

less than 6 cents per bushel, and as low as $2\frac{1}{2}$ cents to alongside ocean steamers at Montreal. A good proportion of grain that has left there this season has been carried to Buffalo, 1,030 miles, for $1\frac{1}{2}$ cents per bushel, or less than the usual elevator charges from cars to elevators.

As giving a clearer idea of the benefits of cheap water transportation as afforded by

IMPROVED WATERWAYS,

and the present shipping facilities at the head of Lake Superior, that prince of "Bonanza Farmers," O. Dalrymple, Esq., shipped from his 20,000 acre wheat fields along the line of the Northern Pacific Railway last year as their products some 320,000 bushels of "No. 1 hard" wheat, not equal to some single day's lake shipments from Duluth. The celebrated "Grandin Farm," also under Mr. Dalrymple's charge, shipped last year from its 12,000 acre wheat field, about 192,000 bushels of the same kind of wheat, or about the amount taken by a single tow through that little harbor entrance 800 feet long by 250 feet wide. As a still further illustration of the benefits of

CHEAP WATER TRANSPORTATION

afforded by "improved water-ways" and the increased carrying capacity thereby, it might be well to say that the cost of transporting freight per ton per mile over the New York Central Railway from Buffalo to New York, as per their last annual report—and this is the cheapest operated railway in the United States by a good deal, is sixty-two-one hundredths of a cent per ton, or \$6.20 cents per 1,000 miles. By the present system of large steam barges towing a sailing consort, now made possible by the enlarged St. Mary locks and that is now in general use on the lakes, if they can get sixty-five cents from the head of Lake Superior to Buffalo, 1,030 miles, it will clear the vessel, barring extra wrecks, and if they can get one dollar per ton 'tis satisfactorily remunerative. By the last annual report of the railway commissioners, of the thirty-two railways of over 7,000 miles, upon the cheaply constructed railways of Iowa, averaging a cost of only \$13,000 per mile, the cost of moving the same per ton was 80-100 per mile, or at the rate of \$8 per 1,000 miles.

QUERY.

Are railways or improved waterways the real avenues of transportation for our agricultural people? Have all of our people a right to ask and not only expect, but receive, liberal and regular appropriations for their continued improvement until these avenues of the Almighty are made complete and harmonious over our entire country?