

Department of Railways and Canals.

In 1891 British Columbia had 770 establishments with an output valued at \$11,999,928 (59,999,640 francs); Manitoba 1,031, with an output of \$10,155,182 (50,575,910 francs), and the Territories 375, with an output of \$1,827,310 (9,136,550 francs).

British Columbia had 59 establishments, each producing to the value of \$50,000 (250,000 francs) and over, against 13 establishments in 1881, and 18 producing to the value of \$100,000 (500,000 francs) and over against 4 in 1881.

Manitoba had 39 establishments each producing to the value of \$50,000 (250,000 francs) and over, against 13 in 1881, and 26 establishments whose output was \$100,000 (500,000 francs) and over, against 5 in 1881.

The Territories had 7 establishments each producing to the value of \$50,000 (250,000 francs) and over, there having been none in 1881; of these 3 produced to the value of \$100,000 (500,000 francs) and over.

Of the total number of establishments in Canada, 1,675 had an output of \$50,000 (250,000 francs) and over; 899 of \$50,000 to \$100,000 (250,000 to 500,000 francs); 776 of 100,000 (500,000 francs), and two produced \$1,000,000 (5,000,000 francs) and over.

In 1891 there were 23,552 persons engaged in steam railway employment, of whom 4,204 were locomotive engineers and firemen. There were 13,417 miners, of whom 5,660 were in Nova Scotia, and 4,591 in British Columbia; 12,319 lumbermen and raftsmen, of whom 1,521 were in Nova Scotia, 1,240 in New Brunswick, and 1,119 in British Columbia, and 27,079 fishermen, of whom 14,478 were in Nova Scotia, 2,926 in New Brunswick, and 3,798 in British Columbia.

Statistics of development in other directions can be given for a date considerably more recent than that of the last census, and the following for the year ended on the 30th of June, 1894, will furnish suggestive information almost up to the present date.

Trade and commerce statistics, 1894.

In the year ended on the 30th of June, 1894, the total import and export trade of Canada amounted to ⁽¹⁾ \$240,999,889 (1,204,999,445 francs), against a total in 1868 of \$131,027,532 (655,137,660 francs). Of this the following centres of railway communication had share, in round figures, Halifax, \$13,500,000 (67,500,000 francs); St. John, \$7,000,000 (35,000,000 francs); Quebec, \$8,700,000 (43,500,000 francs); Montreal, \$96,400,000 (482,000,000 francs); Toronto, \$22,000,000 (110,000,000 francs); Winnipeg (the only entry port of Manitoba) \$4,200,000 (21,000,000 francs); Vancouver, \$2,100,000 (10,500,000 francs); Victoria, \$5,900,000 (29,500,000 francs). The total for the whole of British Columbia in 1894 was \$13,412,181 (67,060,905 francs), against a total in 1872 of \$3,652,459 (18,262,295 francs) and a total in 1868 of \$6,906,915 (34,534,575 francs). In 1872 the total for Winnipeg was only \$1,027,788 (5,138,940 francs).

The value of the *interprovincial* trade of the Dominion, that is the products of one province required by another, is now estimated at \$100,000,000 (500,000,000 francs). It was only \$4,000,000 (20,000,000 francs) in 1868. This development is entirely owing to the railway progress.

In 1893-1894, Canada exported of her coal produce 996,000 tons (1,011,936 tons met.), Nova Scotia sending away 241,000 tons (244,586 tons met.), and British Columbia 716,000 (727,456 tons met.) while the inland coal of the Territories was exported to the extent of 34,000 tons (34,554 tons met.). No great quantity of either iron or copper ore is sent out of the country, but at the newly developed nickel

(1) Values alone do not give the true measure of this increase. Prices have fallen since 1868 fully 33½ per cent. On the basis of 1868 the trade returns for 1894 should stand at \$305,000,000 (1,525) million francs. The increased *volume* of trade may be inferred from this statement.