

804,630; in 1897, \$119,218,609; in 1898, \$140,323,053; an increase of nearly double in the thirty years, and 27 $\frac{1}{3}$ per cent. of an increase over that of 1895. Turning to the exports we find even a better showing than this—in 1868 the total exports were \$57,567,888; in 1878, \$79,323,607; in 1888, \$90,303,000; in 1897, \$137,950,253; in 1898, \$164,152,683—an increase in thirty years of nearly three times, and 45.17 per cent. over that of 1895. The balance of trade in 1868 was \$15,891,756 against Canada; in 1878 it was \$23,452,569 against; in 1888 it was \$20,991,030 against, while in 1897 it was \$13,731,644 in favor of Canada, and in 1898 this increased to \$23,829,630, an increase of over 100 per cent. over that of 1895, the first year since Confederation, excepting 1880, that the balance of trade was in favor of Canada. Looking at the shipping, the tonnage employed is nearly twice as much as it was in 1868, and 25 per cent. more than four years ago. In the coasting trade the returns show that there is more than three times as much employed as in 1878, and nearly 25 per cent. more than four years ago. The growth of the railway system in Canada has been marvellous; in 1868 there was 16,718 miles in operation, against 2,278 miles in 1868, and the amount



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