

Reason Four

Because the Trent Route will afford the most economical route between the great lakes and Eastern Markets.

Taking a stand at Midland—a point on Matchedash Bay—445 miles west of Montreal we have at our feet a harbor of about twenty miles in length, of several miles in width, of a depth much in excess of the requirements of the largest vessels now in use or likely to be in use on the great lakes and easy of access in all weathers.

During the past season there *has been* erected at Midland a million bushel elevator in addition to the half million one already there. At these elevators nearly 6,000,000 bushels of grain was handled in 1898, notwithstanding that the new elevator was not completed until late in the season.

Between Midland and Chicago, Duluth and Fort William, the waters to be navigated (except St. Mary's River) are of an ocean-like character, requiring the use of sea-going craft, and permitting the use of vessels up to and even exceeding a quarter of million bushel (wheat) carrying capacity.

In 1898 the maximum and minimum rates of freight on wheat were: from Chicago to Buffalo $2\frac{1}{2}$ to $\frac{9}{10}$ of a cent and from the same point to Midland $2\frac{1}{4}$ to $\frac{7}{8}$ of a cent per bushel, notwithstanding the advantages which Buffalo offers, over Midland, to vessels resorting thither in the way of return freights.

Again: The shipment of a large consignment of iron plates from Chicago to Belfast last season by lake to Midland and thence by rail to the ocean going vessel at Montreal, is another substantial proof that even as a lake and rail route the Midland route is already in a position to make itself felt as a factor in the carrying trade of the northern portion of the continent. It may also be added that the largest cargo (266,550 bushels of corn) ever