

dozen each of the most improved cargo boats. The new White Star "Cymric," one of the most improved cargo vessels afloat, is over 12,000 tons gross and 23,000 tons displacement. Besides her cargo and dead-meat capacity, she is fitted to carry 830 head of cattle, as well as a large number of horses. The same company will soon launch the "Oceanic," 17,000 tons gross. Nor is the end of economies in ocean transportation in sight. Boats of 20,000 tons gross, exceeding 30,000 tons displacement, are in the order of events. These huge ships, owned by the fast line companies, steam from 11 to 16 knots on a small coal consumption and comparatively light running expenses.

This competition between the fast steamship lines, with their modern freight carriers on the New York route, gives American industries a decided advantage over Canadian, which are yet without competing fast liners and the larger improved freight boats on unobstructed ocean routes. A recent writer on modern economies of transportation says:

"This has resulted in developing a system of sea carriage almost as perfect as that of land carriage. The sailing vessel of limited tonnage and high risk has grown into the steam vessel of ever-increasing size and freight capacity, sailing from port to port on schedule time, and well nigh irrespective of wind and tide. Such a development has called into existence a number of auxiliaries—harbors, docks, warehouses, and an immense and complicated machinery for prompt and safe handling and forwarding of goods. IT HAS ALSO SELECTED OCEAN PATHS FROM CONTINENT TO CONTINENT, WHICH OFFER, IF NOT THE SHORTEST ROUTE, THAT WHICH EXPERIENCE SHEWS TO BE LEAST FRAUGHT WITH DANGER OR DELAY."

And as the cost of transportation determines the margin our farmers and producers have on their products, and in a sense the value and settlement of our great prairies, is it not a question that should be considered in the establishment of fast ocean services? Should not the subsidies be sufficiently liberal to induce Canadian capitalists who are in sympathy and in touch with Canadian interests, to join with British capitalists in giving Canada a well-equipped service, a line with speed to draw ocean travel, which