

## CANADIAN TRADE IN 1893.



SEVERAL times it has been remarked in these columns that Canada's trade in 1893 has shown very clearly the stability of her commercial structure. We have almost paraded the fact, because we are proud of Canada, and because up to the present Canada has not been viewed in the proper light in the great money markets of the world.

Foreign merchants and manufacturers who will study the accompanying statistics will be confident of the future greatness of their Canadian trade if they have any. Those who have not, are losing their share of the honey. Canada stands foremost among the young nations of the earth in point of stability. Responsible government, a scientific banking system, excellent municipal organization, an absence of the extravagant speculative spirit, good roads, excellent inland rail and water communication, an unsurpassed educational system, scientific farming—these are a few of the features which constitute Canada's elements of greatness.

The total trade of Canada for 1893 increased  $2\frac{1}{2}$  per cent. as compared with 1892. That this increase was almost wholly in exports intensifies the value of this increase, and shows that Canadians are producing wealth and accumulating in their own country.

The values of the respective divisions of our foreign trade were in 1892 and 1893 as follows:

	1892.	1893.
Exports of Canadian produce	\$99,118,911	\$105,728,257
Exports of foreign produce	14,624,462	12,766,095
Imports	\$113,963,175	\$118,564,352
Aggregate trade	\$227,706,548	\$237,058,704

There was, therefore, in 1893, as compared with the previous year, an increase in exports of home produce of \$6,269,177; in imports of \$1,668,200, and a decrease in exports of foreign produce of \$1,858,367.

This increase is not a spurt by any means, and the universal commercial depression will rebut any such idea. But to make the gradual and steady increase of trade more apparent the tables for the past five years are quoted:

1889	\$204,414,000
1890	218,617,000
1891	218,124,000
1892	241,189,000
1893	247,638,000

The trade of 1893 is 22 per cent. larger than the trade of 1889—a result which is exceedingly gratifying.

To compare: The United States trade in 1892 amounted to \$1,764,168,270 and in 1893 it was \$1,630,986,041—a decrease of about 8 per cent., as compared with Canada's increase of  $2\frac{1}{2}$  per cent. The trade per head of the population for 1893 is instructive:

Canada	\$42.52 per head.
United States	25.09 " "

This assumes that the population of the United States is 65,000,000 and that of Canada 5,000,000; whereas the exact figures would throw the comparison still more in favor of Canada. Of course, the United States had a serious financial panic and resultant depression; but we must never lose sight of the

fact that if Canada had not possessed such a stable banking system, and the other elements necessary to prevent such panics, her trade would also have shown the effects of rotten institutions and business methods.

The following table shows the condition of our trade in 1893 and 1892 with the principal countries with which Canada does business:

	1893.	1892.
Great Britain	\$107,391,770	\$106,551,688
United States	108,984,978	108,957,064
Germany	4,515,451	6,114,080
Spanish West Indies	3,676,697	4,258,228
Newfoundland	3,246,913	3,675,770
France	3,111,142	2,816,741
British West Indies	3,109,233	2,888,687
Spanish possessions in Pacific Ocean	2,204,584	1,949,945
Japan	1,531,861	1,047,097
China	1,279,403	1,385,013
Dutch East Indies	1,041,244	444,474
Belgium	1,270,745	572,501
Holland	682,276	852,206
British Guiana	625,705	650,284
Australasia	571,325	728,613
Brazil	548,479	502,912
Italy	504,431	487,443

Canada has also increased her carrying trade, much to the chagrin of the stockholders of United States railroads. No more proof of this is necessary than the fact that the New York Sun, the Philadelphia Press, and other papers have written long editorials demanding the abolition of the bonding system, so that the C.P.R. and G.T.R. would not be able to maintain their carrying trade. The matter has also been brought up in the U.S. Congress, but no action has been taken.

Canada's shipping is also making progress. The number and tonnage of sea-going vessels entered and cleared at the principal ports of the Dominion are as follows:

	Tons.
Montreal	1,580,159
Halifax	1,338,866
Victoria	1,247,532
St. John, N.B.	1,126,336
Quebec	984,399
Nanaimo	788,022
Vancouver	579,101
Yarmouth	271,251
Sydney	226,241
St. Andrews, N.B.	218,862
N. Sydney	141,717
Chatham, N.B.	137,401
Windsor, N.S.	115,364
Charlottetown	88,563

There was an increase of 35 in the number of vessels built last year, but a decrease in the tonnage of 5,800 tons. The average selling price has declined from \$37 per ton in 1868 to about \$11.50 per ton in 1893. The actual number of vessels built in Canada was 313, and of Canadian vessels sold, 42.

Hope beats eternal in the human breast, and Canadians can be excused if a few extra beats are felt at this particular time. Commercially Canada is making rapid progress. Politically she is making progress too; for Erastus Wiman has declared that the "annexationist" couldn't be elected as pound-keeper, as such. With the elevation of Lord Rosebery to the position of Prime Minister of the Empire, the "colonists" hope to be treated with more consideration and to have their interests more sympathetically considered. If Canada has not made the rapid strides in the past that her competitor on this continent has, it is because she has had less of foreign capital. The payment of a large amount of interest to foreign capitalists is not a thing which Canadians need anxiously desire. Better to have slow progress, and retain all the elements of success in our own control.