

Recent movements on the part of the managers of the lines, above referred to, in reducing speed, increasing rates, and dispensing with a multitude of outside Agents, heretofore considered necessary by the great competition, will tend greatly to the advantage of a through-line *via* Collingwood.

The reason for this must be obvious, as our full rates are much less than by either of the routes referred to, while the time in transit, is but a trifle more. These facts will command a large portion of the trade, and any addition to the present rates by these lines for the transportation of passengers and freight, would tend greatly to divert the traffic to the Northern route.

My own opinion is, that no reasonable effort should be spared to effect the formation of an efficient through-line this season, as there are many advantages to be gained at present, which if neglected, will be more difficult, if not altogether impossible to attain in future. Inquiry having often been made by vessel owners and others interested in the transportation of grain as to our facilities for handling it in bulk, and assurance given that our traffic would be largely augmented, by being prepared to elevate and store grain, and in order to secure this trade, elevators have been completed at Collingwood and at Toronto, and the warehouses at each place fitted with proper appliances for business in accordance with your order. The cost of which will appear in the expenditures under that head.

The tables will show the amount of grain shipped by this route during the short time the elevators were in use, previous to the general depression of trade and the closing of navigation.

I have no hesitation in saying, that your route for grain is the best (particularly during the warm weather) of any from the West to the East, as by it corn can be delivered in market much quicker, and will be materially benefitted by the airing it will receive in elevating, and its transit over the road, and be much enhanced in value, by delivering in market, sweet and fresh ; while by the long and tortuous water transport