

CANADIAN TERMINAL HARBORS ON THE GREAT LAKES.

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terminal elevators? Why nineteen terminal elevators served by only one railway? Why flour mills served by only one railway? Why the Harvesting Company's assembling plant served by only one railway? Who stands the economic loss due to lack of co-operation? Who stands the loss due to duplication?

The "Head of the Lakes" in Canada may continue to hold its situation without a rival. A combination by the three railway companies, resulting in a large joint railway, elevator and harbor terminal, for the economical and speedy transfer of grain from rail to vessels for shipment to storage elevators at eastern lake ports, is a possibility which should be made unnecessary of consideration.

The Upper Lakes Service.—From the Head of the Lakes, further transportation eastward brings in the all-important question of whether the route will continue through Canadian ports or whether the business will be diverted to the United States. The owner of the grain is not expected to be controlled by sentiment. The route by which he receives best and surest profits is chosen.

National or State policy is another matter. Actual economy of transport so as to increase the price to the producer, or cheapen it to the consumer, is a point well taken with statesmen. Much more is the tolls on commerce of interest to a people and her legislators. All along the line every station, every town, as well as every port or terminal reaps the reward.

Therefore, the chief point to Canada to increase the business through the ports, is the effort to make such a route as will compete with the main Buffalo-New York route. It were well worth while, even at a sacrifice. The great State of New York is setting the example.

Can engineers design and construct a route, and operators achieve costs to meet the competition? This is the most important commercial question in Canada to-day.

Port Colborne.—Port Colborne, from a point of distance, is equal to Buffalo. From this port to Montreal, by the St. Lawrence Canal System, the present water route, is far and away ahead of the nearly completed barge canal to New York. Port Colborne, however, for winter business, is out of it.

Port Colborne harbor is the Lake Erie entrance to the present 2,500-ton Welland Canal. The necessary entrance to the canal made an excellent ready-made harbor with the addition of a landing quay, an elevator and a railway terminal.

From Port Colborne to an Atlantic Ocean port the distance, by 2,500-ton vessel, is only 369 miles.

Buffalo to New York by the 1,500-ton barge canal, is 497 miles.

For canal navigation, the seasons being equal by either route, Port Colborne to Montreal has much the best of it.

But there the advantage ends. Port Colborne has one modern transfer elevator, and a very excellent one, belonging to the Government of Canada. The storage capacity is 2,000,000 bushels. It can unload grain from the largest sized lake vessels and has every facility for despatch. There is also the Maple Leaf Milling Co.'s elevator, with a capacity of 1,500,000 bushels.

Buffalo, on the other hand, has sixteen elevators, with a capacity of some 18,000,000 bushels. At the close of navigation, grain stored in elevator or vessel at Buffalo

has the winter market advantage and the cheap rail route to New York. Anything stored in Port Colborne is at a competitive disadvantage.

The Welland Canal from Lake Erie to Lake Ontario is, however, in process of enlargement. A year or so after the completion of the 1,500-ton New York barge canal, the New Welland will pass the 10,000-ton lake vessel, which then will have a clear run to Prescott.

Prescott is only 119 miles from Montreal. Lighterage from Prescott to ocean vessels in Montreal harbor will then be almost as cheap as from the New York State Canal terminals to the ship, and Prescott elevators will be within order distance when vessels require grain. For grain at Prescott, no Atlantic port can compete with Montreal in summer, and grain in a large storage elevator at Prescott will also be in an excellent position for shipment in winter via St. John or Halifax.

The Georgian Bay Canal project or the completion of the ship canal between Prescott and Montreal, is a subject in itself.

Lake and Rail.—John R. Booth, an Ottawa lumberman, was the first to appreciate, and willing to back "lake and rail," a Canadian economic grain route. He built a railroad from Depot Harbor, through Ottawa to Coteau, near Montreal, and constructed elevators and freight sheds at the terminals. His route, now owned and operated by the Grand Trunk Railway System, is the shortest both by lake and by rail, but the railway has "grades." The Depot Harbor route runs over the height of land and the Grand Trunk Railway has completed up another line, via the Peterborough watershed from Midland to Montreal, as a grain route.

At Midland the Grand Trunk Railway has developed its railway lake terminal. The natural advantages for a harbor here are many as compared with an exposed lake situation like Buffalo.

Midland Harbor (Tiffin).—Midland harbor is situated on Midland Bay, the most eastern indentation of Georgian Bay. The town, including the terminals, has a population of about 5,000. The only railroad serving Midland is the Grand Trunk.

The town has extensive lumber mills, coal docks, freight sheds, steel works and other prosperous industries. The original harbor is close to the town in the southern arm of the bay, while the new grain and warehouse terminals are situated on the eastern arm. The shelter throughout the harbor is excellent and loading and discharging are carried on under most favorable conditions. As a winter quarters for vessels, both loaded and otherwise, the harbor offers special attractions as to safety and for the shipment of grain.

The entrance to the harbor is favorable from a navigation point of view. The depth of water is ample and there are no difficulties of a bar as in many harbors on the Great Lakes.

The new railway terminals are situated at Tiffin, a suburb of the town of Midland. These consist of extensive sidings, modern docks for deep water berths, warehouses and grain elevators.

The elevator facilities at Midland are as follows: Midland Elevator Co.'s elevator, capacity, 1,000,000 bushels; wooden structure, iron sheeted; capacity from vessel, 10,000 bushels per hour; depth of water, 22 feet. Aberdeen elevator, capacity, 1,000,000 bushels; iron structure; capacity from vessel, 10,000 bushels per hour; depth of water, 25 feet. Grand Trunk Railway elevator, capacity, 2,400,000 bushels; concrete structure; capacity from vessel, by two travelling marine legs, 24,000 bushels per hour; depth of water, 25 feet.