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THE WORLD'S PROGRESS

A GREATLY increased activity in shipping circles throughout the world is a noteworthy evidence of progress. It not only points to a widening of commercial interests, but to a strengthening of international goodwill, and traffic in ideas as well as traffic in goods becomes the more desirable and the more easily possible as business relations are extended. Wide acquaintance and ready adaptation are valuable aids to national life, and commerce will thus be found to be a guarantee of progress, as it is also a guarantee of peace. Herein is the importance of shipping.

Canada's shipping is extensive, but is not increasing in anything like the proportion which it should. Last year the total number of vessels which arrived at and departed from Canadian ports, exclusive of those engaged in the coasting trade, was 67,832. Of these 4,319 were British vessels, 30,211 Canadian, and 33,302 foreign. In the same year the entrances and clearances at ports of the United Kingdom were 625,000 British vessels and 71,370 foreign, a total of 696,370. The respective tonnages were 26,000,000 in Canada, and 206,000,000 in the United Kingdom. A record of shipping transactions with a total one-tenth as great as that of Great Britain is comparatively a good showing for Canada, for Britain stands as the greatest

maritime nation in the world. But that it is as great as it might be can not be claimed seriously, while the unsatisfactory point is that Canada's shipping figures do not show the increase from year to year that is to be desired. In fact there was last year a decrease as compared with the year before, while for the last five years the total increase has been something over one-eighth.

With increased demand there is sure to follow the means to satisfy it, and at present there is on all sides a demand for better and more frequent steamship service between Canada and trans-oceanic countries. The fast line to England, of which more is said below, and a line to South Africa and Australia are proposals which show the direction in which things are moving; and the Montreal Chamber of Commerce is recommending a direct line between Canada and France. Something will surely take shape out of the various schemes which are at present in course of being talked about.

In the United States also there is increased activity in shipping circles. In fact, it can hardly be denied that a certain part of the activity now being shown elsewhere is indirectly the result of American enterprise, which by reason of its aggressiveness has wakened others to a fuller sense of the situation. Although naturally fitted to be a great shipping