

A RECORD OF PROGRESS
IN
AGRICULTURE,
MANUFACTURE,
AND COMMERCE.

THE
DOMINION STATIST.
CANADA SINCE CONFEDERATION



A READY
REFERENCE
HANDBOOK.

1890

197-2

101

The Windsor,
OTTAWA, ONT.



This House affords First-Class accommodation for Two Hundred Guests and is situated one block from the Parliament Buildings and Banking Institutions.

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Proprietor.

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THE RUSSELL,
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facing on the finest and most central square in the city, stands unrivalled in Canada. Its cool, airy situation, spacious rooms, palatial Corridors, Parlors and Dining-Room hold a world-wide reputation, and place it among the Palace Hotels of the American continent. It is within one minute's walk of the Grand Trunk and new depots of the Canadian Pacific Railway.

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For whitening the complexion, imparting or preserving its rosy hue, or removing freckles, the mark and other spots on the skin, and for removing pimples and all other eruptions.

The PERSIAN LOTION is a ROSA FINO preparation, unique of its kind. It is a true specific for the skin. Is not a white powder suspended in water, or perfume. The PERSIAN LOTION, on the contrary is a medicinal preparation, transparent and limpid like water.

When the skin is BURNED BY THE SUN, the PERSIAN LOTION promptly restores its freshness, and rosy hue, by adding a teaspoonful every morning to the water used for the toilet.

The PERSIAN LOTION is sold in all respectable Drug stores in the Dominion, at 50 cents per bottle. Beware of imitations.

S. LACHANCE, proprietor,
1538 and 1540 St. Catherine St., Montreal.

"Indigenous Bitters"

The most economic and at the same time the most effectual stomachic, and aid to digestion.

The INDIGENOUS BITTERS owe their popularity to the most important qualities which any medicinal preparations could have: an efficacy at all times certain, the absence of any dangerous ingredient and a moderate price.

The INDIGENOUS BITTERS consist of a combination in exact proportions of a large number of roots and barks, highly valuable, on account of their medicinal virtues, as tonics, stomachics, digestives and carminatives.

HEADACHES, DIZZINESS, NAUSEA and GENERAL LANGUOR, are most frequently the result of derangement of the stomach, and in such cases the INDIGENOUS BITTERS never fail to afford prompt relief, and most frequently even a perfect cure.

The INDIGENOUS BITTERS are sold in retail, in all respectable Drug Stores in the Dominion, in 25 cts. boxes only, containing sufficient quantity to make three or four 3 half pint bottles.

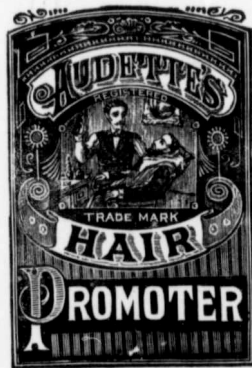
SOLE PROPRIETOR:

S. LACHANCE

DRUGGIST,

1538 & 1540 ST. CATHERINE STREET

MONTREAL.



Good Hair, Good Health and Good Looks.

The AUDETTE'S HAIR PROMOTER cleanses the SCALP and removes DANDRUFF; it also prevents the hair from falling out and promotes a healthy growth.

The AUDETTE'S HAIR PROMOTER is a cool and refreshing lotion; is unsurpassed as a dressing and especially adapted for children. This preparation is not a dye, but simply a cleansing stimulant and a tonic.

The AUDETTE'S HAIR PROMOTER is guaranteed on the best medical authorities to be absolutely free from injurious chemicals.

Sold by Druggists, 50 cts. per bottle.

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THE FATHER MATTHEW REMEDY.

"THE ANTIDOTE TO ALCOHOL,"

Is a certain and speedy cure for intemperance, and destroys all appetite for alcoholic liquors.

SOLD BY ALL DRUGGISTS.



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OF HAMBURG.**

SS. PICKHUBEN (new)	4,200 tons.
SS. STUBBENHUK (new)	4,200 "
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The above First-class Steamers of the Hansa Line will sail during the summer between

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Through Bills of Lading granted to all points West in Canada and the United States of America.

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Montreal, October, 1890.

CANADA SHIPPING CO.



Beaver Line

OF STEAMSHIPS

SAILING WEEKLY BETWEEN

MONTREAL and LIVERPOOL

DURING THE SUMMER SEASON, AND

NEW YORK, BOSTON and LIVERPOOL

DURING THE WINTER SEASON,

Making close connection at either of the above ports for all points in Canada and the United States to which through tickets are issued.

The line is composed of the following CLYDE-BUILT IRON STEAMSHIPS:
built up to the highest class in every particular.

LAKE ONTARIO.....5,200 Tons	LAKE NEPHEON.....3,200 Tons
LAKE HURON.....4,100 "	LAKE SUPERIOR.....5,200 "
LAKE WINNIPEG.....3,200 Tons.	

Superior accommodation is provided for passengers on these Steamships, including baths, smoking rooms, and all the latest improvements to promote their comfort and safety.

An experienced surgeon is carried by each steamer, and also cabin and steerage stewardsesses.

Cabin passengers land and embark at Montreal, avoiding the trouble and annoyance of transfer at Quebec.

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Saloon Tickets, Montreal to Liverpool, \$40, \$50 and \$60
Return " " " " \$80, \$90 and \$110

According to Steamer and Accommodation.

Intermediate Tickets, Montreal to Liverpool, - \$30
Return " " " " - \$60

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R. W. ROBERTS, Manager,
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H. E. MURRAY, Gen. Manager,
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MONTREAL.

