

it is claimed the most likely way of recovering the Manitoban traffic for the St. Lawrence route is for the Canadian Pacific Railway Company to handle the grain from the place of growth to the markets of Europe, by putting large grain steamers, with barge consort, between Fort William and Owen Sound, running them in connection with the railway at Fort William, and with the ocean service at Montreal or Quebec, so that the Manitoba shipper can get a through rate and through bill of lading from elevators in the west to Liverpool. At present the C. P. R. ceases to have any interest in the grain once it reaches Fort William. The low rates by the large American lake boats, carrying 175,000 bushels of wheat from Duluth and Fort William to Buffalo, and the supply of modern ocean carriers at U. S. ports, give the American route an advantage over the Canadian. Unfortunately the St. Lawrence route lies outside of the deep water area; vessels of only 14 feet draught, and 60,000 to 70,000 bushels capacity can pass the Welland-St. Lawrence route.

"The Canadian Pacific Railway," says a high authority on the question, "could carry wheat from the place of growth in Manitoba to Fort William and thence to Liverpool on its own steamships from Montreal at a rate which no other route or combination of transportation interests that I knew of could touch."

This through Canadian Pacific service, it is believed, would give the St. Lawrence in summer and the Canadian Maritime ports in winter, a pull over the United States route they can hardly hope to get in any other way.

Second, it should give Canada the handling of British-American mails, and with branch lines, perhaps some of the West Indian and Pacific, as well as place the Dominion and her Atlantic provinces in the line of European-American Pacific travel. British statesmen, including the Rt. Hon. Joseph Chamberlain, have strongly urged not only a fast Atlantic service, but also a first-class Canadian-European Asiatic line. And further they have also given an assurance of imperial aid should the service be of that high character that will enable the British Government to use it as a mail route. When considering improved mail service for the empire at the Colonial conference in 1894, Lord Jersey, the British delegate, made particular enquiries of Mr.