

The object in here stating, at such length, the present and prospective features of the Canadian Routes, is to show that New York City, as well as the West and Northwest, directly interested in the effects of the proposed works.

The result of Canada's liberal policy is already shown in the gradual increase in Montreal's share of the total exports, while New York's share as steadily decreases.

The reverse has recently been stated to be the case, but these comparative percentages are carefully computed from official records of the several Chambers of Commerce or Produce Exchanges, and show a gradual change, in ten years past, of 4 per cent. in grain and 5 per cent. in flour, in Montreal's favor.

This gain has been made despite of Montreal's having "only six months of the year of navigation," as stated by one of her most noted engineers. The actual average dates* of first arrivals and last departures for many years past have been May 2d and November 23d.

A stronger and fairer showing would have been made, if there could have been included the Canadian shipments brought in bond *via* the Grand Trunk Railway to Portland, Maine, and exported thence when Montreal's harbor was sealed by ice.

Portland being practically Montreal's winter port.

COMPARISON of Exports of Grain and Flour, from New York City and from Montreal, showing the percentage of the sum total which each city exports:

GRAIN, BUSHELS. PERCENTAGE OF SUM TOTAL.

	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889
New York.....	84	83½	82½	82	83	82½	77	80	82	80
Montreal	16	16½	17½	15	17	17½	23	20	18	20

FLOUR, BARRELS. PERCENTAGE OF SUM TOTAL.

	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889
New York.....	85	87¾	85½	85	82½	84½	82½	81¾	82½	79¾
Montreal.....	15	12½	14½	15	17¾	15½	17½	18½	17½	20½

* Annual Report Harbor Commissioners of Montreal, 1887.