**BRANDS SPECIALLY RECOMMENDED TO
CONNOISSEURS:**

BOULESTIN & CO.....	COGNAC
	Very Old Brandy.
MORIZET & CIE.....	REIMS
	Champagne.
A. LALANDE & CIE.....	BORDEAUX
	Clarets and Sautern's.
FRANCOIS LANEVRIE.....	MACON
	Burgundies.
L. CARTON & A. CHOUILLLOU.....	EL-KSEUR
	"Clos du Caroubier."
ARCHAMBEAUD FRERES.....	BORDEAUX
	French Liquors.
A. R. VALDESPINO.....	JEREZ
	Ports and Sherries.
SIMON VIOLET AINE & CO.....	THUIR
	Byrrh Wines.
A. FONTAINE.....	PARIS
	Fine Vegetables, Peas, etc., Caviar.
JACQUIER & CARAUD.....	PARIS
	Pickles, French Mustard.
P. LAMBERT.....	PARIS-IVRY
	Rhum St. James.

These specialties to be found in all first-class Groceries, Hotels and Cafes in Montreal.

REFORD'S AGENCIES.

**DONALDSON LINE
WEEKLY GLASGOW SERVICE.**

SAILING FROM MONTREAL every Wednesday at daylight and from GLASGOW every Friday.

SS. Alcides.....3,500 tons.	SS. Colina.....2,000 tons.
SS. Amaranthia.....4,000 "	SS. Concordia.....2,600 "
SS. Circe.....3,000 "	SS. Warwick.....3,000 "

Glasgow Agents: DONALDSON BROS., 165 St. Vincent St.

**ROSS LINE
LONDON SERVICE.**

SAILING BETWEEN MONTREAL AND LONDON.

SS. Chelydra.....3,000 tons.	SS. Norse King.....4,000 tons.
SS. Erl King.....2,200 "	SS. Ocean King.....2,600 "
SS. Storm King.....4,000 "	SS. Sea King.....4,000 "

London Agents: Wm. Ross & Co., 3 East India Ave., E. C.

THOMSON LINE

SAILING BETWEEN MONTREAL AND LONDON AND DUNDEE, and an occasional steamer direct to LEITH and NEWCASTLE-ON-TYNE.

SS. Avlona.....2,000 tons.	SS. Escalona.....2,000 tons.
SS. Dracona.....2,000 "	SS. Fremona.....3,500 "
	SS. Gerona.....3,500 tons.

London Agents: A. LOW, SON & CARTER, 27 Leadenhall St., E. C.

The steamers of these three lines are specially adapted and fitted for carrying "Clydesdales," "Percherons" and all Prize Horses and Cattle.

Special attention given to the handling and stowage of Apples, Cheese and all perishable cargo.

Through Bills of Lading granted by any of the Canadian or Western Railways to any point in Great Britain, Ireland or Europe, at Lowest Through Rates.

For further particulars apply to

ROBERT REFORD & CO.,

23 ST. SACRAMENT ST., MONTREAL.

ST. LAWRENCE HALL MONTREAL.

Few hotels in the Dominion or on the Continent have won such wide-spread popularity for prompt and satisfactory management as has the ST. LAWRENCE HALL. For over thirty-five years the travelling public have found the "HALL" the best and most complete equipped house in the country, in all its departments. Every want that human foresight can supply, for the comfort and convenience of guests, the management has ever provided for, and it is this attention that has given to the "HALL" its fame as the leading Hotel of Canada, both in the United States, Great Britain, and the European Continent. For over a quarter of a century, the "HALL" has held this proud position, and has had as its guests the most illustrious representatives of Royalty and the peerage who have in that period visited the Metropolis of the Dominion.

THE LOCATION

of the "HALL" on St. James Street, the principal thoroughfare of the City, cannot be centrally in a sanitary point of view, and is the most centrally situated for all travellers. It is in the midst of the Banks, Courts, and principal Public Offices, Wholesale and Retail Houses; and in its immediate vicinity are many of the chief historic attractions of the City.

IMPROVEMENTS.

The growth of Montreal in the past few years, and the ever-increasing demand for first-class accommodation required by the travelling public, has called for large additions to the "HALL," which have been carried out and just completed. These additions have largely added to the comfort and beauty of the House. The massive and elegant exterior—five stories high, with mansard roof, and a clear frontage of 123 feet, on the most fashionable street of the City—at once attracts the attention of the tourist, and a visit inside soon leads to the conclusion—that for polite attention and satisfactory management, the "HALL" has no superior. The new improvements have increased the accommodation for guests to over 300 well-lighted and airy rooms, furnished in the most tasteful style, and with every modern convenience. Passenger Elevators are also provided, and the whole of the Corridors, Reading, and other Public Rooms, have been lighted, furnished, and decorated in the most artistic manner.

THE DRAWING ROOMS.

The "HALL" is now provided with two of the handsomest Drawing Rooms in the City. The new room is one of the latest improvements, and a marvel of beauty and elegance in its decorations, frescoes, and furnishings. The whole of the wood work is of red cherry, with Lincolna Walton panelings in gold; rich mirrors adorn the walls, and massive Gas Candle Chandeliers are suspended from the ceiling. The upholstery is of the richest and most luxurious description—the carpets, chairs, sofas, ottomans, etc., being specially made to suit the adornments of the room. When lit up at night, the room, with all its appointments, cannot be surpassed for beauty and comfort. The old Drawing Room has also been refitted and refurnished with all the latest modern improved furnishings.

THE DINING ROOM

has been enlarged, making it 200 feet long by 50 feet broad, and capable of seating 400 guests. The room has been thoroughly renovated and decorated, in an appropriate and elegant manner, by the best Italian Artists, and is lighted by Gas and Electric Light. Every attention has been paid to ensure guests the best and most appetizing meals with prompt and diligent waiting.

THE CUISINE.

The "HALL" has heretofore been ever in advance in this department, and intends to remain so. Having better facilities, with an accomplished chef at the head, the wants and tastes of all our guests will be carefully attended to in a satisfactory manner.

