

### **Awards to Canadians at Chicago and Paris**

A strong proof of the high quality of Canadian products of all kinds is afforded by the large number of prizes awarded to Canadians at the world's expositions. At Chicago the official report gives the total number of these awards as 2,126, of which 658 fell to the Department of Agriculture, 963 to Live Stock, 24 to Fisheries, 65 to Mines and Mining, 23 to Machinery, 28 to Transportation, and 121 to Manufactures. At Paris Canada received 268 awards including 31 grand prize diplomas, 63 gold medal diplomas, 90 silver medal diplomas, 52 bronze medal diplomas and 32 honorable mention diplomas. 139 of these were for manufactures. At the Glasgow and the Pan-American Exhibitions Canada has been making an excellent showing. In the department of fruit at the Pan-American, for instance, Canadian exhibits captured all the prizes awarded.

### **Transportation, Shipping &c.**

Reference has been made to the development of transportation facilities in Canada. Of the 165 railroads now in existence, the two most important are the Canadian Pacific and the Grand Trunk, the former stretching from ocean to ocean, the latter covering the Eastern provinces and connecting with Chicago and the Western United States. The extensive canal service also enables Canada to utilize the magnificent highway of water afforded by the inland lakes, ocean navigation for lighter bottoms being now established with Sault Ste. Marie and Chicago.

There are some 30,000 miles of telegraph line in operation, of which some 3,000 miles are controlled by the government. The telegraph accommodation afforded is equal to that of any country, Canada having a telegraph office for each group of 2,026 persons, while the United States has one for each group of 3,349, Great Britain one to every 3,834, France one to every 3,273, and Germany one to every 2,842.

The shipping required to carry on the whole marine trade of Canada is nearly 61,000,000 tons. Formerly, quite a number of vessels were built in Canada, but owing to the change from wood to iron and steel ships the industry has fallen away materially. Now that the steel industry in Canada is coming forward, that of steel shipbuilding will in all probability follow closely after it.