

# PRESTON & MCKAY,

## Millers and Mill Contractors,

### BOISSEvain, MAN.

Estimates and Plans furnished for building and remodelling Flour Mills, using Upright and Horizontal Cleaning Machines, Allis Roller Mills, Gravity and Reel Scalpers, Smith Centrifugal Reel and Inter Elevator Bolts, Smith Purifiers, Upright and Horizontal Bran and Shorts Dusters, Cyclone Dust Collectors, The Brown Automatic Cut Off Engine.

The above list is a combination of the best Milling Machines known to the trade, and with an extensive experience in Mill Building, we are prepared to contract for the erection of Flour Mills, second to none as regards superiority of machinery, convenience of operation, quality and yield of results. We are also agents for all Mill and Elevator Supplies such as Leather and Cotton Belting, Bolting Cloth, Elevator Cups and Bolts, etc., for which prices will be furnished on application.

most of necessity be smelted here into pig iron.

The growth of the iron ore trade of the south shore of Lake Superior cannot be better illustrated than by the statistics of the commerce of the Sault Ste Marie canal, which in 1855 showed that 1,417 tons passed through; in 1865, 147,459 tons; in 1875, 493,408 tons; in 1885, 1,235,122 tons; while in 1889 it reached the grand total of 4,095,855 tons. These quantities are of course exclusive of shipments from those mines which find an outlet via Escanaba, which during 1889 brought the annual output of the Lake Superior mines up to nearly 7,000,000 gross tons.

#### TOURIST TRAVEL.

No portion of Canada or the United States surpasses the Port Arthur district in its attractiveness as a summer resort. Not only is the climate perfect and health giving in the extreme, but the scenery is unrivalled, the boating good, the trout fishing the best in the world, and we have, what no other town of this size has, first-class hotels and good boarding houses, in number and capacity sufficient to accommodate ten times as many people as annually visit us. It is an uncontradictable fact that neither the railways nor the steamboat lines display any energy worth mentioning in encouraging tourist travel, while the rates charged, not only to tourists, but to our townspeople, are a glaring outrage. For more than twenty years have steamers been plying to Port Arthur, and to-day passenger rates are higher than they were two decades ago, \$20.35 for a trip, by boat from Port Arthur to Toronto, via Owen Sound or Sarnia, occupying some 44 hours, is just as much out of reason as is \$30.00 for round trip tickets from Toronto to Port Arthur. The passenger has the privilege while on the steamer of eating five meals and sleeping two nights in a berth. This is all the more absurd when one considers that on the Georgian Bay and Lake Huron the Great Northern and Canadian Pacific lines carry excursionists from Toronto to Mackinac and return for \$16.00, a trip of which (compared with a Port Arthur trip) the rail journey is the same, and the time spent on the steamer is longer, for about one-half the money. The winter freight rates are even worse than passenger charges. As soon as the lake closes "all rail" rates are nearly three times as much as the "lake and rail" during navigation; in other words, the charge is from \$1.82 to 87c. per 100 lbs according to classification instead of from 60c to 39c. We can never hope for the successful establishment of wholesale houses

here until this condition of things is changed and the change will only be brought about by competition, which the completion of the Port Arthur, Duluth & Western Railway to a junction with the Duluth & Iron Range at the boundary will render possible.

#### THE ENLARGEMENT OF THE ST. LAWRENCE CANALS.

has excited considerable interest and comment, not only from the press, but from the public men of this country. Since this board first took up the question, it has been discussed with more or less interest by other representative bodies. The improvement of the of the principal locks, excepting those of the Beauharnois canal, is being proceeded with, it is true, but slowly, but even that is better than not at all. I regret that nothing has been done as yet in the way of improving the Beauharnois canal, or constructing a new one to take its place, and as this is the largest uncompleted link in the system it will seriously retard the eventual completion of the much needed work.

From time to time newspaper reports say something of the intentions of the Government regarding it, but as yet their intentions have not materialized into actual work. It is time they did, and every effort should be put forth to have Parliament deal with this question and dispose of it. The enlargement and improvement of the canals will divert nearly the whole stream of western traffic to and from the seaboard by the St. Lawrence, and Montreal bids fair to be the most important of the Atlantic seaports of North America. Her citizens are at last awakening to the realization of this fact, and are grasping in their entirety the important questions of increased harbor accommodations, reduced port dues, and better facilities in every way for the increased traffic which must be theirs. For lack of sufficient canal accommodation Montreal has to-day to helplessly stand by and see American ports taking from her the import business of a large part of Canada, and almost all that of the Western States. The consequence is that outward bound ships demand and get higher rates of freight than from New York, and were it not for the great advantage which the St. Lawrence canals, even with their limited capacity, possess over the Erie system the Montreal ocean trade would be very light indeed. Improved canal accommodation means not only a general lowering of charges from Montreal to the centres of population on both sides of the great lakes, but an increased price received by the tiller of the soil

for his products, and a decreased one paid by him for what he purchases.

There is considerable complaint about the progress of work on

#### THE SAULT STE MARIE CANAL.

when it is considered that during last season 2,635 sailing vessels, 6,501 steamers and 443 unregistered craft, with a registered tonnage of 7,221,935 tons, carrying 7,516,022 tons of actual freight, consisting of 1,629,197 tons of coal; 2,228,707 barrels of flour; 16,231,854 bushels of wheat; 2,133,245 bushels of other grain, 57,561 tons of pig and manufactured iron, 168,250 barrels of salt; 33,456 tons of copper; 4,095,855 tons of iron ore; 315,551,000 feet of lumber; 5,947 tons of silver ore; 33,538 tons of building stone; and 312,410 tons of unclassified freight, or general merchandise, passed through the single American Lock between the 15th day of April and the 4th day of December, some idea of the enormity and increase in the traffic may be gathered. The slight accident to the coffer dam last fall shows what a little thing might paralyze the whole commerce of the great lakes, and how important is the prompt completion of the Canadian lock.

#### FORT FRANCIS LOCK.

When this work was started during the Mackenzie regime, the intention was to use the water stretches in connection with the then proposed method of building the Canadian Pacific Railway. When this plan of building the railway was abandoned, so was the lock, although a large amount of money had been expended. I am credibly informed that a very small amount properly expended would make the lock passable for large steamers. With the inexpensive improvements in the navigation of the Rainy River contemplated by the Dominion Government there would be uninterrupted navigation from Sturgeon Falls on the eastern end of Rainy Lake, to Rat Portage on the Lake of the Woods. By the building of 90 miles of the Ontario and Rainy River railway from Sault Lake westward to Sturgeon Falls, Port Arthur would be brought within 150 miles of the immense stretch of navigable water, on which the distances are, approximately as follows: across Rainy Lake 53 miles; the Rainy River 80 miles; the Lake of the Woods to Rat Portage 72 miles, or to the Northwest angle of the Lake of the Woods 48 miles. All the territory and its trade on both sides of the boundary would be rendered tributary to Port Arthur. There is to-day on the North American continent no other such an area of value.