

CANADIAN ROUTES OF TRANSPORTATION.

There are three routes of transportation by which an interchange of products between the east and the west, or an Inter-Provincial trade may be easily established.

1st. All rail—By the Intercolonial, Grand Trunk, and their connections between Halifax, Pictou, Montreal, and western points.

2nd. All water—From Pictou, Sydney, and other Atlantic ports by the St. Lawrence to Montreal, and through the canals to western lake ports.

3rd. By ocean vessels from Sydney and Pictou to Montreal, and by lake vessels or rail from Montreal to Western Points.

1st. All rail route—In the East or on the Atlantic seaboard, the Intercolonial Railway passes through some of the richest coal and iron deposits on the continent, while in the west, the Grand Trunk with its connections stretches out through the most productive, agricultural and manufacturing centres of the Dominion, thus affording a most favorable opportunity for freight both ways, and a mutual interchange in trade.

Where coal is carried as a return freight in the common box cars, it can be, and it is now carried over American lines as low as $\frac{1}{3}$ of a cent, or \$0.00 $\frac{2}{3}$ per ton. It is the large tonnage of coal moving west that cheapens the cost of eastern bound freight in the United States. Why not Ontario take its coal from Pictou, and thus make Halifax a winter grain port on the same principle?

The distance from the Pictou collieries to Toronto, by the Intercolonial and Grand Trunk Railways, is 1,168 miles. To estimate the freight on coal at what the American lines are carrying it at, $\frac{1}{3}$ of a cent or \$0.00 $\frac{2}{3}$ per short ton per mile, the Pictou coal could be laid down in Toronto at \$2.33 freight, or including cost at mine (\$1.50), at \$3.83.

Both hard and soft coals are carried in the ordinary box car over United States lines, no difficulty whatever being experienced in cleaning the cars to fit them for the carriage of grain, flour, etc. There are several thousands of these cars at present in the trade, carrying coal west from Buffalo, Pennsylvania, Lehigh Valley, Pittston and Butler Mines to Chicago; returning, carry grain, flour and general merchandise east.

It is contended that Halifax is farther from the grain centres and the Rail Carriage—thence to our Atlantic ports longer than to American ports. But this apparent disadvantage is more than counterbalanced by our ports being very much nearer