

carried on the upper lakes was delivered at Midland last season ; and that it exceeded by 500 tons the heaviest cargo delivered at Buffalo during the same season.

Turning now to the Midland-Ontario Section of the route, between Midland and Montreal, there will be at Midland direct connection with a water-way which is so superior in every respect to that of the Erie, that even a comparison between the two is calculated to do an injustice to the Trent route. In the one case there will be an almost continuous line of land locked lake and river navigation, capable of passing barges carrying cargos running up to 500 tons as freely from end to end as can now be done between Montreal and Kingston or on the Hudson river, at a speed only limited by the capabilities of the power propelling them ; while on the Erie there are 350 miles of artificial navigation upon which boats with a cargo not exceeding 240 tons can be used at a speed in no case exceeding $3\frac{1}{2}$ miles per hour, and for a portion of the season surrounded by water at a temperature calculated to injure grain not in prime condition.

On the Erie route wheat has been carried from Buffalo to New York (500 miles) for as little as $1\frac{9}{10}$ of a cent per bushel and for an average of $2\frac{1}{2}$ cents during the season of 1895, and an average of $2\frac{1}{2}$ cents for both of the seasons of 1897 and 1898 ; while West bound merchandise is carried, for coarse freights, at from 40 to 70 cents per gross ton and general merchandise at from 45 to 75 cents per ton from New York to Buffalo.

The following estimate of what would be paying rates for the carriage of freight between Montreal and Midland by the Trent route, is based on figures supplied by a Captain Campbell, of Buffalo, to the Trent Commission in 1887—he being the owner and operator of a plant made up of one steam barge and three consorts costing \$16,500 with an aggregate carrying capacity of 30,000 bushels of wheat. Taking the life of such a plant as twelve years, and 6% per annum as a fair return for the capital invested, we have the following as the cost of transporting 30,000 bushels of wheat from Buffalo to New York.

Fixed charges : Interest on investment \$495 ; Sinking fund \$1375 ; Wages for a season of seven months \$2800—total \$4,670 or for 8 trips \$584 per trip ; add to this \$200 for coal and \$50 for oil, etc., etc., and we have a total of \$834 for a round trip between Buffalo and New York. While the revenue for the same would be, down freight 30,000 bushel of wheat at $2\frac{1}{2}$ cents \$750 ; up freight 250 tons @ 40 cents \$100, or a total of \$850.