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"MANY Happy New Years—unbroken friendships, great accumulations of cheerful recollections—for all of us."

CHARLES DICKENS

PROGRESS AND PROSPERITY. MUCH history was made during the year 1909 in almost every department of human life and interest. If it be true that: "Happy is the country which has no history," Canada is rather to be congratulated upon adding less than its share to the world's record of sensation, political excitement, disaster and crime, of which history is so largely made up. But though Canada, like Brer Rabbit, "lay low" as regards such matters, the year 1909 has certainly been one of steady progress and prosperity throughout the Dominion.

There are abundant evidences of this. Figures as to agriculture and foreign trade appear in this issue of THE CHRONICLE; other statistics, not yet available, will be given next week. An inflow of desirable immigration and a constant stream of overseas investment capital have characterized the past twelvemonth.

Specially noteworthy, too, have been the steps taken during the year to increase transportation facilities throughout the Dominion.

YEAR'S RAILWAY DEVELOPMENT. WEST of Lake Superior over 1,000 miles of railroad have been built during 1909, and the Western Provinces now have 11,500 miles—equal to the mileage of all Canada twenty years ago, as Sir Edward Clouston remarked recently. The Canadian Pacific, Grand Trunk Pacific and Canadian Northern are pushing construction work throughout the West, not to mention minor lines of varying activity. The country through which the G. T. P. passes is rapidly filling up. The recent appointment of Mr. C. M. Hays to the presidency of the parent road, the Grand Trunk, was an interesting event in the year's railroad his-

tory. The Dominion Government, with a view to the Intercolonial being run upon business principles, has wisely placed the administration of that line in the hands of an independent and efficient Board of Management responsible to the Government itself.

Over 4,300 miles of railway have been constructed or under construction in Canada during 1909; and by the end of 1910 the country's total will be 25,000 miles or over.

STRENGTHENING IMPERIAL TIES. CANADA'S interest in matters political has been chiefly in connection with Imperial politics. Like their fellow subjects throughout the Empire, Canadians have come to think seriously with regard to the contingency of war, and with a few conspicuous exceptions have manifested a loyal and sensible determination to do their share in the defence of the flag. The visit of the Canadian delegates to the Imperial Press Conference in London had a great effect in developing public interest here in the question of Imperial Defence. The Dominion Parliament had already passed a resolution in favour of a Canadian naval service in co-operation with and in close relation to the Royal Navy, along the lines suggested by the Admiralty.

In the early part of the year there was a disposition in certain circles, both in the United Kingdom and in Canada, to regard the German war scare as exaggerated and possibly a political dodge, and in July the British House of Commons rejected Lord Roberts' Compulsory Military Training Bill, by a vote, however, of only 123 to 103. The British Naval estimates indicated by their increase that the Imperial Government itself did not regard the "scare" as altogether baseless.