

turns of imports and exports from and to each other were noted in the customs statistics. An analysis of these returns shows that in 1866 the Maritime Provinces of New Brunswick, Nova Scotia and P. E. Island imported goods to the value of \$40 per head of their population. Allowing for the increase of wealth in those provinces since 1866, and placing the value of their importations at \$41 per head, we have an import which would be now equal to \$40,000,000 if those communities had continued in their pre-confederation status. (Per parenthesis, I may remark that in England the value of imports is placed at \$50 per head, in Belgium at \$62 and in Australia at \$100.) As, however, the actual imports of the Maritime Provinces now are only \$13,250,000, there remains the sum of \$27,000,000 to represent: first, the extent to which they provide for their own wants through the growth of their manufacturing industries, and second, the amount they procure from the St. Lawrence river provinces in the way of interprovincial trade. One detail will have to suffice in respect to this east-bound interprovincial trade. If we take the annual consumption of flour, meal and coarse grains in the three Maritime Provinces at two barrels per head of the population—and this is not too high an average; because the fishermen consume more flour than any other class—we have an annual consumption of two million barrels. The imports of these articles average 65,000 barrels a year, leaving 1,935,000 barrels to be supplied by the millers of Ontario. One witness before the Commons' interprovincial trade committee estimated the consumption at 2,500,000 barrels, but included in that estimate Newfoundland, which province imports 350,000 barrels annually. Another witness, Robert Stark, of Toronto, said: "To-day we have over 1,400 mills in operation in Ontario, and they all look to the Maritime Provinces for their trade."

The Volume of Trade.

The interprovincial trade from east to west is larger than most persons have any idea of. I obtained, as far as possible, the quantities of the articles carried by the Intercolonial railway for 1887, and, by applying the prices either of the Montreal wholesale market or of the customs department, was able in that way to make up a list of articles sent from the Maritime Provinces, which, though necessarily incomplete, footed up the very respectable figure of over \$16,000,000, including in that amount the total coal sales of Nova Scotia to Quebec, whether of coal transported by land or by water. The increase in 1887 over 1880 as marked by the tons of westbound freight billed from stations on the Intercolonial in New Brunswick and Nova Scotia was equal to 320 per cent.

The reports from individual firms and trading corporations for 1888 were to the effect that there had been a steady increase

over 1887 in the trade with the St. Lawrence river provinces, as well as with the provinces of the west.

Goods Carried by the Gulf Route.

In further examining this westbound interprovincial trade we have to find out the amount of goods carried by the gulf water route, and also that carried by the United States railways. The latter amounts to close upon \$1,500,000 a year. As regards the former we have no means of obtaining the value. That the amount is large there can be no question. In 1888 the shipping employed in the coasting trade of the four provinces amounted to 10,863,330 tons. This is more by 1,700,000 tons than the tonnage in and out connected with our ocean-borne commerce. It is greater by 2,300,000 tons than the tonnage passing through the Suez canal, that great world-path between two densely-peopled continents. It is greater by 5,730,000 tons than the tonnage passing through the "Soo" canal.

During the past ten years the external commerce of the whole Dominion (exports and imports) has called for an increase in the tonnage connected with that branch, of 47 per cent. The internal trade of the Gulf and Atlantic division alone in the same period has shown an increase in tonnage engaged of 93 per cent. During the past few years the tonnage of vessels from the Maritime Provinces to the port of Quebec has greatly increased, that of 1887 being 33 per cent. of an increase over 1886 and 47 per cent. over 1885. In Montreal the increase in 1888 over 1887 was 18 per cent.

One of the witnesses before the interprovincial trade committee (1883) in his evidence said: "The trade of Prince Edward Island with Montreal has more than doubled in ten years."

Thus we have nearly eleven million tons of shipping moving, like a giant weaver's shuttle, to and fro along the magnificent eastern water front of this Canada of ours, playing an important part in the manufacture of homogeneity of sentiment.

It is plain from these statements that, concurrently with the development of interprovincial trade by the railway channel, there has been an equal, if not greater, development by the gulf water route.

An Estimate.

If, now, we set off all that portion of this eastern water front trade which is interprovincial as distinguished from provincial; all the trade in articles carried by the Intercolonial, the value of which cannot be ascertained, against the development of manufactures in the Maritime Provinces under the National Policy—the effect of which has been, possibly, to reduce the per head consumption of articles that would have been obtained outside of the Maritime division below the \$41 I have taken a