

1246. The following table is an analysis of the transit traffic. The first and second columns cover the whole transit trade. The third refers to that portion of the transit trade which passes through the United States, on its way from one point in Canada to another point. The fourth column represents the value of the goods sent and received by Canada by way of United States seaports, being made up by deducting the third column from the sum of the first and second.

The last column gives the events which have affected the transit trade. Immediately after Confederation the goods entering and leaving Canada in bond through United States seaports formed 12 per cent of the aggregate imports and exports of the Dominion. When Manitoba and British Columbia became part of the Dominion the percentage increased to 14, 15, 18 and 20 per cent. The completion of the Intercolonial Railway brought down the proportion to 13 and 14 per cent. The growing trade of Manitoba and the progress of the construction of the Canadian Pacific Railway increased the use of the United States seaports, and in consequence, in 1882 and 1883, over one-fifth of the total imports and exports of Canada reached their destination through the United States. The increased employment of the seaports of Canada in the succeeding years, when railway communication west was established by means of the Canadian Pacific Railway, is seen in the reduced percentages of the years 1888 and 1889. Part of this decrease is to be attributed to the action of the United States Congress, the merchants of Canada deciding to run no risks, and, therefore, to receive and despatch their goods via Canadian ports. Reading the column giving the tonnage of cargo-carrying vessels in conjunction with the column giving the percentage of our aggregate trade done via United States seaports, it is easy to see that the tonnage at our ports has increased almost proportionately with the decrease in the use of the United States seaports, thus giving evidence of the value to this country of the enlarged railway communication established with our seaports. The same fact is brought out in the third column, which shows that in 1893 our interprovincial trade, done by using United States railways, was under 8 million dollars, as against 19 millions done through these channels in 1883.

It will be seen that the percentage of transshipment to aggregate trade has varied very considerably during the 27 years, having been as low as 10·32 per cent, and having risen as high as 21·80 per cent. The average for the 27 years—1868-94—is 15 per cent. The percentage for 1894 is 12·79 per cent. So that the proportion which the transshipment of goods to and from Canada bears to the aggregate trade was much lower in 1894 than the average.

The United States seaports have become less and less useful to Canada during the run of the years. The fact that the tonnage engaged in the sea-going trade, entering and clearing Canadian Ports, is constantly increasing, is to a certain extent evidence of the change which has taken place.

Table relating to transit, intertransit and transshipment trade between Canada and the United States of America for the period, 1868-94 :—