

parel, food supplies, mining products and machinery, Canadian manufacturers have gained a wide experience in the export trade and are desirous of continuing in it after the war is over.

What can then be done to foster and expand it when munitions and military material are no longer required? It cannot be too strongly pointed out that this one market, that of the British West Indies, is comparatively close at hand, is waiting for further development, and possesses these direct advantages that the merchants there are strongly desirous of having more extensive and closer relations with us, and that, already, throughout these colonies there are active branches of two leading Canadian banks, ready to assist with information and banking facilities in developing our trade. But even these advantages would be futile if they are not supplemented by three transportation conditions: (1) More frequent and quick steamship services between the British West Indies and Halifax; (2) very fast through freight services between the Halifax piers, Montreal and Toronto, timed to meet the arrival and departure of the steamships; and (3) through freight rates and charges between the West Indies and Montreal and Toronto, via Halifax, not exceeding those via New York and Boston. To meet the conditions which the special trade requires, there must be cold storage facilities at the shipping points; cool, ventilated accommodation, especially for fruits, in both steamships and cars; prompt transfer at Halifax to and from steamships and cars; and such a fast service by sea and rail that the time taken between the steamship's departure at British West Indian points and the arrival of the cargo in Montreal and Toronto will not exceed fifteen to sixteen days, with a similar time for return cargoes of Canadian products to the West Indies. To effect this, will require organization and close co-operation from start to finish, between the steamship and railway authorities, and a determination on the part of both to develop the business.

Quick Freight Service Certain.

Conditions now exist which make it quite possible to inaugurate a fast freight service, and the Intercolonial Railway management, to whose attention the matter has been brought, proposes to give every consistent aid when the time comes. With the Intercolonial and the new Transcontinental roads forming, together, under Dominion government auspices, a double track system between Quebec and Moncton, we now have a continuous, connected double track from Toronto and westward, over the Grand Trunk and the government railways, to Halifax, except the short distance between Moncton and Halifax. Thus a fast service has become practicable.

The food controller, Hon. Mr. Hanna, has made experiments in fast delivery with car loads of fresh fish from Nova Scotia to Toronto, and they appear to have been successful. Thirteen to fourteen knot steamships should cover the voyage from British Guiana to Halifax in nine days, from Trinidad in eight days, from British Honduras in ten days, and from Jamaica in less than eight days. These facts demonstrate that West Indian products can be delivered in Montreal and Toronto in not much over two weeks from loading of the steamship in West Indian ports. There should, with such facilities, be no reason left to Canadian importers why they should continue to buy so very largely West Indian products in New York and Boston, and equally no reason why our manufacturers and merchants should not develop in the British West Indies a large outlet for Canadian manufactures and agricultural products. The steamships will be forthcoming whenever there is the business in prospect, and, suggestively, there could be, with advantage, two steamship services, each weekly, the one between Halifax, Bermuda, Barbados, Port of Spain and Georgetown, British Guiana and the other between Halifax, Nassau, Kingston and another port in Jamaica, Belize and Guatemala's outport at the terminus of the Guatemala Railway, whilst there would be interinsular steamship services to connect the other islands closely with the through steamships at Barbados, Port of Spain, and probably, in time, Nassau.

Development of live stock exports from Western Canada to the United States is indicated by comparison of export trade for the first six months of 1916 and first six months of 1917. In the former period the total exports from Manitoba to the United States were: Cattle, 4,721; hogs, none. In the same period in 1917, the exports were: Cattle, 10,943; hogs, 1,288.

CANADA AND SPAIN

Spain's Only Investment Here is in Aerial Cable Car at Niagara Falls

By CHEVALIER J. ENOCH THOMPSON.

Spain is neither a poor nor an unprogressive country. The Bank of Spain stands second in proportion of gold reserve to notes outstanding, having 1,810 millions of gold, 741 millions of silver against a circulation of 2,592 millions, or 98.41 reserve of specie; the Bank of England stands first though having only 1,341 millions gold (reduced to Spanish pesetas), against a circulation of 1,001 millions being 133.96 gold reserve. Spain has a population of 20 millions, ranking as seventh in the 22 nations of Europe.

Spanish investments outside of the Iberian Peninsula are almost entirely made in Spanish-speaking countries. Spanish capitalists own large sugar plantations in Cuba and have many millions invested in Mexico and South America.

The only instance of Spanish investment in Canada is the aerial cable car across the Whirlpool Rapids of Niagara. This system is the invention of an eminent Spanish engineer, Mr. Quevedo, who is also the inventor of an improved airship which has been adopted by the British government. This aerial tramway was built and is owned by Spanish capitalists. The terms imposed by the Niagara Park commissioners were not such as would encourage future investments from Spain in Ontario.

Canadian Capital in Spain.

Canadian capital to a much larger extent has been invested in Spain encouraged by the liberal and untrammelled conditions which Spanish authorities offer. The Barcelona Traction, Light & Power Company, Limited, a Canadian company, has invested over 90 million dollars.

Until 1910 Spanish emigrants did not come to Canada but attracted by the reports of high wages and promoted by transportation companies by 1914, 3,000 had arrived. Many have since returned or drifted to the States. There are probably 300 Spaniards in Ontario mostly employed in factories, mines and as cigar makers. They are good workers, industrious and sober.

The imports from Spain to Canada consist of raisins, grapes, almonds, onions and wines, and are about annually two million dollars. Formerly a large trade in oranges existed, but the competition of California and Florida has reduced it to small proportions. The export to Spain, mainly agricultural implements, was in 1912 \$65,000, and has not been exceeded.

Absence of Direct Boats.

The absence of direct steamers between Canada and Spain has always been a serious obstacle to increasing the trade. A few months before the war two Spanish trade commissioners appointed by the government visited Canada and were so well impressed with the prospects of business, that they recommended the Spanish government to subsidize a direct line which would have gone into effect in the fall of 1914 but for the war.

Spanish imports are about 200 million dollars, exports about the same in normal times, of which about 35 million dollars worth are imported from the United Kingdom and about 70 millions shipped there.

Fruit and nuts are the largest item of exports, and fertilizers to the value of 3½ million dollars figure amongst the imports. 3¼ million acres are in vineyards producing 3 million tons of grapes, 3½ million acres in olives producing nearly 2 million tons, and 10 million acres in wheat produce 150 million bushels.

Manufacturers do not figure largely in Spanish exports but they are growing in importance. Barcelona, which with its suburbs is the largest city of Spain, is a combination of Liverpool and Manchester, being the largest maritime and most important manufacturing city of the country. Fabrics, automobiles, pianos and machinery are produced to a considerable extent for local consumption, protected by a high tariff. An important export business is carried on with South America in such articles as the residents of these republics and their children were accustomed to use when they lived in Spain.