

"This conclusion is arrived at by a careful consideration of the evidence adduced before the Commission, by which the Commissioners feel they must be guided, such evidence to their minds greatly preponderating in favor of the extension of this important work in the manner indicated."

In accordance with the recommendation of the Commission three different contracts have been let, on account of which there had been paid, on the 30th June, 1897, the sum of \$947,291, and probably nearly as much more since that date.

Up to the 30th June, 1897, there had been expended on these works, since Confederation, \$1,715,442 which will be comparatively wasted unless the internal line of navigation already created, and which will be considerably extended by the works now in progress, is given an Eastern and Western outlet.

Reason Nine

Because the surroundings and location of the Trent Route are such as to render it the **ALL CANADIAN** route par excellence between the Great Lakes and the sea-board—whether that sea-board be at Montreal, St. John's or Halifax; because **ONCE ON BOARD OF A TRENT ROUTE CRAFT, GRAIN STANDS NO RISK OF BEING TRANSFERRED THEREFROM BEFORE REACHING MONTREAL.**

Reason Ten

Because the size of, and the relatively small capital required for, a Trent Route plant will ensure to the St. Lawrence route at Montreal advantages which cannot economically accrue from the use of vessels adapted to a 14 foot navigation.