

13. The shipping visiting Canadian ports has been enlarged. tons 37,263,100
 14. The letters, papers, cards, etc., posted have increased. 288,632,000

Amongst other sources of wealth than those previously enumerated the following may be named:

THE FISHERIES of Canada, the value of the products of which average over \$20,000,000 a year, the exports of which in 1900-1901 amounted to \$19,720,352.

THE FOREST products of Canada are also of enormous value, the exports last year being valued at \$30,009,857.

THE MINERALS of Canada are also valuable beyond computation, the exports last year amounted to \$40,367,683.

THE MANUFACTURERS and merchandise exports last year were valued at \$193,443,594.

THE WATER POWERS of Canada are becoming more and more valuable, every successive year, as they are being utilized for the production of electrical light and power in all parts of the Dominion. It is beyond doubt that the water powers of this Dominion have a yearly value of many millions.

The pulp wood lands are yielding large revenues to their owners. The exports of wood pulp last year were valued at \$1,937,207.

The steel and iron works established in Ontario, Quebec and Nova Scotia give every promise of becoming exceedingly valuable industries. Canada has all the raw materials for such enterprises in great abundance, and economical facilities for transport, so that doubtless the production of iron and steel and their manufactured products will, ere long, add largely to the national wealth.

The total imports of Great Britain in 1801	
amounted to.	\$158,930,000
Total exports in 1801.	176,825,000

Total foreign trade of Great Britain a century ago. \$335,755,000
 which is \$36,445,000 less than the foreign trade of Canada in 1900-1901.

In 1819 the foreign trade of the United Kingdom was the same as Canada's last year.

CONCLUDING REMARKS.

While proud of Canada's progress, we cannot but regard what has been achieved chiefly as a foretaste of future development. The main essential for this, is in the increase of population, by which the agricultural resources of the Dominion may be utilized. Canada has millions of acres of the finest land in the world waiting to yield their increase to cultivation. Were adequate measures adopted there might be crops of grain raised every year in the North West Territories alone amounting in value to \$500,000,000 and still leave millions of acres uncultivated. To aid in the development by a well devised State aided scheme of immigration of agricultural settlers, seems, in my judgment, the most urgent duty of the Dominion Government. The expenditure of a million or even two millions of dollars each year by the Dominion Government in bringing out farm immigrants, settling them on our public lands, and assisting and taking care of them for some time, would be one of the best, wisest and most fruitful investments of public money that could be made.

Looking nearer home, the work of development would make more rapid advances were the Harbour of this City and the river along its course to the Gulf better equipped with such improvements as are required in the interests of shipping.

The feature in the development of Canada since Confederation, not to be expressed in figures, is the growth of sentiments of affection towards the Mother Country and the strengthening of the ties that bind us to the Empire. In 1868 prophets of evil were very busy foreshadowing the absorption of Canada by the United States.

Her days, as a British country, were declared to be numbered, and even British statesmen spoke of Canada with scant respect as a burden and a source of danger. What a marvellous revolution has taken place in this respect. Canada has changed from her Cinderella-like obscurity and despised condition to have now a distinguished position in the palace of the Empire. Canada, says Mr. Chamberlain, must now be consulted on Imperial questions, she has shed her blood in defence of the Empire, and to an honoured place in the Councils of the Empire must Canada be promoted.

The development of Canada under Confederation has far exceeded the sanguine anticipations of its promoters and founders. Few of these historic worthies are left to see the results of their works. It is known, however, that the most famous of them, the one who took chief command of the good ship "Confederation" when she was launched, and who, after long service, died with his hand, as it were, on the "tiller" expressed the utmost pride in being associated with the development of Canada, his adopted country. In this case, as in so many, "other men laboured and we have entered into the fruit of their labours." Let us honour their foresight, their ambition to elevate Canada into high rank as a nation, and their efforts to inspire all Canadians with a love of their country and let us show equal willingness to give devoted service in continuing the work of developing the resources of this Dominion.

PERSONALS.

MR. J. F. JUNKIN, managing director of the Manufacturers' Life, has left home for a trip which will embrace a visit to Egypt, Burmah, India, China, Japan, Australia and South Africa. Health and recreation will not exclude attention to business, which the Manufacturers' is successfully conducting in the foreign field.

Mr. Junkin, though going East, seems to be following the Sun.

MR. R. H. MATSON, managing director of the National Life, was in the city on 11th inst., en route from the Maritime Provinces. Mr. Matson reports that the National Life is making satisfactory progress.

MR. W. H. HILL, manager of the Sun Life, Peterborough, was elected chairman of the Board of Education of that city on the 5th inst.

MR. E. R. MACHUM, St. John, N.B., agent of the Manufacturers' Life Insurance Company, passed through Montreal this week from Toronto, where he had been attending the annual meeting of the above Company.

MR. W. H. HILL, agent of the Sun Life at Peterboro, was in Montreal this week visiting the head office of his Company.

MR. D. MCGREGOR, general agent Sun Life at London, Ont., was in Montreal this week visiting the head office. Mr. McGregor has represented the Sun Life for nearly twenty years.

THE RECENT EXPLOSION in a New York tunnel has been investigated by the State Board of Railway Commissioners, who report that the New York Central has been grossly negligent of its obligations to the public in several matters, especially in placing incompetent engineers in charge of passenger trains, a verdict which confirms the comments recently made in this column.