

the European markets than New York and other United States ports, by from 600 to 800 miles; besides which the expenses to ships loading in Canadian ports are very much less than in United States ports. In the past ten years the railway lines of the latter country and of Canada, during the season of lake navigation, have increased their amounts of freight by nearly 50 per cent., while in the same season, and within the period named, the water lines of the interior show a falling off in the same ratio.

It is estimated that the expense of running ocean vessels is from 15 to 20 per cent. greater, including insurance and extra cost of construction, than that of running lake or inland vessels. If this is the case, and seeing that the railways still monopolise the inland trade, the shortening of the ocean voyage by the increased distance of railway from western centres to Halifax, must be a decided advantage in favor of the latter as a grain port.

2nd. All water route—It is proposed to employ lake propellers to carry grain, &c., from Toronto, Chicago and other Western centres to Pictou and Sydney, there to be transhipped into ocean vessels, to the European and Brazillian markets—these propellers to carry coal and other eastern products, as return freight, to the west.

Pictou possesses peculiar advantages, as a Canadian summer port, for making up assorted cargoes for the markets of the Tropics. The fishing grounds of the St. Lawrence are in close proximity to this port; its coal basins are among the richest in the Dominion, and underlies its harbour. A supply of cheap ocean tonnage can be had there at all times during the navigation season,—an essential condition in the establishment of foreign trade relations.

Again, further east lies Sydney, which possesses every possible advantage, in so far as the supply of an abundant, cheap ocean tonnage enters as a factor in securing European, West India, and South American trade. Shipowners have offered to carry eastern bound freight to Europe, for 25 per cent. less ocean freight, than from New York, Montreal, Philadelphia, or Baltimore.

Sydney now commands more seeking tonnage than any other North American port, New York excepted. The convenience of the port of North Sydney for either eastern or western bound seeking tonnage, its unequalled low port charges, and the coal freights to be had for Canadian and American ports, have given it a large maritime trade. It is estimated that by securing down freights, coal could be carried to Toronto, from Sydney or Pictou, as return freight, at from \$1.50 to \$2.00 per ton.

It would be well for Canadians to follow the example of the Americans in this trade. The lake propellers, during the summer of 1878, carried grain from Chicago to Buffalo, distance 856 miles, and coal back from Buffalo to Chicago at 25 cents per