Billiard, Hair-Dressing, Sample, and Bath-Rooms, are all connected with the Hotel. All Trains and Steamboats are met by the "HALL" busses, and polite and attentive porters are always in attendance to look after guests' baggage, etc. Rates from \$2.50, \$3.00, to \$5.50 per day according to location.

MR. HOGAN, the genial proprietor, is still to the fore, and gives his personal supervision to all departments of the House, thus securing for his guests every attention required.

WM. T. COSTIGAN & CO., 196 St. James Street, MONTREAL.

Representing the following Apple and Fruit Dealers:

FRANK RAND & CO.,
107 Cannon St., London,
NEWLANDS, THOMSON & CO.
77 Ingram St., Glasgow,
WOODALL & CO.,
6 and 8 Temple Court,
Liverpool.

On whose behalf Consignments are respectfully solicited.

—ALSO—

THE TRURO
Condensed Milk & Canning Co.
PREPARERS OF CONDENSED MILK,
CONDENSED COFFEE, & C.

PACKERS OF

Sardines in Oil $\frac{1}{2}$ & $\frac{1}{4}$ "Andrieux Brand."
" Tomatoes $\frac{1}{2}$ " "
" Mustard $\frac{1}{2}$ "Alexandre "
Smoked Finnan Haddies $\frac{1}{2}$ "Andrieux "

Offices and Warehouses:

37 to 41 ST. Jean Baptiste St., MONTREAL.
23 FRONT ST. WEST, TORONTO.

British Columbian Agency:
GALFINS' BLOCK, GOVERNMENT ST., VICTORIA, B.C.
Dept. for Manufacturers of Specialties in United States,
13 CENTRAL WHARF, BOSTON, MASS.

EVANS, SONS & CO., LIVERPOOL,
EVANS, LESCHER & WEBB, LONDON,
BIRMINGHAM AND MANCHESTER,
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Agencies:

PARIS, FRANCE.
SYDNEY, AUSTRALIA.

EVANS & SONS LIMITED, Wholesale Druggists —AND— Manufacturing Chemists MONTREAL & TORONTO.

The largest Importers and Exporters of
Drugs in the Dominion of
Canada.

SOLE CONSIGNEES OF

"Montserrat" Lime Fruit Juice

"I advise all parents to have their boys and girls taught shorthand writing and typewriting. A stenographer who can typewrite his notes would be safer from poverty than a great Greek scholar—CHARLES READE, on "The Coming Man."

Remington Typewriter.

For Fifteen Years THE STANDARD
and to-day the Most Perfect
Development of the Writing
Machine,
embodying the Latest
and Highest achievements
of Inventive and Mechanical Skill.



WE ADD TO THE REMINGTON
EVERY IMPROVEMENT THAT
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CAN SECURE.

FOR PARTICULARS WRITE TO
JOHN O'FLAHERTY,
248 ST. JAMES ST.,
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Sole dealer for Province of Quebec and
Eastern Ontario.

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Sole Dealer for Ontario West.

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ST. JOHN, N.B.

Sole dealer for Nova Scotia and New
Brunswick.

- The Dominion Statist. -

A RECORD OF CANADA'S PROGRESS SINCE CONFEDERATION.

Entered according to Act of Parliament, in the year one thousand eight hundred and ninety, by THE CITIZEN PRINTING AND PUBLISHING COMPANY, at the Department of Agriculture.

OTTAWA, OCTOBER, 1890.

THE DOMINION STATIST.

We issue the first number of THE DOMINION STATIST, containing a vast amount of general information. It will be found strictly reliable, and should its reception be such as to justify regular publication, an effort will be made to do so. Any suggestions or words of encouragement from the press as well as commercial and financial authorities will be extremely acceptable.

CITIZEN PRINTING AND PUBLISHING CO.,
48 & 50 Queen Street,
Ottawa, Ont.

THE DOMINION AS IT IS.

The area of the Dominion of Canada is estimated at 3,379,000 square miles, or, including its water surface, 3,519,000 square miles. It is the largest of all the British Possessions, constituting 40 per cent. of the Empire, the total area of which is over 8,000,000 square miles. Canada lacks only 237,002 square miles of being as large as the whole continent of Europe; it is nearly thirty times as large as Great Britain and Ireland, and is 500,000 square miles larger than the United States, exclusive of Alaska. Canada covers rather more than one-fourteenth part of the earth's surface, but contains only one two-hundred-and-eighty sixth part of the estimated population of the world.

Canada extends from the Atlantic to the Pacific Ocean, a distance of 3,500 miles, and from the United States boundary to the Arctic Ocean, a distance of 1,400 miles, and comprises all the British possessions in North America, excepting Newfoundland, Labrador and the West India Islands. Some idea of this immense country and of its great water-ways—the most extensive in the world—may be had when we state that its coast line on the Atlantic measures 10,000 miles, and over 7,000 miles on the Pacific; that, 2,000 miles from the ocean, the traveller may lose sight of land and be prostrated by sea-sickness; and that, with one transshipment at Montreal, goods can be landed at the head of Lake Superior, in the centre of the continent, 4,600 miles from Liverpool. Entering Canada from the north by Hudson's Bay, the ocean ship reaches, at Port Nelson, the outlet of a river system stretching, with few interruptions, to the very backbone of the continent, and draining an interior basin, more remote than

that of the St. Lawrence, of over 2,000,000 square miles in extent. In the prairie region the Saskatchewan affords 1,500 miles of steamboat navigation. Close upon the north of it commences the Mackenzie River basin, extending over 550,000 square miles. This great stream, with its tributary lakes and rivers, affords, with trifling obstacles, upwards of 2,000 miles of water-way navigable for steamboats.

