

taken from the cold storage of the abattoir in cold storage on the steamer to the cold storage at the place of consumption, delivering the meat in the best condition for a quarter the present freight charges; which saving will go to the farmer, and add so much to his profits.

The benefit to the farmer will not be limited to increased profits on the crops he now sells. Other crops, such as straw, which he cannot now market will be saleable. It is pretty hard on the farmer in Manitoba to read that straw sells for \$20 a ton in New York, and is worth nothing to him. To so reduce freights and other charges as to make straw worth \$5 a ton where it is now worth nothing would raise the farmers from penury to comfort, and do more than a thousand emigration bureaux to populate the North-west.

Nor will the benefits be limited to the Western farmer. The farmer in Ontario will be able to send his fruits, vegetables, meats and other high grade products cheaply and quickly, by steamer, with cold storage, to the best markets in the world, and there to command the best prices because his products will be in prime condition. All classes and callings will be equally benefited. Trade will feel the all powerful stimulus of perfected transportation arrangements.

Quebec and Ontario in particular will be benefited by having a short outlet to the South. The trade with the West Indies, the Central and South American Coasts, and the United States Coast, which is now hampered by the expense of railroad freights and re-handling at New York, will be done direct. Steamers will leave Toronto and Montreal loaded with Canadian products destined for these countries; and return with cargoes of sugar, rubber, coffee, dye-stuffs, tobacco, etc., thus creating a direct and profitable commerce between the Northern and the Southern climes.

At first thought it might appear that such a resolution in the carrying trade would injure the railroads. This, however, will not be true. The great increase in volume of trade resulting from