

where the grain is shipped directly by ocean steamers to Liverpool. This route has been completed, and made possible to exporters by the recent construction of the Great Northern Railway of Canada, extending from Hawkesbury, in the Province of Ontario, to Rivière-à-Pierre, in the Province of Quebec,—a point 58 miles from Quebec on the line of the Quebec and Lake St. John Railway. The total length of this Great Northern Railway is 170 miles, and its solidity of track, the absence of steep grades, and its superior steel bridges,—one, of 1,700 feet over the Ottawa River, and the other, of 1,000 feet over the Maskinongé—entitle it to rank amongst the best built roads on the continent of America. The construction of the Great Northern, some 48 miles of which had been previously built, was actively commenced in May, 1899, and continued without interruption until its completion in October 1900. It was built by a Company, of which the Hon. P. Garneau, of Quebec, is the President, and Hon. Mr. Parent one of the directors, and as the Federal and Provincial subsidies were altogether inadequate for the work, the greater part of the money required for the undertaking was furnished by shareholders of the Company in Quebec, Boston and New York. The American capitalists who have gone into the scheme, are very prominent and clear-headed business men, who have looked carefully into all the conditions of the trade that it is proposed to tap at Duluth and Depot Harbor, on Parry Sound, and are fully convinced that the new short route must of necessity take a very large share of the grain shipments that have hitherto gone by way of Buffalo and New York. Not one of the facilities required for doing this trade is lacking. Everyone who has visited Parry Sound firmly believes that there is a great future in store for Depot Harbor, where iron steamships from Duluth, Chicago, Milwaukee and various other ports on the great