From Port Nelson to Liverpool the distance is 2,966 miles; from New York to Liverpool 3,040 miles, and from Halifax to Liverpool 2,463 miles.

In Ontario, Quebec, Nova Scotia, New Brunswick and British Columbia we have the greatest forest regions in the world: in the central portion of Canada we discover a vast tract unexcelled for the production of cereals, and which is yet only in the first stage of development: in the extreme eastern and western provinces of Nova Scotia and British Columbia, as also midway beneath the prairies, lie extensive coal fields, while the sea fisheries of the Maritime Provinces, and the fresh water fisheries of the great lakes and rivers, furnish an illimitable supply of food, vastly in excess of the needs of the country.

While a considerable portion of Canada is unavailable for cultivation, yet, as the North and North-West are gradually opened up, enormous tracts of good land are revealed, so that the area of agricultural and timbered lands is now estimated to exceed 2,000,000 square miles, of which over 1,000,000 are adapted to the cultivation of wheat. A competent American authority has stated that Canada possesses two-thirds of the wheat producing area of this continent. The northern part of the centre of the Dominion, extending from the Rocky Mountains to Hudson's Bay, is very extensively wooded, and has been generally considered, for the most part, unfit for settlement and useful only as a preserve for fur-bearing animals. A parliamentary enquiry, however, has had the effect of dissipating this idea. The area enquired into covers about 1,260,000 square miles, of which it is estimated 860,000 are fit for settlement, and the remaining 400,000 useless for cultivation; 656,000 square miles are suitable for potatoes, 407,500 for barley and 316,000 for wheat. There is a river navigation of 2,750 miles. This territory contains large auriferous deposits, as well as silver, iron, graphite, ochre, brick and pottery clay, mica, gypsum, lime and sandstone, "while the petroleum area is so extensive as to justify the belief that eventually it will supply "the larger part of this continent." Furs are at present the chief commercial product of this region, which is the last

great fur preserve of the world. The lakes and rivers abound in fish.

Minerals of almost every kind are known to exist in Canada. Gold is mined extensively in British Columbia and Nova Scotia and has also been found in Ontario and Quebec.

The natural industries of Canada may be enumerated under the following heads:—Agriculture and stock-raising, fishing, mining, lumbering and shipbuilding.

The manufacturing industries are spread all over the Dominion, and comprise factories for the production of agricultural implements, carriages, wagons, railroad rolling stock, including locomotives, cotton and woolen goods, pianos and organs, machinery, furniture, paper, soap, woodenware, boots and shoes, cloths and linens, doors, sashes, staves, tobacco, cheese; also sugar refineries, saw mills, tanneries, iron and hardware works, and establishments for the canning of meat, fish and berries.

Products of the Farm.

The agricultural industry is the most important to Canada, for the number of persons relying upon it for a livelihood far exceeds that depending on any other pursuit.

The wheat crop of 1889 was a long way from the average. The yield in Ontario was only 18,699,572 bushels, being 8,161,304 bushels below the average of eight years, while that in Manitoba was only 7,201,519 bushels. Canada's total product of wheat in 1889 is estimated at 31,217,494 bushels. Barley and peas in Ontario were fair crops, and the yield of oats was large, but the weight light. The root crops were inferior, but hay was good and above average. In the other provinces the crops were generally good, but no returns are available.

The wheat crop of 1890 was the largest ever raised in Canada, and was harvested in excellent order. It is estimated that the crops in Ontario, Manitoba and the North-West will exceed that of 1889 by 15,000,000 bushels; and, owing to the fact that the large exporting countries have small crops this year, there is every reason to expect good paying prices for the Canadian product. From the bulletin issued by the Ontario Bureau of Industries we learn that, compared with the annual average of the eight years, 1882-89, there is this year a decrease in Ontario crops of 2,400,000 bushels of wheat, 4,000,000 bushels of barley and 500,000 bushels of oats, but an increase of 3,000,000 bushels of peas, 400,000 bushels of beans and 1,264,000 tons of hay and clover, the last being the most important crop now grown.

The total wheat crop of the world in 1889 is placed at 2,041,075,627 bushels, being about 4,000,000 bushels less than in 1888. The wheat crop of the United States was 460,560,000 bushels, or 74,692,000 bushels in excess of 1888.

The United Kingdom is the largest importer of wheat, and the British demand has a most important effect on the price all over the world. The following statement shows

the quantity of wheat and wheat flour imported into the United Kingdom in 1888, and from what countries:—

Countries.	Bushels.	Countries.	Bushels.
United States.....	56,638,161	Canada.....	3,865,260
Russia.....	40,583,248	Chili.....	2,773,607
British India.....	15,243,674	Roumania.....	2,646,379
Germany.....	8,700,611	Egypt.....	1,375,845
Austrian Territories.....	4,778,011	Other Countries.....	5,298,236
Australasia.....	4,441,670		
Total.....			146,345,572

The average yield of wheat per acre in some of the principal wheat-producing countries is given below:—

Countries.	Yield Per Acre.	Countries.	Yield Per Acre.
	Bush.		Bush.
Great Britain.....	29.89	New South Wales.....	13.92
Austria.....	17.65	Victoria.....	11.35
Hungary.....	19.24	South Australia.....	7.78
France.....	18.18	Queensland.....	12.56
Germany.....	19.47	Western Australia.....	11.71
Russia.....	8.56	Tasmania.....	18.31
India.....	9.21	New Zealand.....	25.04
United States.....	30.80	Canada.....	18.78

According to the returns of the U. S. Department of Agriculture, the average value of wheat per acre in the United States, in 1888, was \$10.31; and, according to the Ontario reports for the same year, the value per acre in that province of fall wheat was \$17.14, and of spring wheat \$17.42.

