

nine months ending with March last the total arrivals were 76,120, a net increase of 6,614 over the same time last year. There were 50,880 by ocean ports, making an increase of 8,061 over the same nine months last year, and 25,240 from the United States.

An interesting idea of the division of races and the remarkably cosmopolitan character of the immigration is given in the official statistics of last year's arrivals, as published in the report for 1904. The immigrants thus classified were all declared settlers.

BRITISH		
English and Welsh .....	36,694	
Scotch .....	10,552	
Irish .....	3,128	
		50,374
CONTINENTAL		
African. South .....	21	
Australian .....	58	
Austrian .....	516	
Bohemian .....	91	
Buckowin an .....	1,578	
Croatian .....	16	
Galician .....	7,729	
Hungarian .....	1,091	
Slovak .....	116	
Belgian .....	858	
Brazilian .....	2	
Bulgarian .....	14	
Dutch .....	169	
French .....	1,534	
German .....	2,966	
Prussian .....	11	
Saxon .....	8	
West Indian .....	52	
Bermudian .....	3	
Greek .....	191	
Hebrew .....	3,727	
Italian .....	4,445	
Newfoundland .....	519	
New Zealand .....	23	
Polish .....	669	
Persian .....	5	
Roumanian .....	619	
Russian .....	1,955	
Finn .....	845	
Mennonites .....	11	
Spanish .....	5	
Swiss .....	128	
Servian .....	10	
Danish .....	417	
Icelandic .....	396	
Swedish .....	2,151	
Norwegian .....	1,239	
Turks .....	29	
Armenians .....	81	
Assyrian .....	22	
Egyptian .....	9	
Syrian .....	347	
Arabian .....	58	
		34,728
UNITED STATES		
United States .....	45,229	
		130,331

#### THE TEMISKAMING RAILWAY

MR. Whitney's government will continue the policy of building the Temiskaming railway by a commission. Instead of five members, however, the new commission has been made a body of three only, with a trained expert at its head in the person of Mr. C. B. Smith. Under the control of this commission the construction of the road is being rapidly pushed forward, and arrangements have been made for financing it for another half year. The loan of \$6,000,000, placed by the late government in London, and which fell due on May 1, has been renewed for an additional six months on satisfactory terms.

Some prominence has been given to a report that the commission is considering the practicability of operating the road by electricity. It is stated that an estimate of the cost of such an undertaking for the first hundred miles from North Bay, has been made, and that the figure is \$500,000. While it is not at all likely that the Government will authorize an expenditure of such an amount at present, it is the opinion of some of the cabinet members, as it is of the commissioners, that the use of electric motive power would ultimately mean a great saving in operating expenses. There seems to be no doubt in the railway world that the trains of the future are to be run by electricity, and it would be in keeping with Ontario progress if the first experiment of this kind in Canada were made on the government-owned Temiskaming road.

#### CANADIAN SHIPBUILDING

THE Dominion Government was recently asked by a delegation of business men interested in shipbuilding for a bounty of six dollars per gross ton on the boats built during the next ten years. They claimed that a Canadian shipbuilding industry was not possible without some such encouragement, on account of foreign competition, for under the Merchants' Shipping Act all British-built ships are entitled to enter Canada duty free. The delegation further claimed that if this temporary encouragement were given, Canada would in ten years' time be building fifty thousand tons of shipping annually.