

steamships of the present day. The present canal is capable of carrying the largest cargo boats of to-day, steamers capable of carrying up to 9,000 gross tons. The canal runs from the Mersey, near Liverpool, right through the heart of the country. The canal was built in spite of tremendous opposition from the harbour companies, of enormous capital, and from various railroad companies. The bill was thrown out of Parliament three times; and even when it passed, the canal was built through opposition inch by inch from landholders and others. Why was the canal necessary? About the year 1875 competition became so keen that it was almost unprofitable to manufacture cotton, and in most cases the mills were closed down. This continued for five or six years; and if the decadence went on for ten or fifteen years, there would have been no city of Manchester so far as the cotton trade was concerned, and to the enormous population which surrounded the city the matter was serious. A commission was appointed to investigate, and they reported that the cause of the whole trouble was the excessive charges upon their foreign raw materials at the port of debarkation, and for bringing those materials from the sea coast to Manchester. The only solution was to be found in the building of light railways from Liverpool to Manchester, or to build the canal. The railways had taken up all the attention and nearly all the capital; but the canal came to the front, with Daniel Buchanan as the prime mover. Five years ago last January it was opened. The great increase in the size of ships a year or two after the opening gave rise to predictions of failure, but these were soon dispelled. One of the chief factors in transportation is to have your produce carried to the consumer in the most direct way and in the cheapest way. The Canal Company made up their minds that a canal without a steamship line would be of very little use; so the steamship company was formed in the opening of 1898, with a million pounds sterling capital, called the "Manchester Liners, Limited," and they decided that their first trade should be exclusively between Canada and Manchester. They began by buying two boats—the Manchester "Enterprise," which foundered in the Atlantic week before last, and the Manchester "Trader." Then they put on the stocks seven new boats, that are some of the finest going out from Canadian ports. They run from 7,000 to 9,000 tons dead weight, and are fitted with cold storage and every possible means for carrying perishable products over and landing them on the other side in the best possible condition.

The Secretary moved a hearty vote of thanks to Mr. Harling for his kindness in giving us the address and bringing the beautiful views before us. The motion was carried unanimously amid applause.

Mayor RUTLEDGE: I have great pleasure in moving a hearty vote of thanks to the President and Secretary, and to the various members of the Association, and the gentlemen who have been present with us in the past two evenings, for their very great kindness in visiting the town, and for giving us the mass of excellent information which they have. I feel that the town and this part of the country will be forever indebted to the Fruit Growers' Association of this Province for their very great kindness in these ways.

Mr. HUGGARD: I rise to second this motion with the greatest possible pleasure, and I am quite sure that every citizen of the town of Whitby will endorse it very heartily. It is five years since the question was asked, "Will you come here to make us a visit?" You promised to do so, and you have kept your promise faithfully and well; and such a mass of information has not been given to any people for a long time.

The motion was carried amid applause.

THE SECRETARY, in acknowledging the vote, said: We have been delighted with the reception we have received in your town. Everywhere we go we have to become acquainted before we are understood. Some towns think we are bringing some show, and that we want to make money out of the affair, and it takes

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