

Winter Grain Export Via Halifax.

THIS article is written at a time when the final word cannot be obtained, but, as things stand, there is very great probability that the new grain elevator will be utilized to some advantage during the coming winter.

Last season, the first in its history, only 15,000 bushels went through this elevator, a development somewhat disappointing to people who looked forward to a large increase in business for the port as a result of its construction.

This year, if nothing goes amiss, there will be between 500,000 and 1,000,000 bushels to set against that, showing an increase in port business, and giving the winter export of grain from Halifax a start.

Shippers are averse to sending grain to a new port for storage until they are sure of being able to find tonnage to carry it across the ocean the moment they may require any. It would be exceedingly awkward for a grain operator to find after he has started several thousand bushels in a certain place awaiting a favorable market, and paid storage charges all that time—it would be very embarrassing then if he could not find a steamer to carry it.

There would not be any difficulty on such a score in Halifax, for there are several lines of steamers calling here now that are anxious to develop a business in grain carrying. Even if they should find themselves in a position to dictate terms to a shipper they would not be unreasonable, for they have something at stake in the transaction as well as the owners of the grain.

The great difficulty that stands in the way of getting grain down to Halifax is the scarcity of rolling stock at the present time. Railroads all over the continent have found themselves tied up more or less for the past year or so, and conditions are not yet different. But should this difficulty be overcome, the Intercolonial will have the handling of a lot of grain originating in Western Canada and the Western States.

This grain will come via the Great Lakes to Parry Sound, thence by the Canada Atlantic to Montreal, where it will be taken over by the I. C. R. to be forwarded to Halifax. Negotiations have been in progress and most of the details are completed for the shipment of this grain in the way indicated. Probably by the time this article is published definite arrangements will have been made. Readers may feel pretty certain that at least half a million bushels will come to Halifax during the coming season, and probably close on to a million.

FORMER GRAIN SHIPMENTS FROM HALIFAX.

In this connection it may be interesting to review the statistics of grain exports through Halifax. It is probable that

more grain went through the old elevator than is generally believed, but even at the best it was not very much. The following figures demonstrate:—

| Season. | Bushels. |
|---------------|-----------|
| 1882-83 | 31,000 |
| 1883-84 | 74,000 |
| 1884-85 | 301,000 |
| 1885-86 | 390,000 |
| 1886-87 | 576,000 |
| 1887-88 | 69,000 |
| 1888-89 | 130,000 |
| 1889-90 | 502,000 |
| 1890-91 | 218,000 |
| 1891-92 | 1,261,000 |
| 1892-3 | 353,000 |
| 1893-94 | 144,000 |

The largest shipments were in 1891-92, when the Donaldson liners carried large quantities.

Beside even the smallest figures in the above table, those of the shipments that went through the new elevator last season are very small. This year, however, we may hope for better things. And if we can have a large quantity go through Halifax to the old country during the coming year, we can demonstrate that Halifax is not too far from the West to handle Canada's trans-Atlantic freights, after which we will have larger shipments of grain, and Halifax at last will come to have the recognition and developments that are her right.

Double Barrelled Constituencies.

Nova Scotia is rich in such. She has fourteen single and three double constituencies. New Brunswick has one of a peculiar kind. St. John city has one representative, and, combined with the county, another. Ontario has three double constituencies—Ottawa, Hamilton, Toronto West. British Columbia has one, Victoria. The other provinces are humbler.

Nova Scotia is unique. Her double constituencies are counties. All the others are cities. Great Britain has a score or more, but all are boroughs or cities.

Of the reasons for such constituencies we need not speak. Perhaps they avoided seeming or real gerrymander. We are more concerned with the part they play. In Ottawa such an arrangement permits the selection of French and English candidates by each party, and in Halifax the selection of Catholic and Protestant by each. Elsewhere apparently they serve no such purpose. The largest of these constituencies is Toronto West, with about 16,000 electors, and the smallest is Victoria, which has about one-fourth of that number. In Great Britain the largest, Newcastle-on-Tyne, has 35,000 electors; the smallest, Bath, only 9,000.

Personal considerations play a greater part in double constituencies than in single. An elector, who is not a strong party man, where there is no great issue at stake, is apt to divide his votes, if both men on the ticket he favors are not equally good, and if one of the opponents is of exceptional merit in his eyes. Sometimes these split ballots are interpreted to mean more than personal influence. In Ottawa and in Halifax some believe that racial or religious antipathies are at work. There may be some truth in these suspicions, but one is inclined to believe that the suspected is exaggerated, because unknown.

Let us see if split ballots play a larger part in the total result in Ottawa and

Halifax than in other double constituencies. It will not do to take the total number of votes by which one candidate leads the other on the same ticket, for the difference is sure to be greater where the number of voters is greater. Let us, then, take the difference per hundred. Thus in Halifax, in the late election, Mr. Borden received about 2.5 votes more in every 100 than Mr. Kenny; Mr. Roche about 3.5 more in every 100 than Mr. Wallace. In 1896 the difference between the Conservatives was 5.9 per hundred, and between the Liberals 8.5.

| Constituency. | 1900. | | 1896. | |
|---|-------|------|-------|------|
| | Cons. | Lib. | Cons. | Lib. |
| Halifax, N. S. | 2.5 | 3.5 | 8.9 | 8.5 |
| Cape Breton, N.S. .. | 2.8 | .5 | 5.8 | 17.2 |
| Pictou, N. S. | .2 | 2.1 | 2.7 | .3 |
| St. John City, N.B.* .. | 7.8 | 10. | 16.1 | 10.1 |
| Ottawa, Ont. | 7.7 | 2.5 | 3.4 | 8.8 |
| Hamilton, Ont. | 2. | 2.6 | 6. | 1.5 |
| Toronto W., Ont. | 7.8 | 3.5 | 2.2 | 10.7 |
| Victoria, B.C.* | 6. | .. | 5.8 | 6.7 |
| Average | 4.11 | 3.53 | 6.36 | 7.98 |
| Average for thirteen British boroughs | 3.95 | 4.28 | | |

*The vote in the city only was taken.

*This estimate is approximate only, and is not included in the average.

Curiously sent the writer to consult the Times reports of the returns for similar constituencies in Great Britain in the elections of this year. Only the thirteen boroughs where there were straight tickets were taken. The greatest difference appeared in Dundee, where the Conservatives were separated by 9.2 in every 100, and the Liberals by 16.6. The average difference was 4.28 for the Liberals and 3.95 for the Conservatives.

If we look again at Halifax we find that the differences between the candidates on the same tickets were less in 1900 than the averages for all Canada and for Great Britain.

ONLOOKER.