A very remarkable and satisfactory change has occurred in the trade in wheat, flour and other breadstuffs, in the last ten years, as will be observed by the following figures:—

TEN YEARS, FROM	Total value of Breadstuffs Imported.	Total value of Breadstuffs Exported.
1870 to 1879.....	\$118,886,596	\$147,594,111
1880 to 1889.....	31,152,587	154,833,463

These figures show that while in the last decade the value of the imports of breadstuffs for home consumption decreased nearly \$88,000,000, the exports of the same, being the produce of Canada, increased more than \$17,000,000. With an increasing population Canada has not only imported less each year by almost \$9,000,000 in value, but she has increased her exports by nearly \$2,000,000 annually. The home market has been reserved for our own farmers, while they have made a very large inroad on the foreign market also. The amount of money which has thus been retained in Canada must be very large indeed.

The annual product of Canadian barley is about 28,000,000 bushels, the principal market for which has been in the United States, which, in 1889, took 9,934,501 bushels out of a total exportation of 9,948,207 bushels. There is a possibility, however, that the trade with the United States will fall off, and looking to such a contingency, experiments were this season tried in raising two-rowed barley, for which a ready market exists in England. If the attempt proves successful, and the Canadian product finds favor with English maltsters, the result will be immensely profitable to our farmers.

Previous to 1872, no meat, live or dead, was exported to Great Britain, except some salt beef. In that year the

export of live cattle may be said to have commenced, and some idea of the extent and importance of the trade which has since developed may be gathered from the statement that in the sixteen years ended 1889, the value of cattle and sheep exported to Great Britain was \$49,602,498, and to the United States \$20,782,430. During the same period the value of horses, cattle and sheep exported from Canada to all countries was \$98,520,749.

Large importations of stock have, in the last few years, been made into Manitoba and the Territories, where the industry of stock-raising is being extensively prosecuted.

In 1889 there were imported into Great Britain 502,158 cattle and 677,963 sheep, of which Canada contributed 16.82 and 8.35 per cent. respectively. An estimate of the British consumption of meat may be gathered from the fact that in London, at the Smithfield market alone, the quantity of dead meat received in 1887 was 260,000 tons, in 1888 264,000 tons, and in 1889 276,000 tons. As there seems to be no limit to the demand, so there need be, practically, no limit to Canada's capability of supplying it.

But there are other articles of food which Canada is also well adapted to produce, for which there is an enormous demand in Great Britain, and in which a much larger trade might easily be done were proper attention given to their production. The following table shows the imports of provisions into the United Kingdom in the year 1888, and whence obtained:—

Articles.	From Canada.	From U. States.	From other Countries.	Total.	Percentage of imports from	
					Canada	U States
Cattle.....No	60,977	143,495	172,616	377,088	16.17	38.05
Sheep....." "	45,319	1,203	99,668	95,210	4.73	0.12
Mutton....."	39	8,016	1,096,523	1,104,571	...	0.72
Beef, salted....	13,186	239,432	1,558	254,176	5.18	94.20
" fresh....."	104	878,560	58,394	937,058	0.01	93.75
Meats, all other kinds....."	74,622	298,588	397,954	671,234	11.12	44.48
Pork, fresh and salted....."	3,676	167,777	376,622	548,075	0.67	30.61
Bacon and ham & Lard, tallow and stearine....."	176,493	2,825,917	1,023,107	4,025,517	4.38	70.30
Butter....."	46,361	1,281,927	945,392	2,274,680	2.04	56.36
Cheese....."	10,474	26,453	1,135,118	1,172,005	0.54	1.41
Poultry....."	748,535	909,810	459,365	2,117,710	34.85	42.36
Eggs.....Doz	1,710	29,240	1,068,445	2,017,685	...	1.45
Wheat.....Bush	2,053,963	27,334,668	93,697,680	93,899,390	...	2.55
Barley....."	122,213	77,519,747	105,887,878	106,010,091	...	0.25
Oats....."	84,291	40,590,170	61,748,555	61,832,846	...	0.14
Peas....."	867,703	329,414	3,147,034	4,544,168	...	7.25
Flour.....Bbls	439,631	7,032,358	1,997,372	9,469,361	4.54	74.26
Potatoes.....Bush	...	...	4,449,772	4,449,772	...	...
Onions....."	...	...	3,484,990	3,484,990	...	...
Apples....."	875,863	1,048,890	1,271,859	3,796,592	23.07	43.43
Flax seed.....do dressed and undressed.....Cwt	...	...	20,268,320	20,268,320	...	...
			1,785,251	1,785,251	...	...

A reference to the two following tables will show that Canada's export trade in provisions has not developed as largely as could be desired, and that there is room for much improvement in this respect.

QUANTITIES OF PROVISIONS, THE PRODUCE OF CANADA EXPORTED DURING THE YEARS MENTIONED :

Years.	Bacon, Ham, Pork and Lard. lbs.	Beef. lbs.	Other Meats. lbs.	Cheese. lbs.	Butter. lbs.	Eggs. doz.
1874	33,607,465	6,610,016	25,787	24,950,982	12,233,046	4,407,534
1885	8,771,082	542,209	961,061	79,655,367	7,330,788	11,549,703
1888	7,389,128	550,630	3,868,274	84,173,267	4,415,381	14,170,859
1889	4,443,381	449,158	1,554,504	88,534,837	1,780,765	14,028,893

TOTAL VALUE AND QUANTITY OF PROVISIONS, THE PRODUCE OF CANADA, EXPORTED DURING THE YEARS MENTIONED, AND WHENCE EXPORTED :

Years.	TOTAL.		VALUE EXPORTED TO.			
	Quantity. lbs.	Value. \$	Great Britain. \$	United States. \$	Newfoundland. \$	Other Countries. \$
1874	83,126,412	9,126,051	7,084,349	1,241,948	246,273	53,481
1885	114,574,561	12,366,413	10,164,414	1,941,736	233,866	46,397
1888	121,652,969	12,895,938	10,380,015	2,284,300	197,700	33,923
1889	117,805,984	11,946,151	9,480,580	2,253,680	178,634	33,457

As regards the decrease in the exports of pork, bacon, hams and lard, an enquiry made by the Ontario Department of Agriculture shows that attention to the best modes of feeding and to breeding are apparently all that is required to enable Canadian farmers to supply the demands of packers for both the home and English markets. The decrease in the export of butter is attributed almost entirely to carelessness in producing an article of sufficiently high quality to obtain a ready sale in the English market. Recognizing the importance of encouraging this industry, the Federal Government has recently appointed a Dairy Commissioner to give practical lessons in butter and cheese making.

