

tons of pig iron and steel increased to 4,000,000 tons, and secure the immediate development and operation of our various iron mines, which would furnish much needed traffic for our railways, and secure to Canada finished products at prices that ought to compare favorably with the average prices paid for imported articles, and supply attractive and remunerative employment for our returned soldiers. The Dominion Government as owners of the Canadian Northern Railway should erect a large blast furnace and steel plant in the City of Port Arthur, costing at least \$15,000,000, as planned four years ago by the capitalists formerly identified with that enterprise, or guarantee the interest for 30 years on 80 % of the actual capital invested therein; or grant the same guarantees as have been given to our various dry docks and shipbuilding plants to the extent of about \$13,000,000.

PORT ARTHUR SHOULD BE THE PITTSBURG OF WESTERN CANADA.

About 63 % of the area of Canada lies west and north of Port Arthur. About half of the Canadian railway mileage, some 20,000 miles of railway, radiates westward through the Western Provinces to the Pacific Ocean. In 1916, Manitoba, Saskatchewan and Alberta alone had a population of 1,698,000.

In the ten years preceding 1911, the population of Western Canada increased about 174 % ; while that of Eastern Canada increased only about 17 %. The late Lord Rhondda predicted that in 15 years Canada's population would double, and in 50 years that it might be as great as that of the United Kingdom itself. In 1916, the three Western Provinces had \$308,206,912 invested in manufacturing plants, and Winnipeg alone had 420 industrial plants, with an output worth \$94,000,000.

Winnipeg and Vancouver now hold forth and fifth places, respectively, among the industrial cities of Canada.

Port Arthur is the farthest west point (until Vancouver is reached) for the assembling of iron ore, coal and flux for the production of pig iron and steel billets. The United States Steel Company expended, some years ago, over \$25,000,000 in a large modern steel plant in the City of Duluth, to supply the requirements of the Western States. This plant can produce iron and steel products cheaper than the Pittsburg plants can, as the freight on the Pittsburg products to Duluth adds about 25 % to the original cost thereof. This company is now proceeding to spend \$15,000,000 more in building wire, nail, and other steel mills in the City of Duluth.

Port Arthur is equally well located for the purpose of supplying iron and steel products for Western Canada as Duluth for the Western States, and can secure Messaba iron ore cheaper than any of the existing plants in Canada..