

trade accordingly upon the splendid facilities here provided for them.

The new short route has already passed the experimental stage of its existence. Its first shipment of 135,000 bushels of wheat and oats, brought from Parry Sound to Quebec over the Great Northern Railway on board of 110 cars, commenced on the 15th November, (1900) was successfully completed a few days later.

There can be no doubt of the immense possibilities of this trade. Mr. McFee, of Montreal, who has been already quoted, and who because of his long experience in the trade is an undoubted authority, declares that the new Quebec route will defy the opposition of any American one. In addition to the saving of distance there is a further large economy in the handling of grain at the Ancient Capital. There are no lighterage charges in placing the grain from the cars on board the ships. That means doing business at a minimum cost. He believed that before long ships of ten to twelve thousand tons burthen, drawing 30 to 35 feet of water, would come to Quebec, and he showed that other ports than Montreal would be required as an outlet on the St. Lawrence for the trade of the great west. This view of the case was corroborated by Mr. Harling, of the Leyland steamship line, the owners of the vessel taking the first cargo of grain from Quebec. He said there was no limit to the export trade that might be done by Quebec, which possesses advantages that no other port on the Atlantic seaboard had. He hoped next year that his company would ship ten million bushels there, and in the following year he should be disappointed if they did not double that amount. He had never, he said, known an undertaking of a similar nature to be inaugurated under such favorable auspices. Quebec possessed an enormous advantage in having deep water alongside its