There were 404 cheese factories made returns in Ontario in 1888, showing the manufacture of 38,336,589 lbs. of cheese, from 402,599,463 lbs. of milk, given by 150,618 cows; the value of the cheese was \$4,515,188. There were also 31 creameries in operation in that province, which made 677,279 lbs. of butter and 153,247 lbs. of cheese. No returns are available from the Province of Quebec (where there are said to be 672 cheese factories and creameries), or from the Maritime Provinces.

The total quantity of butter imported into Great Britain in 1888 was 187,200,496 lbs., of which only 1,042,384 lbs. came from Canada. The Australasian Colonies, particularly New Zealand, are meeting with great success in establishing a butter and cheese export to England, whence in 1888 they shipped 2,858,800 lbs. of butter. If these colonies can make it pay, why not Canada, especially when the gain in distance and consequence freight charges is considered? Denmark is a striking example of what can be accomplished by diligent attention to the best modes of farming. A few years ago, Danish butter and bacon were almost unsaleable on the English market, now their butter fetches the highest price in London, and their bacon is rapidly superseding that from Ireland, Canada and the United States. With a population less than half that of Canada, Denmark exported to Great Britain in 1888 over \$18,000,000 worth of butter.

The exports of cheese have steadily increased, and in 1889 were 268 per cent. more than in 1874, almost the entire quantity being taken by the United Kingdom. That country in 1888 imported 90,980,960 lbs. of cheese from the United States, and 74,853,520 lbs. from Canada.

The following table shows the values of the total imports for home consumption into Canada of certain articles of agricultural produce, and the exports of the same, being the produce of Canada, for the year 1889; also the values

of said articles imported from, and exported to the United States.

ARTICLES.	Imports for Home Consumption.		Exports, the produce of Canada.	
	Tota. Value.	Value from U. S.	Total Value.	Value to U. S.
Cattle.....	\$ 21,750	\$ 21,750	\$ 5,708,426	\$ 488,266
Sheep.....	31,363	31,363	1,364,425	918,334
Mutton.....	13,555	13,555	8,570	6,064
Swine.....	37,002	37,002	5,175	4,448
Pork, Bacon, Hams, Lard.....	1,994,602	1,993,441	407,884	1,119
Beef and Tallow.....	197,891	195,685	33,012	3,374
Butter.....	77,659	77,228	331,958	7,879
Cheese.....	16,046	11,209	8,915,684	31,473
Poultry and Eggs.....	103,386	100,923	2,213,767	2,808,457
Wheat.....	12,734	12,683	47,171	26,921
Barley.....	3,263	2,885	6,464,389	6,454,603
Oats.....	21,911	21,549	130,612	6,799
Peas.....	9,108	8,567	1,449,417	312,650
Com.....	1,266,910	1,266,910	402	95
Commeal.....	368,507	368,495	507	.....
Flour (Wheat).....	1,000,301	993,227	646,668	5,314
Potatoes.....	24,400	24,459	287,763	192,379
Apples, Green or Riped.....	121,782	121,782	1,528,449	230,108
All other Fruits.....	335,577	311,991	99,369	88,992
	\$5,682,287	\$5,611,146	\$29,966,618	\$10,990,069

The total number of horses exported from Canada to 30th June, 1889, was about 300,000, of which 289,400 were sent to the United States. The total number imported, during the same period, principally for breeding purposes, was 36,116. Horse breeding prevails more or less generally in Canada, but is being made a special industry in Alberta, N.W.T. The number of ranches in operation in 1889 was 115, comprising 3,113,878 acres, and the quantity of stock in the grazing districts of Alberta and Assiniboia was, as far as returns are available, 106,968 cattle, 13,322 horses and 44,822 sheep. The actual numbers are undoubtedly larger. No information is available as to the quantity of stock in other portions of the Territories.

The following comparative table will give some idea of the progress made by the Province of Manitoba between 1887 and 1889:—

	1887.	1889.	Increase.
Number of Horses.....	29,915	45,746	15,831
“ Cattle.....	101,682	148,209	46,527
“ Sheep.....	12,540	31,341	18,801
“ Pigs.....	35,713	51,657	15,944
“ Stallions.....	411	642	231
Area prepared for crop, acres.....	636,295	893,402	257,107

Financial Position of the Dominion.

