

6,000,000 bushels of grain at Midland, with the improved facilities provided there.

Nevertheless, does it not seem strange that all these years before freight rates on grain got down to the present level, and while the canals were still in the unfinished condition, this trade has been allowed to go through the United States, and only recently, when the St. Lawrence Canal system is approaching completion to a 14 ft. depth of water, the railways are seriously considering how they can participate in the business of the railways which traverse the State of New York.

If we are going to divert an appreciable amount of the grain business to Canadian channels, and thereby build up ocean ports like Montreal and Quebec, the short rail haul between Georgian Bay and Toronto and the utilization of the canals must be the important factor.

The United States railways now have the business, they have an equipment second to none, their running expenses are low, the fuel they use, if not half the cost, is very much less than the cost of fuel of railways operating on this side. To depend entirely upon the railways having the "long haul" here diverting the business from those having the "long haul" in the United States, would to my mind result in bringing but a small and insignificant part of the grain-carrying trade this way.

This question of an Air Line, and the improvement of Toronto harbor, is one which should be endorsed, not only by towns interested on the Georgian Bay, and cities like Montreal and Quebec and other places on the St. Lawrence River and Gulf, because it is apparent that vessels which will be able to traverse the St. Lawrence Canals will be able to unload at Quebec City and other St. Lawrence Gulf points, but it should also be endorsed by every farmer in this Province within reasonable distance of Toronto, who has produce to sell or export, for it is a fact which cannot be denied that this port was of great importance even when the canals were only 8 ft. deep, and for a considerable period after the creation of the internal northern fan of independent local railways terminating in Toronto, which were promoted by energetic citizens, and to which roads this City contributed \$1,483,000.

Transfer was made here of immense blocks of freight products brought from all parts of the interior country, to a fleet of vessels and steamers, for shipment to Montreal and points on the St. Lawrence, for export, which was of great advantage to the general trade. Although this water traffic has almost disappeared, it can be revived under new and improved conditions, and become, as in the past, a great factor in regulating freight rates on products for shipment to the East.

A good harbor, with a fleet of vessels 14 ft. draught, could not but advantageously affect this part of the Province for a very considerable radius from this City.

What we are interested in particularly is prompt action, otherwise other routes will be devised and established which will neutralize the importance of this.

The Hon. Minister of Public Works is reported to have said in Montreal a few days ago, that he was desirous of making Montreal the Buffalo of Canada. I endorse the sentiment; it is a worthy ambition; but I would go even further: I would say that Montreal, being a seaport, should be the New York of Canada; Toronto is willing to take the humbler position; being a lake port, we must insist upon its being the Buffalo of Canada.

Any question relating to transportation which in effect would reduce the cost of carrying grain, is one which interests every producer who