Kingston-Montreal portion of the route up to $7.02 per mile. Or, putting it in yet another way, these figures prove, that while the vessel owner will transport 50,000 bushels of wheat from the East end of Lake Erie to New York by canal, for $1400 he will demand $1,000 for taking it to Kingston, and $2,250 for taking it on to Montreal—equal to $5.25 per mile for the section of the route between Lake Erie and Montreal, as compared with $2.83 per mile on the Erie route. One ounce of what has been done is worth a pound of what may be done!

Take as another example of the realative merit of this route: Mr. T. C. Clarke, C. E., in his evidence before the special committee of the Senate of Canada last session, estimates the cost of a plant for the proposed Georgian Bay-Ottawa 14 feet route at $425,000 with a carrying capacity of 10,500 tons (350,000 bushels of wheat) and that if fully employed, capable of making ten trips during the season between Chicago and Montreal. Accepting Mr. Clarke's relatively low estimate as to some of his items of cost, we find that such a plant would cost to operate for a season of ten trips $70,880 or $7,088 per trip or $332.77 per day, as compared with $903 per trip or less than $60 per day on the Trent Route—a difference in precise ratio to the quantity of grain carried by each plant, and which goes to prove that under like conditions the large plant, when due allowance is made for the capital invested, possesses no decided advantages over the smaller one. Turning now to the twin questions of lost time and return freights it must be obvious, that the Trent route will have a very decided advantage over any 14 feet route in this respect, inasmuch as its course passes through a district already largely developed, possessing resources which only require such an outlet to afford a very large supply of both local and return freights for the crafts plying on its waters, and from which, no matter how deep the main line of the water-way might be made, barges of large carrying capacity would of necessity be largely, if not altogether, debarred. A day's lost time in delivering a 100 tons of up-way freight would at $1.00 a ton yield a PROFIT of $40 to the Trent Route plant, while the large plant would be OUT OF POCKET $232 by the same transaction.

Another thing which should be kept in mind in considering the economic advantages of competing lines of transport is: First that the grain trade of the West is a fluctuating one both as between seasons and between different periods of the same season; and secondly, that the route calling for the smallest investment of capital in proportion to its carrying capacity and ensuring the most constant employment to the craft dependent upon it for employment, can make money at rates which would be losing ones for those not constantly employed.