

the standard—we shall have made the simplest allowance. Then, we have, in sight, \$28,000,000 eastward carried; \$16,000,000 westward carried by our own railways; and \$1,500,000 carried by United States railways—in all, an ascertained interprovincial trade of \$55,500,000, or nearly sixteen times the trade of this character done in the first year of confederation, and twenty-seven times the trade done in the year previous to confederation.

Trade in the West.

What is the value of the interprovincial trade between the St. Lawrence river division (Ontario and Quebec) and Manitoba and the Prairie and Mountain divisions?

Before the C.P.R. became a channel of communication the interchange of products between the provinces east of Lake Superior and those west, had largely to be done via United States railways. My analysis, already referred to, shows that the total interprovincial exchange through the United States channel amounted in 1883 to 194 million dollars. Deducting from this the value of goods composing the interprovincial trade of the St. Lawrence river and the maritime divisions with each other, we have over sixteen million dollars to represent the interprovincial trade of Ontario and Quebec with the Prairie division in 1883. That this value has been increased since is beyond doubt. The increase in tons of interprovincial exchange carried east and west from Port Arthur in 1888 over 1887 was 173 per cent. It will be seen at once that there has been a very great expansion of interprovincial trade in this direction since 1883.

The Grand Total.

Taking the whole interprovincial trade in sight, and making an allowance of only 50 per cent. for the great development that has taken place since the completion of the C. P. R. westward, we have an interprovincial exchange of \$80,000,000, not counting that between Ontario and Quebec, or that between the several provinces in the Maritime division of the east.

The total export trade of the whole Dominion with the United States barely reaches half that sum.

This business has sprung from the paltry \$2,000,000 which the provinces did with each other in the last year of the treaty of 1854, abrogated by the United States in 1866.

It is the most extraordinary fact in our confederated life, crowded as the 22 years have been with marvels.

The Causes.

The changes which have made this marvelous development possible are (a) external and (b) internal. The external changes are: (1) The repeal of the Reciprocity Treaty in 1866 by the United States; (2) the abrogation of the Fisheries clauses of the Washington Treaty by the United States; (3) the Act of Congress

which empowered the president of the United States to proclaim at will non-intercourse with Canada.

The internal changes are: (1) The establishment of free trade between the provinces by the Union Act of 1867; (2) the completion of the Intercolonial railway 1876; (3) the improvement of the navigation of the Gulf of St. Lawrence, by the erection of lighthouses and other navigation securities; (4) the making of Montreal practically a free port; (5) the completion of the C. P. R. to British Columbia; (6) the opening of the C. P. R. to St. John, New Brunswick; (7) the general development of railways and canals.

What Is Needed.

What is still needed?

1. An earnest determination on the part of the people to cultivate to its utmost this interprovincial trade. The best market is the near at home market; the second best is the interprovincial market; we benefit ourselves in both cases, whether we buy or sell. The near home market and the interprovincial market are like the quality of mercy, which blesteth him that gives and him that takes.

2. The fullest development of our waterways.

3. Settled conviction that the internal trade is the very best trade we can possibly have, and that it would be the greatest folly in the world to sacrifice this trade for that which might be gained by commercial union. Past experience has shown us that it is letting out at the bung-hole and pouring in at the spigot to obtain reciprocal trade relations with the United States at the expense of our interprovincial trade. At any rate, till we have thoroughly grasped our interprovincial trade and are sure we can hold it against all comers, let us have nothing to do with commercial union.

4. Reduction in the rates of freight. This can best be accomplished by diverting to our own railways the twenty or twenty-five million dollars' worth of goods still annually imported and exported by the Dominion via United States seaports. Every dollar thus contributed to our own railways will enable them to reduce the cost of internal transport. To this may be added greater promptitude on the part of the railways in the conveyance of goods, and greater promptitude on the part of the consignee in removing them.

In a word, what is needed is: (1) faith; (2) faith; (3) faith in our country's future; (4) works; (5) works; (6) works. They are the two ears by which we must propel our country onward. Faith removes mountains of difficulties in national life. Works (public works) cast up the highways and bring communities, otherwise isolated and in danger of forming "entangling alliances," to feel a common bond and a common interest.

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