, Manitoba Emigration Agt., Union Station, Toronto, Ont.

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