

The Commercial Side

Shipping In Canada.

IN no phase of commercial activity is Canada making a better showing than in shipping. Fifty years ago 56.4 per cent. of the world's shipping flew the British flag; to-day it is 59.2 per cent. Some of that growth is due to Canada. The Canadian Pacific Railway alone has nearly seventy vessels afloat, though some of them use only inland waters. The Allans, the Dominion, the Donaldson, the Canadian Northern, and the Grand Trunk Pacific all have boats doing ocean traffic. Indeed Canada seems destined to be the carrying nation of the New World, as Great Britain is the carrying nation of the Old. This is one of our greatest contributions to the prestige of the Union Jack.

But our contribution is small as compared with the total. The total tonnage in the British Empire is over thirteen millions, while Germany, second in the list, has less than three million. After Germany comes Norway, then France, then Italy, and finally the United States. That Great Britain has, after fifty years of alleged decrepitude and decadence, managed to increase her shipping pre-eminence against all the nations of the world, must be gratifying to every Britisher at home as it is to every Britisher abroad. Not that we rejoice in the discomfiture of our friends, but rather that we glow with pleasure that we have been able to measure up to the best of modern achievement and progress, and that we have been able to maintain the prestige of Britain's greatest mariners.

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Canadian Industries.

THAT all Canada is developing along industrial lines needs no special proof. When the census of 1901 was taken, there were sixteen thousand manufacturing establishments in Canada, with a capital of about 850 millions, an annual pay roll of 135 millions, and an annual production of 718 millions. To us, at that time, they seemed large. But the development since that time has been more rapid than in any previous period. One may only guess at what next year's census will disclose. Probably it will be shown that our manufacturing establishments have grown at a faster rate than our population.

The statistics of the domestic consumption are not available, but the figures of the exports show considerable increases in some lines. For example, the exports of agricultural machinery have increased from \$1,743,000 in 1901 to \$3,150,000 in 1909. This is an increase of about eighty per cent, as against an increase in population of forty per cent. On the other hand, a few lines show a decrease, and many lines are almost stationary. On the whole, however, the export figures give little indication of the growth in the number and the size of factories.

The total exports of the country have grown from not quite 200 millions in 1901 to 280 millions in 1908. This is an increase of forty per cent., which is just the increase shown in population. Therefore it may be assumed that Canada's manufacturing development is about the same as her general development in population and trade. Imports have expanded more than forty per cent., but that is explained by the great era of railway building and the general importations with new settlers.

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