

For instance:—Following on the line of the estimates given on pages 16 and 17, a Trent Route plant can, on its arrival at Montreal, simultaneously distribute itself for discharge at four different points, OR it can, in whole or in part, await the convenience of the sea-going vessel or vessels for which its cargo is destined, at the very moderate cost of  $\frac{3}{4}$  of a mill per bushel for each day's detention of the particular barge so detained, or at a cost of one mill per bushel per day for the detention of the whole plant. With a reasonable supply of floating elevators, and such a line of supply, Montreal would be largely relieved of the necessity of providing the elevator facilities which are conceded to be "absolutely essential" to the success of a 14 ft. line of navigation, while the time required for the discharging and loading of the ocean-going vessel would be materially reduced by reason of the facilities thus afforded for both operations proceeding simultaneously.

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### *Reason Eleven*

Because the Trent Route will, in fact, be the "poor man's" route. On lines of deep and wide navigation the vessels used are of necessity more costly and beyond the ownership of men of moderate means. On a line of barge navigation such as that of the Trent any one possessing a few thousand dollars of capital can engage in the business of transportation on its waters, and compete for the carrying trade tributary thereto.

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### *Reason Twelve*

Because by the Trent route, out of 1000 miles to be covered between Chicago or Fort William and Montreal, 450 miles is an inland, or perfectly protected navigation, by the use of which the tempestuous navigation of Lakes Erie and Ontario are entirely avoided and the cost of insurance proportionately reduced.