HAS THE CANADIAN NATIONAL A LINE TO GEORGIAN BAY?

THE Canadian National has no eastbound line from Georgian Bay ports, such as the C.P.R. has from Pt. McNichol, or the G.T.R. has from Midland (Tiffin), and Depot Harbor. True their Toronto to Ottawa lines do, like the C.P.R. and the G.T.R., pass along the shores of Lake Ontario, but we have **proved beyond question** that in the rush season when the bulk of the wheat is moved the wheat goes to Georgian Bay on the shorter water route where the boats earn more money.

It would appear that via the safe inside Manitoulin Island route, the steamboat mileage is less from the Sault to North Bay than from the Sault to Midland or Pt. McNichol, and the Canadian National from the east end of Lake Nipissing is 69 and 34 miles, respectively, closer to Montreal than the aforesaid ports (See Chart showing competitive miles of ten grain routes Canadian and American).

The nearest connection to Georgian Bay which the C.N.R. can obtain from their main line with its low grades, would be from Chisholm Junction or Callander, at the east end of Lake Nipissing paralleling the French and Pickerel Rivers down to Key Harbor. **This means paralleling this waterway,** or what is worse, following around the shore. It is difficult country, crossing ravines running to the waterway, necessitating steel bridges, because this must be a permanent grain line of steel, rock and concrete, which will carry the Canadian National 2900 class of engine, and the cost of building the road and equipping it with rolling stock will be over six million dollars.

Naturally the "National" management and the Government hesitate to spend millions building new Eastern National branches if they can at present be avoided, due to the pressing need of Western branch extensions, many of which would originate sufficient density of traffic to make the whole branch pay.

WHERE IS THE SAVING EFFECTED OVER THE "BUFFALO TO NEW YORK" RAIL HAUL?

Let us set out clearly and concisely that the 14 cents per hundredweight rate from Winnipeg to the Head of the Lakes is uniform on our three Canadian railways—that it was recently made to meet the Dakota rate to Minneapolis, St. Paul and Duluth—their Head of the Lakes port—that the lake rates are the same from the Head of the Lakes to Georgian Bay, Port Colborne or Buffalo—that the rail rate is the same from Georgian Bay ports to Montreal as from Pt. Colborne to Montreal—9.3 cents per bushel—that the Buffalo to New York hundredweight rate is approximately equal to this and finally that seldom does the range of ocean rates from Montreal differ materially from the range of rates from New York to Liverpool. Now this **clearly means** that if the rail haul on the intervening section across Ontario, or across New York State on any line is longer than via any of the other ten routes, by which grain is moved, then that longer line—because it has to meet the competitive rate of the short line—**earns less money per ton mile.**

Were the Waterway in, the Canadian National Railway, from the east end of Lake Nipissing (Callander) not only having a lower grade (4.10) than the four-track New York Central, BUT ALSO BEING 108 MILES SHORTER RAIL HAUL, the **National will carry grain cheaper by this route than any existing lake and rail route, or than is possible by the Buffalo to New York route,** which