The revenue and expenditure for the year ended 30th June, 1889, were as follows:—

Revenue.....	\$38,782,870
Expenditure.....	36,917,835
Excess of revenue.....	\$ 1,865,035

The revenue was derived from the following sources:—

Customs.....	\$23,726,784	
Excise.....	6,886,739	
		\$30,613,523
Public Works, Railways and Canals.....	3,642,567	
Post Office.....	2,220,504	
Interest on investments.....	1,305,392	
Miscellaneous.....	1,000,884	
		\$38,782,870

The expenditure was incurred as follows:—

Charges for debt.....	\$12,159,166
Subsidies to Provinces.....	4,951,428
Civil Government and Legislation.....	1,982,884
Public Works, Railways and Canals.....	6,798,278
Post Office.....	2,982,322
Militia and Defence.....	1,325,552
Indians.....	1,112,776
Miscellaneous.....	6,507,429
	\$36,917,835

The progressive increment in the revenue and expenditure may be observed from the following table:—

HEADS OF REVENUE.	AMOUNTS RECEIVED.			
	1868.	1875.	1882.	1889.
Customs and Excise.....	\$11,700,681	\$20,664,878	\$27,549,046	\$30,613,523
Public Works, including Railways and Canals.....	901,466	1,432,760	2,711,134	3,642,567
Post Office.....	523,632	1,155,312	1,987,888	2,220,504
Interest on investments.....	126,420	840,887	914,009	1,305,392
Other sources.....	433,669	558,250	621,378	1,000,884
	\$13,687,928	\$24,648,715	\$33,383,455	\$36,917,835

HEADS OF EXPENDITURE.	AMOUNTS PAID.			
	1868.	1875.	1882.	1889.
Charges for Debt and Subsidies.....	7,969,990	11,124,726	12,757,572	16,210,594
Civil Government and Legislation.....	1,190,422	1,481,539	1,528,232	1,982,884
Public Works, Railways and Canals.....	712,315	3,743,935	4,182,962	6,583,192
Administration of Justice, including Penitentiaries.....	500,612	834,998	875,313	1,005,243
Militia and Defence.....	1,013,016	1,013,944	772,810	1,325,552
Other Expenditure.....	2,099,907	5,513,929	6,950,812	9,812,370
	\$13,486,092	\$23,713,071	\$27,067,103	\$36,917,835

The receipts from taxes, derived, as they are, solely from Customs and Excise duties, furnish, in the absence of any extraordinary increase in the tariff, a very fair index of the trade of the country and the progress of its people. The proportionate increase in taxation, during the past 22 years, being far greater than that in population, demonstrates conclusively that the purchasing power of the people has advanced in much greater ratio than the burden of taxation, the increase in taxation being 161 per cent., and the amount per head 75 per cent. It is noticeable also that in four years only since Confederation has the taxation been in smaller proportion to the total revenue than in 1889.

The duties paid on wines, liquors, malt, and tobacco in 1868 amounted to \$4,820,826, and in 1889 to \$9,248,234, or more than 30 per cent. of the entire receipts from taxation. The duties on tea, coffee, chocolate, etc., which in 1868 amounted to \$997,912, and in 1871 to \$1,219,655, were in 1889, owing to a reduction of the tariff in 1882, only \$50,366. The consumption of tea and sugar per head is generally considered one of the best standards by which to judge the condition of a people. An application of this test to Canada is attended with the most satisfactory results. In 1868 the consumption of sugar was 15 lbs. per head; in 1877, 23 lbs.; in 1889, 44 lbs. Of tea, the consumption was in 1868, 2 lbs. per head; in 1877, 3¼ lbs.; in 1889, 4 lbs. In England the consumption per head of sugar is 73 lbs., and of tea 4-95 lbs.

The following table shows the taxation at various periods since 1868; also the amounts raised from duties on wines, liquors and tobacco, and on tea and coffee; also the average taxation per head and its percentage of the total revenue:—

Year.	Duties paid on Wines, Liquors and Brandy.	Duties per Head.	Duties paid on Tobacco and Cigars.	Duties per Head.	Duties paid on Tea, Coffee, &c.	Duties per Head.	Gross amount of Taxation.	Gross Taxes per Head.	Percentage of total Revenue.
1868	4,441,353	1.23	679,473	.20	997,919	.30	11,701,681	3.47	85.48
1875	4,979,739	1.28	1,623,074	.42	493,734	.13	20,664,878	5.32	89.84
1882	5,629,051	1.17	2,139,941	.53	452,561	.10	27,549,046	6.29	89.59
1889	6,575,536	1.19	2,682,398	.53	50,366	.01	30,613,523	6.03	78.93

Deducting the duties paid per head on liquors and tobacco, the result for 1889 shows a reduction of taxation per head of 26 cents, as compared with the year 1882.

The following is a comparative statement of the revenue and expenditure, per head, of various countries; also the amount of taxation per head and its proportion to the general revenue:—

Country.	Revenue per head.	Expenditure per head.	Taxation.	
			Per head.	Percentage of Revenue.
United Kingdom.....	11.32	11.22	9.93	83.85
United States.....	6.00	4.32	5.48	92.1
Canada.....	7.54	7.27	6.03	76.93
Newfoundland.....	7.04	9.49	.....	.....
Jamaica.....	5.48	4.90	.....	.....
Trinidad.....	12.34	11.69	.....	.....
Western Australia.....	39.83	39.35	12.68	34.39
Victoria.....	33.94	32.21	13.56	43.14
South Australia.....	38.14	36.33	10.07	26.20
Western Australia.....	41.23	41.48	22.01	50.00
Queensland.....	41.23	42.11	18.37	44.15
Tasmania.....	21.31	23.63	13.05	63.11
New Zealand.....	32.93	31.75	15.31	54.16
Cape of Good Hope.....	11.67	11.11	7.79	66.00
Natal.....	10.01	10.57	11.28	42.28
France.....	19.77	19.77	11.69	72.4

The cost of collecting the Customs Revenue in 1889 was only \$3.65 per cent. The average cost since Confederation has been \$4.60 per cent. In the United Kingdom the cost is \$4.62 per cent.

