

58,000,000 tons of freight and 28,000,000 passengers. If you can reduce the cost 2 cents per ton you make a saving of \$1,160,000 in the transportation charges on your business.

It is a curious fact, vouched for by a high railway authority, that the average daily work of a freight car in Canada to-day ranges between 20 and 33 miles, just a little over a mile an hour. This presents a very interesting phase of the transportation question, and shows that the railways obtain but a very small proportion of the efficiency out of the cars at their disposal. What is the use of perfecting roadbeds, reducing grades, laying 80 lb. rails, building huge Mogul engines, and strengthening bridges in order to increase the length of trains, if inadequate facilities are provided at the terminals for the quick despatch of cars differently routed to their proper destination?

And here is where the problem of cheapening transportation is to be solved by the development on broad and comprehensive lines of our sea-ports at which our rail and water ways converge. In this connection I may be pardoned for referring to a national development with which I have been personally associated for the past year, during which time it has been my privilege to stand at the gateway of Canada's commerce and watch the ebb and flow of that great volume of trade which leaves our shores in the shape of exports and the immense cargoes for distribution throughout this country. There is at the present moment going on in the Port of Montreal a development to take care of the import and export trade of Canada, into which is being put \$4,500,000, and she is getting for that expenditure 14 ocean berths and 14 double deck steel concrete freight sheds, with a storage area of 1,500,000 square feet, and a working capacity of 150,000 tons of freight per week. It