

blame is not to be attached to the conditions governing the inland waters.

The continued efforts of the Canadian Government and of Canadian shipping interests to secure lower insurance rate, have not been altogether in vain as the following will show:

There has been a gradual drop in the rates since 1900 and, comparing these in periods of six years, the results are as follows: The average insurance rate via Montreal to United Kingdom by first-class steamers was in 1900, 56c. per \$100; in 1906, 32 1-2c., and in 1912, 25 1-2c. per or over 56 per cent.

The average insurance rate by tramp steamers via Montreal in 1900 was 1.15 per \$100; in 1906 this had been reduced to 95c., and in 1912 the rate by tramp steamers via Montreal averaged 61c., showing a reduction on the 1900 rates of 54c. per \$100, or equal to 47 per cent.

The rate by first-class steamers vis New York in 1900 was 20c. In 1906 this was dropped to 17 1-2c., while in 1912 the New York rate was 15c., a reduction on 1900 rates of 5c., or equal to 25 per cent., from which it will be seen that a reduction in rate via Montreal covering the period between 1900 and 1912 was proportionately greater by 50 per cent. than the reduction via New York during the same period.

Despite the reductions made the advantage still rest with the New York shipping interests.

The Harbour Commissioners of Montreal are making herculean efforts to improve the dock facilities of the port, increase its elevator capacity and facilitate in every possible way the rapid and economical handling of grain. The Commissioners have expended millions of dollars on harbor improvements within the past few years and have comprehensive plans under way which call for the expenditure of many millions during the next few years. Despite their efforts the shipments of grain for some years have been falling off. The following record of shipments covers the past few years and shows a steady decline in the amount of wheat shipped from the port, with the exception of last year:—

1908.....	28,300,000 bushels
1909.....	25,900,000 bushels
1910.....	20,200,000 bushels
1911.....	18,100,000 bushels
1912.....	30,652,475 bushels

So far in 1913 grain shipments from Montreal have been showing a healthy increase.

The following figures in round numbers will illustrate this. The period covered is from May 1 to June 8.

1913.....	13,500,000 bushels
1912.....	5,830,000 bushels
1911.....	5,924,000 bushels

It must be pointed out however that the opening of the Erie Canal this year was de-

layed one month and as a result much of the grain it would ordinarily secure has come to Montreal.

The St. Lawrence route is growing in popularity both as a passenger and freight line. The business of the port of Montreal is keeping pace with the growth of Canada. Despite our best efforts, however, New York is capturing a large proportion of our Canadian wheat. To overcome this, lower insurance rates must be established for the St. Lawrence and lower freight rates from Montreal. The former will be brought about either by improving the St. Lawrence channel and making it safer for vessels, or by the establishment of a Canadian Lloyd's. This question of improving the St. Lawrence and making the port of Montreal the port of entry and export for all of Canada's products is one of the most important confronting the people of Canada to-day.

It is of vital interest to Montreal's business men.

"TRADE FOLLOWS THE FLAG."

The latest emigration and trade returns issued by the British Government show pretty conclusively that "Trade follows the flag," and also that the Empire is now retaining the bulk of her people. Out of 133,350 natives of the British Isles who emigrated during the first four months of the present year, over three-quarters were retained within the Empire. Of this number Canada received 66,911.

In matters of trade, the various parts of the Empire have most extensive dealings with one another. India, with imports of \$353,023,765 in 1912, is the best customer Great Britain has. Australia which has a population of about 4,500,000, purchased last year from Great Britain goods to the value of \$174,203,505. Other parts of the Empire also ranked high as customers of the Mother Country, Canada being fifth on the list, with imports of \$117,565,555, and South Africa coming sixth with imports of \$107,104,560. New Zealand with a very small population, ranks ninth among the customers of Great Britain, with imports valued at \$51,951,670. While it is true that "John Bull" trades with every country in the world, and does not allow sentiment to interfere with business, it is nevertheless true that sentiment or patriotism does play a part in matters of trade and emigration. There is not the slightest doubt but that Canada's and other over seas Dominions' borrowings have had a more sympathetic reception because of their origin, than would otherwise have been the case. In matters of trade "blood is thicker than water."

This tendency is noticed even more in connection with emigration than in matters of