

Increase in total imports since 1894.....	\$193,227,719
Increase in total exports since 1894.....	219,422,437

Gross increase in foreign trade since 1894.....	\$328,650,156
Percentage of increase in imports since 1894.....	94 per cent.
Percentage of increase in exports since 1894.....	95 per cent.

When then we are considering the increase in the trade of Canada with Great Britain in the last few years, it must be kept in mind that those years were times of great expansion, and it will be found that the enlargement of Canada's trade with Great Britain, though considerable, has not been as extensive, in proportion, as Canada's trade with foreign countries and other colonies. To put it in another form, Canada has been increasing her imports from and exports to foreign countries and other colonies more extensively than she has been increasing her trade with Great Britain.

The fact is that the proximity of the producing centres of the United States to Canadian markets is, at present, a controlling factor in our foreign trade, and is the factor which handicaps Great Britain as a competitor in Canada with the States. If Great Britain discriminates in favour of our food products by giving them free entrance, while imposing a duty on food products from other countries, it will greatly enlarge our exports to the old country. But, under existing conditions, fiscal and geographical, it is an open question whether Canada could respond by proportionately enlarging her imports from Great Britain.

SOLUTION OF THE TRANSPORTATION PROBLEM PROPOSED BY MR. R. L. BORDEN, M.P.

The views of Mr. R. L. Borden, Leader of the Opposition, in the House of Commons, were laid before Parliament and the country, in a speech delivered on the 18th inst. However widely some may differ with these views, there must be universal admiration of the elevated tone pervading the whole address. There are indeed supporters of Mr. Borden, who would have preferred his assuming a more aggressive, more combative attitude; but, though this would have furnished more spicy reading, and gratified party feeling, it would have rather weakened than strengthened the argumentative force of the speech. A question of such magnitude, involving financial interests of several scores of millions, appeals to the business judgment of the whole country; *it is not a party matter, but a national.*

To give even a fair synopsis of an address which occupied two-and-a-half hours in delivery would occupy too large a portion of our space; but as such an event cannot be ignored, we must confine our notice of it to a statement of the proposals of Mr. Borden, as an alternative to the scheme of the Grand Trunk Pacific.

The following objects were stated to be involved in the transportation problem:—

1st. To secure the lowest rates for freight and the

transportation of Canadian products through Canadian channels.

2nd. To promote trade between the great divisions of the Dominion, and encourage colonization and settlement;

3rd. To develop and utilize for that purpose the great national highway, the Intercolonial Railway, on which has been expended some \$70,000,000; our great inland canals and waterways, upon which has been expended quite as much.

4th. To insist that any assistance given to the construction of railways shall be compensated for by equivalent advantages secured to the people of Canada.

5th. To act in concert with individual enterprises and not restrain or discourage them, but, at the same time to prevent monopolies and maintain effective control over great corporations.

Mr. Borden having criticized the Grand Trunk Pacific from the financial and transportation standpoints, proceeded to outline his own policy. He favoured the extension of the Intercolonial to the Georgian Bay, by acquiring the Canada Atlantic, and extending it from Coteau to Montreal, a distance of 40 miles. The terminus of that railway was at Depot Harbour, where there was an excellent harbour, elevator accommodation, and steamship services on a large scale. He desired to see the Intercolonial "free from political control, while maintaining its distinctive character as the people's line."

His proposition was that the section of the C. P. R., around the north shore of Lake Superior, should be made the nation's highway of Canada, and that the Grand Trunk, the Canadian Northern, and the Intercolonial should have running powers over it. The line could be acquired by the Government, either under lease or with absolute control of running powers over it, or converted into a Government line. If this plan was carried out, it would put the Grand Trunk Railway Company into direct touch with the west within six months."

To supplement this policy, he desired to thoroughly equip the Georgian Bay ports, the national waterways and the St. Lawrence route, and provide the ports of Montreal, Quebec and the Maritime provinces with all modern facilities.

Mr. Borden concluded his speech by urging "the best possible line being secured through Canadian territory to St. John and Halifax"; but, he added, "do not attempt to construct such a line until full information is in possession of the Government."

"This," he said, "is an outline of the policy which I would submit as an alternative to that proposed by the Government. It is a policy based upon an abiding and abounding hope and confidence in the future of this country, a policy which looks to an enormous development in Canada within the next few years, a policy which I trust is not unworthy of the traditions of the great party which made the Northwest a part of Canada, which bound together the scattered provinces by a railway stretching from the Atlantic to the Pacific, and which from first to last has believed in a national policy, not only for the development of our industrial life, but also for the solution of the great transportation problems of this country."