

our newspapers being unanimous in advocating what they deem to be in the interests of the city. When questions of this character are under discussion, we may congratulate ourselves that we have the ablest journalists that are to be found anywhere, and by far the best newspapers in the Dominion.

Of late years conditions have developed whereby this City has become a way station on a large scale, and not a terminal in any sense of any railway system. I do not propose to venture an opinion as to who is to blame for these conditions.

Therefore there appears to be a most unanimous desire to seize and improve every opportunity which may be presented, by which a most desirable change, and one which may result in lasting benefit to the City, may be brought about.

Our ambition to become a more important Railway and Shipping centre is one worthy of a City of this size, and to acquire the benefits resulting from and the influence of great railway corporations is an aspiration which a City not having the same should endeavor to acquire.

The project of connecting this City, having a suitable harbor on Lake Ontario, with the nearest and most suitable harbor for the purposes desired, on the Georgian Bay, in order to divert the grain traffic into Canadian channels, is a project well worth considering, and one which should be discussed privately and publicly in all its bearings. Regarding the importance of the project of participating in the grain-carrying trade, if such a large volume of traffic is of benefit to other places, we can take it for granted it would be a benefit to this City. I anticipate, however, that so long as there is a cent of profit in the "long haul," we must expect to meet with opposition in respect to this undertaking.

The real meaning of the magnificent St. Lawrence system of waterways, reaching as it does 2,000 miles from the ocean into the heart of the continent, is gradually dawning upon the public in general.

Up to the present time a very small proportion of the grain produced beyond the Great Lakes has found its way to the seaboard by what must be acknowledged to be the most natural channel, except as far as Lake Erie; from there it has been diverted by rail to United States ports.

The early completion of the St. Lawrence Canals to a depth of 14 feet, together with other important undertakings, such as the improvement of harbor facilities at Montreal, all point to something important which it is anticipated is going to happen in connection with diverting the grain-carrying trade.

Toronto occupies a unique position in connection with the problem to be solved.

Vessels carrying 250,000 bushels and upwards of grain have been found to be the most economical carriers; such vessels have come into Georgian Bay ports with full loads during the past season. This grain has been transferred to ocean vessels at Montreal, chiefly by rail, in competition with grain delivered at Buffalo, to be transferred by rail to New York for shipment to Europe.

A Special Committee of the Senate of Canada, at its last sitting, took evidence respecting the cost of rail as compared with water transportation, and an eminent authority gave evidence before the Committee as follows:—