

veloping them. Questions of transportation, cables and even tariffs will adjust themselves, the question of our future trade lies mainly in what we can economically produce in excess of our domestic requirements.

What will Canada have to spare for the Empire's markets? This is worth thinking out. What an inspiration it is to allow the mind to travel over the vast resources of these three and a half millions of square miles. How vast, how varied, how stupendous! How much richer the world will be for their development. How much richer Canada is now becoming as she labours on the fringe, or scratches on the surface, while the great width and depth are unexplored. Why is our trade so high per capita? Simply because the capita are so few, and why are they so few? Because the Dominion has been practically a *terra incognita* to the outside world.

What have we to spare? It were easier to answer what have we not! And yet the fact of our needs from without gives us the opportunity for reciprocal trade. We don't want to grow bananas and oranges, we would rather trade with our fellow Britons in the islands of the South. Nor sugar, for we can barter for it too. Wool we prefer to obtain in the same way, for our brethren at the Antipodes can supply it to better advantage. But practically all the world wants comes within the range of the gifts of Heaven to our fair Dominion. Our fields are wide enough to grow for all the Empire's buyers grain and fruit, and flesh and fowl, with all that these include. Our forests are past calculation, and perennial at that, with all the industries they suggest. Our fisheries already producing a surplus of over ten million dollars, and areas yet untouched. Our mines, minerals and chemicals, our gold and silver, copper and lead, our more precious coal and iron. And of not less importance even than the materials are the waterways for their cheap transportation, and water powers for their manufacture.

What then are the indications re-

specting Canada's future trade with the Empire? The first indication I take from the development of our iron and steel industries, and manufactures in other metals. This will immediately fit us to build and equip the fast steamers to be used in our intercourse with sister colonies, and for the interchange of commodities. Already we are adding rapidly to our facilities for the construction of lake and river steamers, for the demand is in advance of the supply. There is a wide gap ere we compete in ocean steamers, but it will be bridged and that right early.

Before steamships we might have set down steam and electric railway equipment. Already Canada is in evidence in street railways in England, in Jamaica and elsewhere. Locomotives, passenger and freight cars and rails are among our already established industries. Other industries represented under iron and steel, structural and implemental, cannot fail to be well represented by Canada in our Empire's markets.

Our advantages in lumber indicate favourable competition in all industries in which it forms a leading part, in building construction, finishing and furnishing; in vehicles, implements, pianos and organs, in pulp and paper, in the residual chemical products and wooden manufactures generally.

In short, the range of our natural products is so wide, and representing as it does the most important staples, it must follow that an immense range of manufactures in wood, metals and minerals, now actively competing for home consumption, with others yet to be developed, will compete for Imperial trade.

Our heaviest export tonnage must, however, be agricultural. Alike in territory, soil and climate, our Dominion is blest above any nation on the round world.

While our industries may experience steady development, they cannot in rapidity of expansion compare with the products of the soil. Of wheat, oats, barley, peas, oilcake, of cattle, of but-