

The Canada Atlantic is preparing to carry a large portion of the wheat from Duluth for export to New York. Whether it will carry any portion of the wheat from Port Arthur is a question. I very much doubt if it will. The reason I give for that is that the Canada Atlantic can take advantage of the marine competition between the American port Duluth and the Canadian port at Parry Sound, but between the two Canadian ports of Port Arthur and Parry Sound the marine transportation is confined to a close corporation, that prefers a small trade with ease to a large trade that taxes their energies too severely. If that should be the case, we will have the peculiar anomaly of Duluth wheat going through Ontario for export to Europe, and Canadian wheat going through Buffalo and New York for export to the same destination for diametrically opposite reasons. These are facts which any of us who live in the west are well acquainted with, and I am very glad of the opportunity that the hon. member for Fredericton has given me to make this explanation on behalf of the export trade.

Hon. Mr. MILLS—I cannot say how far the statistics which the hon. member from Fredericton has submitted to the House are accurate, but I have no doubt the House is interested and will be glad to get the information for which my hon. friend has moved. I have no doubt that all the members of this House feel, like the hon. gentleman who has made the motion, an interest in seeing a larger portion of the products of the North-west finding their way to the Atlantic seaboard through Canadian channels. That no doubt will, in the early future, largely depend on the energy and enterprise of those engaged in the transportation trade and especially those of the city of Montreal. I am sure that every effort the railway companies that have termini in Montreal put forward to furnish greater facilities for storing grain there and for transshipment, will be watched with interest and will be cordially seconded by this House. I have no doubt either that this House, or the other chamber, will be pleased to see that the government look with friendly regard on every step that is taken to secure the entire transportation trade, or at all events a very large proportion of it, for Canadian channels. I have no doubt whatever that the amount of trade to-day is far less than it ought to be, but further

accommodation will have to be provided at Montreal and Toronto and other lake or river points for the purpose of securing to the North-west facilities for the transshipment of the products of that country.

The motion was agreed to.

THE ALASKAN BOUNDARY.

INQUIRY.

The following notice was called :

If negotiations are now proceeding between the United States government and the Dominion government with reference to the boundary between Alaska and the North-west Territories and British Columbia? If so, are there reasonable grounds to expect that a settlement, fair and honourable to both countries, will be come to at no distant day, without referring any question which may be in dispute to arbitration?

Hon. Mr. MACDONALD (B.C.)—Before proceeding with the inquiry off which I have given notice, I wish to refer to a despatch in the *Montreal Gazette* which is germane to the question I am bringing up, and I intend to ask the government whether there is any truth in that report. The despatch to which I refer is as follows :

ALASKAN BOUNDARY

A REPORTED SETTLEMENT WITH THE UNITED STATES. NEWS COMES VIA NEW YORK THOUGH IT IS ALLEGED TO HAVE ORIGINATED IN OTTAWA IT BEARS WASHINGTON EARMARKS.

New York, March 10.—The Press has the following from Ottawa :—

Sir Julian Pauncefote has informed the Canadian ministry officially that he has arranged a convention with the United States whereby the Alaskan boundary dispute has been settled. Under the terms of the convention the British government has conceded the claim of the United States that the three marine leagues should be measured from the shore of the mainland and should proceed along the shores of the inlets, which are thus recognized as arms of the ocean, and not as rivers.

The contention of the British and of the Canadian governments was that the three league limit should begin on the oceanward side of the island, and that the delimitating line should be run across the inlets and not follow their shores. These inlets are numerous, and extend into the mainland a great distance and the decision, therefore, is of much importance to the United States.

The United States has agreed to the British retaining the boundary on the limit of Chilkoot Pass and the White Pass, because in the Russo-British agreement of 1825 the line of demarcation was fixed as one running along the tops of mountains.

The decision, while not entirely unexpected by the cabinet, is regarded with disfavour. It was understood that the British government was irritated at the forwardness of the Canadian ministry, but it was not thought that the surrender would be so sweeping as it is.

Is there any truth in this report.