I take only a few of such products in which Canada can compete with the world in these markets.

Brazil imported in 1910:—

Coal	$11,737,701
Pine lumber	2,040,730
Steel rails, couplings, etc.	6,571,588
Other iron and steel manufactures	3,015,802
Codfish	5,430,734
Other preserved fish	1,391,863
Flour	10,101,820
Condensed milk, butter, and cheese	3,675,743

Argentina imported in 1910:—

	Pesos Gold.*
Food products	27,141,259
Timber, wood and its manufactures	8,670,726
Paper and manufactures	8,307,701
Iron, steel and manufactures	43,119,488
Other metals and manufactures	12,870,455
Agricultural implements	18,921,823
Railway cars, rails and equipment	35,095,183
Building materials	29,237,334

*(The gold peso of Argentina is worth 97 cents in United States currency).

Are We Getting Our Share?

Is Canada getting her share of this trade? Will she get her share when the present population of Brazil of 20,000,000 shall have expanded to the number her vast territory and resources can easily support—200,000,000?

Argentina has only about 7,000,000 people and can easily support 100,000,000. What will this trade be worth in the future is just as pertinent a question as what is it worth now.

Now as to the indirect effect on Canadian commerce of the opening of the Panama Canal. If Canada sees fit to enter into the world's competition for this expanding South American trade her steamship lines will necessarily increase their facilities. The number of their vessels and the frequency of their sailings will be increased. Ships on the way from British Columbia to Brazilian and Argentine ports will have the western coast of Mexico and Central American republics to pass en route. Important ports of call will be established along the route and thus the increased facilities will open new markets which are at present being neglected. The same will be true of ships sailing from your great ports on the St. Lawrence en route to Ecuador, Peru, and Chile. The trade of the West Indies, Venezuela, Colombia and the eastern coast of Central America will be looked after. But this is not all. New York is preparing to cater to the wants of Australia, New Zealand, Japan, and China via the Panama Canal. Contrast the two routes from New York:

To.	Via Panama, (miles).	Via Good Hope, (miles).
Adelaide	10,367	12,514
Melbourne	9,944	12,830
Sydney	9,659	13,306
Wellington	8,522	14,034

Products of Latin America.

Do Montreal, Ottawa, Quebec and Toronto propose to go to sleep because New York will have a slight advantage in distance to these ports? Their advantage over continental Europe will be almost as great as will be that of New York.

Chicago is getting ready to use the Panama Canal via the Lakes and the St. Lawrence—can Canada doubt that she will be equally benefited?

Another very important phase of the question must be considered. Canada needs some of the products of Latin America. In 1910 she had to buy:—

Sugar and molasses	$14,256,007
Cotton wool and waste	9,384,801
Fruits and nuts	9,176,885
Tobacco and manufactures therefrom	4,030,670

Exchange is Valuable.

These are but four items that occur to me that would go to make up a return cargo for ships that carry your products to Latin American markets. You need many of their products and the result of the exchange is valuable to both for both make a profit on what they sell and save on the transportation charges both ways when the trade is directly between the principals.

This sets forth in a crude way the unbiased views of an American who desires the advancement of all America and who hopes to see the opening of the Panama Canal inaugurate an era of wonderful prosperity in the Western Hemisphere, a prosperity to be shared by all of its countries from Bering Strait and Baffin Bay to the southernmost tip of The Horn.

PROGRESS OF TRANSCONTINENTALS

Both the Grand Trunk Pacific and Canadian Northern Will Likely be Completed in Two Years

Some time during 1914, the Grand Trunk Pacific and the Canadian Northern will be completed across the continent. With three transcontinental railroads, Canada should experience another impetus to further development. At the same time, freight congestion should be relieved and there may also be some adjustment in Western freight rates.

The Grand Trunk Pacific may possibly be finished next year, with the exception of the Quebec bridge, which cannot be completed for at least three years.

President E. J. Chamberlin, of the Grand Trunk, stated at Winnipeg, that the Grand Trunk Pacific's end of the National Transcontinental will be finished before the end of 1914, and sooner if labor troubles do not interfere. There will be no increased passenger service for the head of the lakes until rights-of-way have been fixed up. The company is getting ready to handle a lot of this year's crop, and to this end elevators and yard facilities are being augmented.

Western advices state that men are working continuously on the big 70-ton steam shovel on the route of the Grand Trunk Pacific from Tofield to Calgary—by the light of the sun in the day time and under the glare of two powerful searchlights at night. It is estimated that the Grand Trunk Pacific will have reached the city limits of Calgary by the end of August, and that steel will be to the waters of the Bow River less than 30 days later.

The bridge over the Skeena, near Hazelton, which has caused delay in laying the rails east of the Skeena crossing, will, it is hoped, be completed by the end of this month. This has been a difficult bridge to construct, the foundations having had to be sunk 25 feet below the bed of the river.

The survey for the Grand Trunk Pacific line from Talmage into Weyburn and continuing southwesterly, has been completed, and grading will begin without delay, the object of the company being to run trains into Weyburn this year if possible.

Work has commenced on the large terminals of the Canadian Northern Railway at Montreal, including the tunnel under Mount Royal, and it is officially announced that the Montreal terminal will be completed in 1914. The terminal works are under way at the Pacific coast terminal, Port Mann.

Plans at Port Mann.

Plans have been completed for the harbor and terminal improvements at Port Mann and work is to be started next month on the first installation of the terminal shops and yards there, the initial cost to be $500,000. The International Milling Company has secured a site on the water front at Port Mann and will begin construction of terminal elevators and a large flour mill on the water front to cost $1,000,000. Mackenzie & Mann have under consideration an application from an English concern for the construction of a dry dock and shipbuilding yards there.

The Canadian Northern's western line is being rapidly extended into the Rocky Mountains this year, and next year will witness the completion of the work in the Yellowhead Pass. Work is proceeding rapidly at all the other points on the system, so as to insure the linking up of the whole road by 1914.

This year 1,053 miles of new road are to be constructed, including several new branches, as follows:—

	Miles.
Montreal to Hawkesbury	58
Ottawa to Ottawa River	32
West from Ruel, Ontario	100
East from Port Arthur	108
Branch lines and extensions in Alberta and Saskatchewan	400
British Columbia	75
Sydenham, Ont., to Ottawa	80
Relaying track on main line west	200

Two thousand men are employed in the construction work, and the approximate amount paid in wages is $1,800,000 a month. In addition to this, 62,000 tons of new steel will be used in laying tracks this year. The probable cost of the tunnel and terminals at Montreal is put at not less than $25,000,000, while $9,000,000 is being spent for new equipment.

Have Been Heavy Borrowers.

All this work is being financed with British capital, as has practically the entire railroad system of Canada. Since January, 1905, the Grand Trunk has borrowed in London, through the medium of public flotations no less than £20,670,500, or about $100,000,000. During the same period, the Canadian Northern Railway has obtained from the same source £24,213,065, or about $120,000,000, in addition to $5,000,000 raised by a private sale of securities early this year.