

in the western States are getting their products to the markets of the world very much more cheaply by Canadian ports than by American ports. We find, Sir, that the shipments via Montreal are becoming larger; and that via United States ports they are diminishing owing as I say to the advantage we enjoy in our water and rail route from the west

The Wall Street 'Journal' examines the grain trade during 1901 and 1902 of the six great American trunk lines, and I refer to these to show that these great trunk lines, with their almost perfect gradients, are not in a position to compete with the water route which we have in this country. They say, in referring to these six great American trunk lines, the Baltimore and Ohio, the Delaware, Lackawana and Western; the Erie; the Lehigh Valley, the New York Central; and the Pennsylvania, that in 1901 these six railways carried over 12,700,000 tons of grain. This comprised 6·94 per cent of their total freight tonnage. In 1902 the same railways carried rather less than 9,000,000 tons of grain, or 5·37 per cent of their total freight tonnage. In some cases the shifting was quite startling. In 1901 no less than 11·5 per cent of the New York Central's tonnage was in grain; in 1902 the proportion had dropped to 7·1 per cent. The drop in the case of the Lehigh was from 10·8 to 7·5 per cent.

The Wall Street 'Journal' then says :

The grain tonnage carried by these great trunk lines in 1902 shows a decrease compared with 1901 of 3,761,261 tons, or practically thirty per cent. No statistics are available as yet to indicate how far this falling off has been continued in 1903, this newspaper continues, 'but we are informed by traffic officials that the diversion of grain traffic from the trunk lines has never been so heavy as at the present time.

The next point of comparison instituted by this journal is in the wheat and corn exports from the various ports. We may first take the case of wheat exports for the seven months ending August 1. The six American Atlantic ports show the following results :

	Wheat.	
	1903.	1902.
Baltimore.. . . . .	1,394,794	4,827,557
Boston.. . . . .	1,654,257	4,047,970
Newport News . . . . .	174,448	2,574,733
New York.. . . . .	6,857,263	9,635,741
Philadelphia.. . . . .	784,572	4,790,599
Portland.. . . . .	1,648,684	504,874
Totals.. . . . .	12,514,018	26,381,474

The increase in the shipments from Portland was largely owing to the Grand Trunk Railway carrying their wheat from Midland and our other Canadian lake ports through to their port of Portland. The two gulf ports made the following showing :

Mr. PRINGLE.

	Wheat.	
	1903.	1902.
Galveston.. . . . .	7,615,302	1,903,386
New Orleans.. . . . .	6,923,661	6,134,971
Total . . . . .	14,538,963	8,038,357

Montreal was open for only three of the seven months. From May 1st to August 1st, 1902, Montreal's wheat exports were 8,203,655. During the same period in 1903 it rose to 9,597,602 bushels. During the last few months Montreal was the leading wheat shipping port on the continent, temporarily, at least, displacing New York. The fact that Portland is the only American Atlantic port to gain is significant and that is owing to its being the terminus of the Grand Trunk Railway. Montreal has gained rapidly as a corn-shipping port. In the first seven months of 1902 she sent abroad less than 600,000 bushels. In the same period of this year her shipments were nearly 4,000,000 bushels, and the movement is said to be increasing. The commercial columns of the 'News' a few days ago contained an analysis of the July grain trade, which fully bears out the contentions of the Wall street 'Journal.' During the month Montreal received 3,879,000 bushels, and exported 2,357,000; New York, during July received 1,344,000 bushels, and exported 892,000. Montreal also received 1,570,000 bushels of corn, as against New York's 2,253,000. She stood second to New York in corn receipts, Baltimore coming third with 588,000 bushels. This shows that the lake-and-rail and all-rail routes are making great headway, and are carrying the grain trade of the country.

I was rather struck, Mr. Speaker, in looking at the Year-book for 1902, to see the very large amount of products that are shipped into Canada and from Canada through United States ports. We have in Halifax and St. John grand ocean ports, which are open all the year round. The extension of the Intercolonial Railway from Montreal to Parry Sound will afford the long-desired opportunity for utilizing the people's railway, and will assist in building up Canada by providing transportation for the imports and exports of Canada in and through Canada and for the benefit of Canada. Now, Sir, I cannot see just what the reason is for these large shipments to Canada and from Canada through United States ports unless it is that there is a lower rate over the American railways to and from the American ports. If that is the case, we who own and control the Intercolonial Railway will be in a position to give such rates as will induce the importation and exportation through our Canadian ports. I find in the Year-book of 1902, on page 294, the following returns of the value of Canadian imports and exports via United States ports during the fiscal year 1902 :