

in to-day's Montreal 'Gazette.' The despatch I refer to is as follows :

New York, in the opinion of James J. Hill, head of the Great Northern system of railroads, has reached the climax of her commercial supremacy. In an interview to-day the railroad builder of the Northwest expressed this view, his reason being that this city cannot hope to maintain its commercial control when its chief claim is, as he states it, that it is the dearest place in which to do business. 'The cost of everything relating to trade and commerce,' said Mr. Hill, 'has increased here beyond the point of profit. Traffic will be forced to seek other outlets; business other locations.'

'The tax imposed on business in New York is enormous. Your real estate, your dock, your means of communication, are all burdened with heavy charges. The price to live and do business in New York is growing beyond the ability of the people to stand it. They will be forced to go elsewhere, seeking places where the cost is more reasonable.'

'Traffic cannot be dammed up. It will seek an outlet somewhere, by going around the edges or making for itself entirely new channels.'

'There are two outlets for the west possible of development besides New York and the adjacent ports. One is through Canada, down the St. Lawrence, and the other down the Mississippi to New Orleans.'

'The products of the west are bound to reach their markets. Therefore, if they are blocked and overtaxed on their way through New York, they will find new channels for themselves.'

Therefore, so far as Canada is concerned, it was with wisdom and foresight that the construction of the Grand Trunk Pacific, or the National Transcontinental Railway was undertaken. It will make certain that Canadian trade will be carried through Canadian ports. While Canada's trade has increased as it has done from all these causes, at the same time in comparing her with other great commercial countries of the world, it is important for us to realize where she stands. We find that Great Britain's trade between 1895 and 1896, increased 53 per cent, that of France increased 53½ per cent, that of Germany 87 per cent, that of the United States 100 per cent, and that of Canada 170 per cent. That is a proud and remarkable position for Canada to occupy among the great commercial countries of the world. She stands second place upon the list of all the commercial nations in the growth and expansion of her trade. There is but one other nation that occupies the unique position of having a greater trade expansion than Canada and that is Japan. It is only within recent years that Japan's ports have been thrown open, and that her trade has been afforded an opportunity for development; therefore it is not at all surprising that, with this complete change of front, the trade of Japan should have increased as rapidly as it has done. It is also a satisfaction to know that although

Mr. HALL.

Japan stands at the head of the list in the growth and expansion of its trade, with a population of upwards of forty-four millions, yet Canada with a population of only six millions actually has a greater volume of trade by over fifty-four millions than that of Japan. It must further be remembered that the expansion of the trade of Canada has been wholly in the arts of peace, whereas a large part of Japan's trade has been in munitions of war.

It is also necessary for us to realize the fact that the development of our oriental trade is of great importance to the welfare of Canada. We are in a position to raise a vast amount of produce in the Northwest; the products of our forests and our mines in British Columbia must find a market, and there is no market so convenient for them as that of Japan and other oriental nations. It is for that reason that we can well wish God speed and success to the mission of the hon. the Postmaster General to Japan. It is important for us to cultivate that trade, because in a comparatively few years we will not only have Canadian Pacific steamship lines plying between British Columbia and the orient, but we will also have lines of steamers connecting the orient with the Grand Trunk Pacific as well.

Our trade relations with France have not been as satisfactory as we could have wished, nor our commerce with that country as great as we could have desired, when we consider the enormous trade of that country with the rest of the world. We find that France has a total trade of \$2,100,000,000 per annum. Japan stands fourth upon the list of great commercial nations, exceeded only by Great Britain, the United States and Germany. Canada's trade with France was only \$11,000,000 last year, whereas Canada's trade with Great Britain and the United States amounted to upwards of \$500,000,000. It does seem strange that our trade with France has not increased more rapidly in the past. However, we can readily understand how high tariff impositions to a large extent prevent trade between the two countries which might otherwise take place. I must say that it is to the credit of the hon. the Finance Minister, and also to the hon. the Minister of Marine and Fisheries, that the barriers that have so long stood in the way between France and Canada are now to be removed, and that Canada will occupy a more favourable position in the future in her trade relations with France. All the articles which Canada is able to produce, namely, the products of the farm, the forest, the mine and the fisheries, will receive more favourable treatment in France than they have in the past. It is also a satisfaction for us to know that Canada has been honoured by Great Britain in appointing the Minister of Finance and the Minister of Marine and Fisheries as plenipotentiaries to act for her on our behalf in framing this treaty with France, and we