

cultivates grain for export. That this project when in operation would reduce the cost of transportation, there can be no doubt. The money saved would not benefit those in Europe who purchase such products, as the price is regulated over there in competition with other countries, but the saving would find its way into the pockets of the farmers. The question is in every sense a national one.

It would seem to be in our interests to work with our friends in Montreal or Quebec: their interests and ours would appear to be identical. If it is necessary to have more money spent on the Montreal or Quebec harbors in order to accommodate the increased traffic, then this is a problem which should interest us equally with the people of these cities, for excellent harbor accommodation is necessary if we expect to attract sufficient tonnage in ocean-going vessels, in order to create that competition in freight rates which exists at United States ports.

We must not lose sight of the fact that this railway, if built, would be a substitute for a canal, a very practical and inexpensive one, and if owned by the Government should be considered as a part of the system of canals extending from tide water to the upper lakes.

The greatest amount of publicity should be given to this question, with a view of bringing out the advantages, and also the objections, which may be raised against it. I feel certain it will be found to be the best grain route, being the most economical on account of the short rail haul. This point settled, there should be no doubt as to the attitude of the Government towards it.

JAMES BAY RAILWAY

My views on the important question of the James Bay Railway are embodied in a report quite recently made public, therefore I shall not take up any time in discussing it further.

RAILWAY OFFICERS

I cannot but feel that in connection with our general development our two great railways will conceive it to be in their interests to have their traffic departments more generally centred in the city.

I am warranted in saying that their patrons here feel that the business demands that more power be vested in their agents here, in order that many questions which have to be considered from time to time, that now require to be referred to Montreal for decision, often causing vexatious delays and frequently a journey thither, may be decided promptly, as is the case with patrons of railways residing in Montreal.

TOURIST TRAVEL

When we consider the vast population to the south, within a day's journey of Toronto, the great wealth of the people, their aptitude for travel, their desire to visit a more northerly latitude during the hot term in search of health and pleasure, we wonder why we have not already taken steps to advertise ourselves.

The City is in itself a favorite resort for the tourist, and to the north we have that picturesque region bordering on the Muskoka Lakes and Georgian Bay.

With good hotels and judicious advertising the tourist travel of Toronto and those sections could be increased by 50,000 people annually.