

Assuming that a plant of double this carrying capacity could be operated on the Trent route and that it would cost double in every respect, except in the matter of wages, to build and operate, we have the following as what could be accomplished on the Trent route between Midland and Montreal:—Average interest on investment \$990; Sinking fund \$2750; Wages for season \$2800—total fixed charges \$6540 or \$503.00 per trip for 13 round trips. (As a matter of fact the figures already submitted show that two round trips per month might be made and leave 5 days for loading and unloading each trip.) Add to this 75 tons of coal per trip and \$100 more for oil, etc. and we have the total cost of a round trip, \$903, while the 60,000 bushels of grain carried East at $1\frac{1}{2}$ cents per bushel would yield \$900, Could the usually estimated return cargo of $\frac{1}{3}$ (400 tons) be obtained ONE CENT per bushel for wheat from Midland to Montreal would be brought within sight.

As that portion of the Trent Route between Kingston and Montreal also forms part of the Welland route it doubtless will be asked how can wheat be transported from Midland to Montreal, a distance of 450 miles, for one, or even two cents per bushel when it now costs more than the latter sum to transport it from Kingston to Montreal, a portion of the same route, and a distance of only 178 miles? Without undertaking to supply a complete answer to this question, the following figures, collated from the official reports of the New York Chicago and Buffalo mercantile exchanges, for the year 1897, are cited as a relatively fair statement of the cost of transport, in that year, on the different routes named:—

From Chicago to Buffalo	920 miles	1.5 cents per 60 lbs.
" " Kingston	1,170 miles	3.5 " "
" " Montreal	1,348 "	6.0 " "
" Buffalo to New York	500 "	2.8 " "
" Buffalo (Pt. Colborne) to Montreal	428 miles.	4.5 " "
" Kingston to Montreal	178 miles	2.5 " "

But impressive as these figures are, even when taken as they stand, they are worthy of further consideration. Applying them to a shipment of say 50,000 bushels, we find that the cost of transporting the same per mile between Chicago and Buffalo is $81\frac{1}{2}$ cents as compared with \$2.83 per mile on the Erie canal; from Chicago to Kingston the rate per mile is \$1.49 $\frac{1}{2}$ an increase of 58 cents per mile for the whole distance, and an increase which, if applied (as it should be) to the added distance from Buffalo to Kingston of 250 miles, brings up the cost of this portion of the route to nearly \$4.00 per mile; and dealing in the same way with the additional distance to be covered to Montreal, we have the cost from Chicago to Kingston \$2.22 $\frac{1}{2}$ per mile, and the cost of the