

**Chicago
to
Liverpool.**

The effort to establish a through line of steamers between Chicago and Liverpool is one this port can view without jealousy. Indeed, the more the St. Lawrence is recognized in the United States as the most economical route to the ocean, the better it will be for this port. New York, however, appears to be much concerned over Chicago's endeavour to run steamers from that city direct to Europe. The real difficulty in the way of this enterprise, in the judgment of many, is the impossibility of a vessel large enough for ocean business passing through the canals. It is alleged that steamers small enough for canal service do not carry enough to make a profitable voyage across the Atlantic. The two vessels, "Northman" and "North Western," which recently arrived in this port from Chicago, bound for Europe, will test this question. If their trips pay others will follow. The "Northman" is 256 feet long by 43 feet wide, with a tonnage of 2,150. These dimensions are larger than those of thousands of vessels that have made successful ocean voyages, but, doubtless, the advantage of economy is greatly in favour of the larger class of steamers. The "Northman" settled one point; she drew 13 feet 3 inches, and came down with ease, being the largest vessel that ever passed through our canals. Those Chicago boats were given quite a warm reception at Toronto, and the best of good feeling has been exhibited on both sides *en route* over this new venture, though the New York press is sarcastic and pessimistic.

**Increased
Subsidy to
P. E. Island.**

For the whole period since Confederation some one or more Provinces have been dunning the Dominion Government like so many Oliver Twists, for more subsidy. A movement was inaugurated a few years ago in this Province to make a combined raid on the Federal Treasury by all the Provinces. The political situation since then having changed the organizers of that movement have found it expedient to keep quiet. Prince Edward Island however has had the good fortune to get its claim allowed, an Act passed this Session reading:

"From and after the first day of July, 1901, there shall be paid to the Province of Prince Edward Island, in addition to all sums now authorized by law, an annual allowance of thirty thousand dollars, which shall be paid to the said province half-yearly on the first day of July and the first day of January, in every year, beginning with the said first day of July, 1901, such allowance to be paid and accepted in full settlement of all claims of the said Province against the Dominion of Canada on account of

alleged non-fulfilment of the terms of union between the Dominion and the said province as respects the maintenance of efficient steam communication between the Island and the mainland."

It is to be hoped that this is not the first move towards increasing all the other Provincial subsidies.

**Ocean S.S.
Subsidies.**

The Act to amend the Act relating to Ocean Steamship subsidies reads as follows:

"The Governor in Council may enter into a contract for a term not exceeding ten years with any individual or company, for the performance of a steamship service between a port or ports in Canada and a French port, on such terms and conditions as the Governor in Council deems expedient, and may grant therefor a subsidy not exceeding one hundred thousand dollars a year, based upon a minimum service of eighteen round voyages a year and a subsidy therefor not exceeding fifty thousand dollars, and so in proportion for a more frequent service." The language is somewhat obscure, as it reads as though the subsidy were to be both \$100,000 and \$50,000. If \$100,000 is to be based, as the above reads, upon a minimum service of 18 round voyages, what is the smaller subsidy based upon?

**Attacks
on this
Port.**

"Between 1803 and 1899 28 ocean steamers were totally wrecked on the St. Lawrence route, says a New York journal. Our contemporary has been misinformed. In the same article as above is taken from we read:—"Three or four years ago the Dominion was on the point of succeeding in its effort to secure a line of express steamers to England. Just at the critical moment one or two particularly serious steamship disasters occurred in the St. Lawrence, the navigation of which is endangered by ice and fog and currents, and the antagonism of the underwriters put a stop to the express steamer project." As a matter of fact, the underwriters had nothing whatever to do with the "express steamer project" of the Dominion either by way of promotion or stoppage. The scheme was nearly matured when there was a change of government, and in consequence of which the fast line project fell through, without the underwriters' interference in any way. Why should they antagonize such a project? We regard the attacks upon the St. Lawrence route and this port by the New York press as convincing evidence that Montreal is looked upon as a dangerous rival by New Yorkers. They have good reason.