

Canadian Progress.

Many Canadians are hardly aware of the fact that last Dominion day was the 21st anniversary of Canadian Confederation. Commenting on this the Montreal Gazette says: In the first year of Confederation the export trade amounted to \$57,567,888, twenty years later it was \$9,515,811, an increase of nearly 60 per cent.; in the same period the import trade was augmented from \$74,359,644 to \$112,892,236, or by more than 50 per cent. These figures in the rough measure the growth of foreign trade. The growth of domestic trade, which has been in greater ratio, is less easily ascertained, but can be gauged with approximate accuracy. Bank discounts are a test of this; they aggregated \$50,500,300 in the first year of confederation and twenty years after were \$169,357,000, an increase of 240 per cent. The bank note circulation is another safe guide to the growth of internal business; it has run up in the two decades from \$8,307,079 to \$30,438,152, while in the same period the circulation of Dominion notes has expanded from \$3,795,000 to \$15,061,800; the two issues combined showing an increase from \$12,102,000 to 45,503,000, or about 275 per cent. If, therefore, the foreign commerce of the country has augmented somewhat slowly in the coming of age of the Dominion, there has been a rapid and great growth of domestic trade, by far and more profitable branch.

Evidence of the thrift and substantial prosperity of the people is abundant and positive, and in nothing is it better shown than the statistics of deposits in the several monetary institutions. The chartered banks had public deposits to the amount of \$33,808,000 in 1868, and twenty years later held the larger amount of \$107,154,000; the deposits of the people in building societies, and loan companies have increased in the same period from \$959,000 to \$17,712,000; and those in the various saving banks from \$4,360,000 to \$50,944,000. In all the public deposits have augmented from \$38,367,000 to \$175,812,000 or no less than 360 per cent. since confederation.

The railway system of Canada at the close of the first decade covered a mileage of 5,574 miles, having just about doubled since the union of the provinces and in the second decade the rate of progression did not slacken, the period closing with a mileage of 13,000 miles. The traffic returns extend back for only eleven years, but they are sufficiently complete to show the enormous growth of the carrying trade, which is made up, principally of domestic business. In 1876 there were 6,331,000 tons of freight transported, and in 1887, no less than 16,367,900 tons. Not by land only has the transportation trade expanded. The sea-going tonnage employed has just about doubled since the Union, while the tonnage employed in the coasting trade has increased from 8,968,000 tons in 1877 to 17,513,000 tons in 1887. Other evidences of the development of commerce and manufactures, of the diffusion of wealth, of the growing of material prosperity, can be afforded in abundance. When Confederation was consummated the coal production of the country amounted to 623,400 tons, and it was last year 2,387,900 tons, while the total consumption of

coal in Canada has steadily increased from 714,900 tons to 4,110,800 tons within the period. The amount of fire insurance risks has risen from \$188,360 000 to \$633,523,000.

These statistics give ground for the confidence the great majority of the Canadian people feel in the future of their country. No other nation on the face of the earth can present a better record of substantial progress, and we are just in the threshold of development. Since the formation of the Confederation whose coming of age is to-day celebrated, its geographical limits have been enormously enlarged; on the east, Prince Edward Island has been incorporated; on the west, Manitoba, the Northwest territories, and British Columbia. From ocean to ocean a continuous line of railway has been built, and the means of inter-communication between the Pacific coast and the Maritime provinces are now as rapid and convenient as twenty years ago was the communication between Ontario and Nova Scotia. Interprovincial trade has undergone steady development, the pulsation of national life yearly grows stronger, and socially, commercially and politically the ties of the once separated provinces are becoming closer drawn. The material progress of the country has not been accomplished without liberal expenditure of public money in promoting and cheapening intercourse and commerce, and the public debt has considerably increased in the twenty-one years. But the results of the expenditure have justified and vindicated the policy, and no better test of its wisdom will be asked than the fact that while Canadian 5 per cents were quoted in London at 86 in 1867, Canadian 3 per cents are now saleable at 95.

Trade Returns.

Dun, Wiman & Co say that the half year closes with a volume of business at this date about 10 per cent. smaller than that of last year. The general complaint that business is dull means that the reaction from the greater activity of a year ago, and from the confident expectations of last winter is keenly felt. To very many traders who bought largely in their over-confidence, the shrinkage brings serious losses or actual embarrassment and to this cause is mainly due the increase noted during recent months in the number of failures. For the past quarter failures number 2,241 in the United States, against 1,905 for the same quarter last year, and in Canada 343 against 315. In amount of liabilities there is also an increase in the United States; \$29,229,350 against \$22,976,330 last year, but a decrease in Canada of \$2,781,674 against 3,207,086 last year. The annual reports of the state of business from branch offices throughout the country, issued by Dun, Wiman & Co.'s mercantile agency, present a mass of valuable information. The accompanying report of failures for the half year ending June 30, is more favorable than the statement for the last quarter, showing but a slight increase in number in the United States, and a decrease in the magnitude of liabilities in Canada as follows:

	U. S.	Canada.
Failures, 1888.....	5,189	873
Failures, 1887.....	4,912	721
Liabilities, 1888....\$68,114,159	\$7,802,422	
Liabilities, 1887....\$55,138,002	\$10,693,015	

Grasshoppers.

A Fergus Falls, Minnesota correspondent says that the grasshoppers for the past week have seemed to be idle, probably occasioned by the warfare that is waged against them. On Saturday their work in operation 125 pans which caught daily an average of from three to four bushels. In addition to the pans there are several other contrivances being used for catching them without the use of tar or oil. It looks as if the hoppers were well in hand and the large majority of the crops would be saved. The committee have decided to pay \$1 bushel for them.

Gov. McGill said: "I have reports that up in Otter Tail country, at Perham, Clitheral and other towns, at least 200 bushels of good, live grasshoppers have been killed—mowed down, as it were, by the forces we sent on a crusade against them. These grasshoppers have been gathered up and killed. They are little fellows now, but they represent an eating capacity that would have gotten away with the crops in any two counties of the fifth district.

Corn in Manitoba.

Mr. Erastus Wiman, a prominent resident of the United States, says of Canada:

"There is a larger wheat area north of the line than in the United States and I tell you that before you know where you are that country will be producing more wheat than Minnesota and Dakota. It is the most productive and fertile country under the sun. In extent and climatic advantages Canada is equal to the United States. She has more minerals, more fish and greater agricultural resources. You will say that she has no corn, and can never be a great fattening country, but you never made a greater mistake. She has a black barley which is superior to corn as a fattening food."

Mr. Wiman was probably not aware that Manitoba took first prize for corn in a competition with all the corn-growing States in 1886. One of the finest fields of corn ever seen by travellers anywhere was last year growing within sight of the Canadian Pacific Railway station in Winnipeg, part of the crop being secured by that company for exhibition in old Canada. Manitoba and the Territories also grow barley in such perfection that she can produce pork at such a low cost and of such high quality as to leave cornfed pork nowhere, for the latter cannot compare with it, as hog raisers well know.

Insurance Briefs.

The Nova Scotia Marine Insurance Company has decided by a vote of over two to one to continue the Marine Insurance business. The Merchants' Marine Company of Halifax is winding up its affairs.

The Canada Accident Insurance Co. is the name of a new insurance organization. Its capital is to be \$100,000, of which \$25,000 was to be paid up and deposited with the Canadian Government. Hon. G. W. Ross, is president of the new company; John Flott and George Wilkes, vice-presidents; H. O'Hara, managing director. Headquarters at Toronto.