

JOURNAL OF COMMERCE
ESTABLISHED 1875SHAREHOLDER
ESTABLISHED 1878

THE JOURNAL OF COMMERCE

With which is incorporated

The Shareholder

A Weekly Journal devoted to Finance, Banking, Insurance, Commerce, Industry and Transportation.

J. C. ROSS. M.A., Editor.

Published by The Industrial and Educational Press, Limited

Read Building, 45 St. Alexander Street, Montreal.

Phone Main 2662

Toronto Office, 44-46 Lombard Street. Phone Main 6764.

Vol. LXXVI.

MONTREAL, SATURDAY, JULY 19, 1913

No. 28

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IS MONTREAL'S GRAIN EXPORT BUSINESS IN DANGER?

Nearly 44 per cent. of Canadian Grain Exported from New York.

Although the one hundred years of peace between Canada and the United States will be celebrated next year, there is a commercial war going on at the present time between the two peoples for the grain grown by the Saskatchewan farmers. That "Commerce is War" was never more strikingly exemplified than in the contest going on between Montreal and New York for the possession of the wheat grown by the Western Canada farmer.

Transportation in its broadest sense is the biggest problem facing the Canadian people to-day. Insofar as railroads are concerned, Canada is well equipped with one completed transcontinental and two others nearing completion. She has to-day some 26,000 miles of railroad in operation, and several thousand additional miles under construction. These

lines stretching east and west serve as carriers for grain and other merchandise from the Western prairies to the head of the great lakes. Here the roads discharge their freight, and at once an international battle commences for the possession of the grain. Montreal, situated one thousand miles from the sea, competes as a grain exporting port with New York, whose wharves are washed by the ocean waves. Back of Montreal there are 1,400 miles of river and lake intercepted by a half score of canals, all of which become factors in the securing of the Western grain.

The Canadian metropolis does not stand alone in the fight she is waging for the possession of Western grain. It is a national question, and is being recognized as such by Canadian business men and by the Federal Government. In their efforts to make Montreal the greatest shipping port on the continent, the Dominion Government, the Department of Marine and Fisheries, the Harbour Commissioners of Montreal, the Board of Trade, the Chambre de Commerce, the railway companies,