

think it was the eighteenth or nineteenth in the ports of Canada. When I saw this statement to which I have referred, I studied the tables of the Trade and Navigation returns for some years and I find that taking the whole of the three years 1895, 1896 and 1897, only three million bushels in the whole three years were exported by Manitoba to a foreign country, and I think that was made up by United States millers. During the same three years 35 million bushels were shipped to Montreal and perhaps all of it was Manitoba wheat.

Hon. Mr. BOULTON—Before that motion is put, I should like to explain to my hon. friend from Fredericton in regard to the figures he refers to relating to the province of Manitoba, that the Trade and Navigation returns, as to these exports, are misleading. Manitoba being an inland province, shows no exports or imports except those that go out by way of the United States to Duluth via the Northern Pacific. The exports that go out over the Canadian Pacific Railway are shown as exports of the province of Ontario. That is the reason why these figures show, as the hon. gentleman who has just spoken says, that in 1895, 1896 and 1897, the gross exports from the province of Manitoba appear to be only 3,000,000 bushels for the three years. Of course, everybody knows that that is incorrect, and it would be advisable if the Trade and Navigation returns were so prepared that the true exports and the true imports of the province of Manitoba and the Territories should be properly shown. It is an injustice to have it otherwise. Our exports and imports east and west go to swell the trade returns of Ontario and British Columbia, and which I am happy to see has attracted the attention of my hon. friend from New Brunswick. As a matter of fact, we exported this year 18,000,000 bushels of wheat, 11,000,000 bushels of which went by Buffalo and New York in bond, and were exported to England; 4,500,000 bushels came east for consumption in the eastern provinces, and 1,500,000 bushels went to the port of Montreal for export to Europe. That is the destination, as far as I can ascertain, of the 18,000,000 bushels of wheat which the province of Manitoba had to export this year. It must be referred to, as a matter of very great regret indeed, that 11,000,000

bushels of the wheat which is grown in the province of Manitoba should find its way to Europe, its destination, through foreign ports. Not only is it a loss to the transportation service of the country, but it is a great loss to the farmers who grow the wheat, because, in the state of New York, there is a system of mixing or manipulation of some kind that transfers a portion of the profit, that should go to the farmers, into other hands. One of my neighbours, where I live in the county of Russell, who had gone home to England this year to spend the winter there, wrote to me that he had been on the Corn Exchange and there had seen a sample of Manitoba wheat, which was a most wretched sample. That is the way he expressed himself. He is a man of experience, a farmer who grows the grain, and he goes to the Liverpool Corn Exchange and finds the wheat, which can top the world for the excellence of its quality and everything else, placed on the Stock Exchange, and as he describes it, a very poor sample indeed, in a year, too, that had not an inferior sample of wheat in the whole crop. The reason is that our wheat goes through foreign channels and it is so manipulated that somebody else gets a large portion of the profit of the excellent grain we grow. There are various causes which operate in regard to that, and the government should inquire into how far it can be remedied. The main cause is the competition, the very large competition, that exists in American transportation, which reduces the rate much more than the Canadian marine, which is a close corporation, will carry it for, and a trade for which the C. P. R. and G. T. R. will not compete. The Canadian marine is a close corporation, and it is limited in its power to transport. It prefers to take the four or five millions required for consumption in eastern Canada and make a good profit on that, and let the eleven millions go by the United States, rather than admit of competition. We have the satisfaction to know that, so far as taking a portion of the wheat from the west is concerned, this railroad which passes through Ottawa, the Parry Sound, has built a one million elevator at Parry Sound and a six hundred thousand bushel elevator at its eastern terminus in Prescott. The Huron and Ottawa Canal will be an ally of the Canada Atlantic, but its trade will go to Montreal, not New York.