

By avoiding, as the Trent route does, the more hazardous and uncertain navigation of the St. Clair and Lakes Erie and Ontario, a substantial reduction in the cost of insurance will accrue to shippers by the Trent route.

Reason Five

Because, when completed, this water-way will be a practical extension of the Harbour of Montreal into and through the Midland district of the Province of Ontario; having a shore line of over 1000 MILES and having within a ten mile reach of its wharves an area of over SIX MILLION of acres, rich in forest, mineral and agricultural products.

Mr. M. M. Boyd, of Bobcaygeon in his evidence before the Trent Valley Commission in 1887 points out that between Stony and Balsam Lakes alone the following streams would act as feeders to the traffic of this route viz:—"Commencing at Stony Lake there is Eel's Creek which can be driven from Eel's Lake through the Townships of Anstruther and Burleigh a distance of 25 miles; Deer Bay Creek from 15 to 20 miles; Mississauga Creek through the Townships of Harvey, Cavendish and Anstruther (about 25 miles); Squaw River has been driven from a point in the township of Galway to Ball Lake in Harvey about 10 miles; in Nogey's Creek logs have been driven 15 miles from Galway to Pigeon Lake; Hawkin's Creek a distance of 6 miles through the north half of Verulam. Then there is the Burnt River which can be driven a very great distance. It passes Kinmount in the Township of Galway and can be driven by its South branch from the Township of Cardiff to Cameron Lake, by its middle branch from the south-west corner of Harcourt, and by its north branch from the north end of the Township of Dudley to Cameron Lake. Then by the Gull River logs have been floated down from the east boundary of Harburn to Balsam Lake, a distance of over 70 miles. The middle branch of the Gull,