

then, I think, feel that it would be necessary for this country to adopt it also.

For some time previous to May, pressure had been brought to bear upon the Government by representatives from kindred organizations, having in view the object that permission be granted United States vessels to participate in the coasting trade of this country, chiefly by transferring grain from Fort William to other Canadian ports on the Great Lakes. The Council's attention having been drawn to this matter, a resolution was passed on May 23rd, protesting against the representations so made, and the same was forwarded to the Government. The discussion was incident to the opening up of the broader question of the development of the St. Lawrence route, by which the products of our Canadian Northwest might find an outlet through Canadian channels, and on June 1st, a memorandum setting forth the views of the Council and again protesting against any concession being granted United States vessels, was approved of, and the same was forwarded to the Government.

It was with very much surprise that on Oct. 16th the Government passed an Order-in-Council granting United States vessels the coasting privileges against which this Board had protested.

On the 23rd November, a deputation had the honor of waiting upon Sir Wilfrid Laurier and other members of the Government; assurances were then given that no renewal of the Order-in-Council which had been passed from the season of October to December of last year, would be made, and that in future no action of a like character would be taken, unless first authorized by Parliament.

**Toronto &
Georgian Bay
Short Line
Railway.**

The coasting laws of this country and the United States are very closely related to the development of the St. Lawrence Route, as the most natural outlet for products for export from the Canadian and United States western country. Increased efforts are being made by the Government and by various organizations to develop this route. The question has been so thoroughly ventilated, that a section of the press of the United States have evidently become convinced that the St. Lawrence Route in future is bound to take a very large share of the business, which in the past has found its way into various ports on Lake Erie, chiefly Buffalo, and thence to the seaboard by way of New York and other United States cities. This city being at present off of any grain highway between our great Northwest and the seaboard, should make every effort to be placed upon such an highway. This, to my mind, would have a more far-reaching effect in improving our general situation, than any other project which is likely to come before us. If we can succeed in having one of the grain routes pass our door, we will succeed in making this an important shipping centre, and in practical effect bring ourselves into more intimate touch with the west and the seaboard; it would improve Toronto's position as a distributing, manufacturing and milling centre.

Very great pressure is being brought to bear upon the Government to develop various other routes. I claim that there is no route in existence or prospective which is as practical for the purpose of carrying the products of our Northwest to the seaboard, and a route whereby our St. Lawrence Canal System, which has been deepened to 14 ft., at such great expense to the country, may be utilized. I would be glad if all our city representatives in Parliament would interest themselves in this project.

I am still hopeful that some means may be devised whereby this important work of building a railway across the portage to the Georgian Bay may become an accomplished fact. During the past year this project was endorsed by the Board, and a special committee appointed to advocate its