

and facilities are afforded for the shipment of lumber, grain and other commodities which are exported from this point. A great deal of money has at various times been spent on the Port Hope harbor, and most of the capital required for its construction has been contributed locally. Of later years the harbor has been very much improved, and it is now one of the best, if not the best, on the north shore of Lake Ontario, and has ample capacity for holding the entire fleet of the lake. The local shipping interest is of considerable magnitude. The principal branches of industry consist of extensive file works, a large brewery, two tanneries, canning and preserving factory, carpet factory, flour and planing mills, foundries and machine shops, glue works, leather lace factory, etc. A new factory for the manufacture of steam radiators is at present being fitted up in the building formerly occupied by the Consumer's Cordage Co., and is expected to be in operation early this summer. Good water power is afforded by Ganaraska river (Smith's Creek), which runs through the town.

Of late years a strong effort has been made to induce the government to make Port Hope the outlet for the proposed Trent Valley canal, in preference to Trenton, the cost of the Trent route being about \$5,000,000, while that of the Port Hope route from Rice Lake to Port Hope would not exceed \$1,500,000. Only three miles of the latter require any great excavation, while the cutting along the Trent route is principally rock. The canal via Port Hope can reach Lake Ontario without crossing the Grand Trunk railway—entrance to the harbor being under the viaduct, while the distance from Port Hope to Rice Lake is only 13½ miles, which is a great saving in time and travel as compared with 46½ miles, the length the route to Trenton. These statements are all borne out by the government engineer.



ON THE GANARASKA