vinces the proportion of seeding reported as effected on April 30 was 84 per cent. for wheat, 45 per cent. for oats, 38 per cent. for barley and 63 per cent. for all crops.

Agricultural production generally will probably be large this year and prices good. Agriculture being the chief industry of Canada, its activity necessarily must stimulate business and prosperity.

Immigration

Since the outbreak of war, 30,000 settlers from the United States have taken up their homes in Canada, according to the statement of the minister of the interior. Allowing cash of $500 and settlers' effects valued at $350 per head, conceded by the immigration authorities to be a very fair average estimate, these 30,000 settlers have brought into the country a sum of $25,500,000. Consisting as it does largely of agriculturists, the movement of settlers from the United States to the Dominion is encouraged by the Canadian government. With the outbreak of war and the consequent disorganization of the Atlantic steamship service, immigration to Canada from the mother country and continental Europe, has practically ceased. Between August 1st, 1914, and April 30th, 1915, the British immigrant arrivals, however, have been 12,000 and the continental arrivals 3,700.

As to the size of the future immigration movement, one can only guess. There should be a movement of some consequence, partly pushed forward by the desire to escape European devastation, by the fact that present rovers in European lands may want to rove still more and taste American life, and by the wish to take up free agricultural lands. The movement may be retarded by the demand in Europe for labor to rebuild where war has destroyed and to cultivate lands which armies are stamping.

We need more population. But there is chiefly one place for it—upon the land, producing wealth. If men will not farm, it is wasted energy to turn factory wheels. It needs a Saskatchewan graingrower to do his bit in order to keep employed a Massey-Harris man at Toronto. Three big railroad systems want freight, that they may pay interest charges on large blocks of securities. Factories and mills have sufficient equipment to look after the maximum demand likely to arise for many years to come. But a few hundred thousand newcomers to the Western prairies, to Northern Ontario, to British Columbia and to the maritime provinces, having made up their minds to be farmers and having commenced to produce from the soil, would make a vast difference.

Construction Work

When two years ago Canada was building two transcontinental railroads and extending a third, there was extraordinary activity in construction spheres. The employment of many thousands of men on this work gave a great impetus to the demand for machinery, plant, foodstuffs and general supplies. This continued for some time. The three transcontinental roads are now practically completed. It would be unreasonable to look again for the abnormal activity in this direction. But, even so, and according to *The Canadian Engineer*, Canada's leading technical weekly, a greater railroad mileage is now under construction in this country than in the United States. About 2,800 men are employed on the Hudson Bay Railway, 418 miles long. About 290 miles of the line has been graded, steel is 75 miles and ballasting about 100 miles behind that. The line is to be finished in 1916, including considerable work at Port Nelson harbor, bridges, etc. The Canada Central Railway has over 1,200 men at work on a 59-mile stretch in the Peace River district, and the Alberta and Great Waterways Railway has 1,500 men at work on its line, 165 miles long, to Fort McMurray. The Bassano and Bow River Railway is beginning construction, and the Canadian Northern Railway has about a thousand men on its different branches in Alberta. The Edmonton, Dunvegan and British Columbia Railway is building 65 miles this year, and the Pacific Great Eastern has 1,100 men at work on its line to Fort George.

Public Works

While the Dominion government is exercising proper economy in the matter of public works, an expenditure of $32,000,000 is in hand. Among the larger undertakings which come within this expenditure are Port Arthur and Fort William harbor, $1,500,000; Quebec, $1,234,000; St. John, $1,500,000; Vancouver, $1,000,000; Toronto, $1,000,000; etc. The $32,000,000 expenditure covers this year's work only. For instance, the ultimate expenditure on the Toronto harbor alone will be something between 20 and 26 million dollars.

This sum of $32,000,000 does not include the amount that is being spent by the department of railways and canals, or by the nine provincial governments, and in this connection there is work proceeding on the Welland Ship Canal, the Trent Canal, the betterment of the St. Lawrence Canal, etc.

In addition to these large undertakings there are others, such as the Greater Winnipeg water supply scheme, the Halifax ocean terminals, the Prince Rupert and Esquimalt dry docks, the Quebec bridge, the St. Maurice River storage dam, the Toronto Bloor Street viaduct, the Montreal filtration plant, the Toronto-Hamilton highway, Hotel Connaught at Hamilton, the Petitcodiac bridge. Before the end of the summer, still more work will be in swing, such as the new Princess Theatre at Toronto, the $1,000,000 sugar refinery at Wallaceburg, the interurban railway project of the Ontario Hydro-Electric Commission, the new Hamilton hospital, the Ottawa-Prescott highway, etc. A fairly large amount of municipal local improvement work is also in hand and approximately $5,000,000 will be spent on roads by the various counties and townships in Ontario.

Railroad Earnings and Bank Clearings

Railroad earnings have been less this year than in 1914. That is a natural consequence of conditions outlined in this article. Here are the figures of the first four months of the current year compared with similar periods in other years:—

First four months.	Railroad gross earnings.
1915	$46,894,733
1914	55,965,587
1911	47,319,129

A decline of $9,000,000 is not so serious a matter as may at first appear. Allowance must be made for the changes affecting the volume of freight. For many years, for instance, railroads have been carrying construction materials to build other railroads. Freight has decreased in many other directions. In the meantime the growth of our railroad debt has continued. On the other hand, railroad earnings are only $1,500,000 less than they were for the first four months of 1911. That is a remarkably good

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