The gross public debt of Canada on 30th June, 1889, was \$287,722,063, and the net public debt \$237,530,042, an increase over the preceding year of \$3,208,221 and \$2,998,683 respectively. The assets on 30th June, 1889, amounted to \$50,192,021, an increase of \$209,538 since the previous year. The debt of Canada has been consequent upon the assumption of the several provincial debts existing at the time of Confederation, the expenditures incurred in the construction of the Intercolonial and Canadian Pacific Railways, and other public works, the enlargement and improvement of canals, harbors and rivers, the acquisition and management of the North-West Territories, and a subsequent re-arrangement of the Provincial debts. Yet the present net debt is some \$7,000,000 less than the amounts expended for the Intercolonial and Canadian Pacific Railways, for canals and for the debts of the provinces.

The total expenditure on capital account since Confederation, to 30th June, 1889, was \$178,102,143, as follows:—

Debt allowed to provinces.....	\$30,743,392
Canadian Pacific Railway.....	61,899,600
Intercolonial Railway.....	40,375,246
Canals.....	32,841,932
North-West Territories.....	3,785,296
Dominion Lands.....	2,989,462
Public Buildings, Ottawa.....	2,001,796
Other Public Works.....	3,465,688
	\$178,102,413
Increase of debt.....	161,801,400
Expenditure in excess of Increase of Debt.....	\$ 16,301,013

Taking into account the expenses attendant on the acquisition of the North-West Territories, and including payments charged to revenue, there has been expended on public works, since Confederation to 30th June, 1889, the sum of \$177,366,007. Add the amount expended by the Provincial Governments before Confederation, viz.: \$63,635,092, and we have a total of \$241,001,099.

An official return, corrected to 4th September, 1890, gives the following financial statement for the year ended 30th June, 1890:—

REVENUE—	
Customs.....	\$23,971,351
Excise.....	7,601,427
	\$31,572,778
Post Office.....	2,357,389
Public Works, Railways and Canals.....	3,800,110
Miscellaneous.....	2,131,091
	\$39,861,368
EXPENDITURE.....	
	\$35,857,130
Surplus Revenue.....	\$ 4,004,238
EXPENDITURE ON CAPITAL ACCOUNT—	
Public Works, Railways and Canals.....	\$ 3,925,080
Railway Subsidies.....	1,678,196
Dominion Lands.....	134,082
	\$ 5,737,358
Gross Debt.....	\$286,089,126
Assets.....	48,040,488
Net debt 30th June, 1890.....	\$238,048,638

In 1868, the assets amounted to \$17,317,410, and in 1889 to \$50,192,021, an increase of \$32,874,611. The assets comprise only interest-bearing investments, loans, cash and banking accounts, no credit being taken for unsold Government lands nor for railways, canals, public buildings or other works which the Government either own or to the construction of which they have contributed. In 1868 the interest-bearing assets amounted to \$15,853,720 or 91 per cent. of the whole amount; in 1889 they were \$32,479,453 or 65 per cent. of the whole.

The actual interest paid on the debt for 1889 was \$10,148,931, and the average rate per cent. was 3.52, a decrease of \$1.12 since 1868. The interest received from assets was \$1,305,392, thus reducing the amount of the interest charge to \$8,843,539, and the average rate of interest paid to 3.07 per cent.—the smallest rate, excepting the years 1884-85-86, since Confederation.

The Dominion notes in circulation, and which bear no interest, have increased from \$3,113,700 in 1867 to \$15,

426,281 in 1889. The fixed charges, being those for debt, sinking fund and provincial subsidies, amounted in 1868 to 58 per cent. of the revenue, but in 1889 to only 42 per cent.

The net debt per head in 1889 was \$46.79, a decrease of 38 cents per head since the previous year, and the net interest paid per head was \$1.74, a reduction of five cents over 1888. The net debt per head in 1868 was \$22.47, and the net interest paid \$1.29. It will be observed that while the amount per head of the net debt has increased over 100 per cent. since Confederation, the net interest paid has increased only 35 per cent. The most favorable Canadian loan negotiated was that of 1888, at a rate of interest equivalent to \$3.27 per cent., and the most expensive loan was that of 1874, costing equivalent to \$4.87 per cent.

The following statement shows the net indebtedness of Canada per head in comparison with other countries.

Country.	Per Head.	Multiple of Revenue.	Country.	Per Head.	Multiple of Revenue.
Canada	46.79	6.12	West'n Australia	147.28	3.57
United Kingdom	89.39	7.89	Queensland	324.57	8.13
Cape of Good Hope	75.94	6.51	Tasmania	146.22	6.86
New South Wales	197.67	4.98	New Zealand	296.30	9.00
Victoria	154.48	4.55	France	150.32	9.94
South Australia.	292.75	7.68	United States	26.06	4.35
			Peru	96.00	41.27

The total public debts of Great Britain and her possessions amount to \$5,546,405,200, of which Great Britain owes 61 per cent., India 17 per cent., the Australasian Colonies 15 per cent., and Canada 4 per cent. In 1868 five and a half years' revenue would have sufficed to pay off Canada's net debt; it would now require a little over six years' revenue. The net debts of the various provinces aggregate about \$16,000,000. Add this amount to the Dominion debt and the average indebtedness per head is raised to \$49.94. No figures are available for determining either the county, municipal or civic debts of Canada.

The proportions of debt to population in the Australasian colonies, and also in Cape Colony, are very large; but while, as in Canada, the whole amounts have been incurred in the construction of public works, by far the largest portion has been expended on railways which, in those colonies, are almost altogether the property of the State. There is consequently a very much larger revenue than in Canada, where the money has been spent on works directly productive to the country, but only indirectly so to the State revenue. In proportion, moreover, to the wealth and general trade of the Australasian Colonies, their populations are very scanty.

The most accurate mode of judging the financial position of a State is to measure its obligations by its wealth; but this is a difficult thing to do, and, naturally, a large expenditure precedes the development of a country's resources. Mr. Mulhall calculates that the debt of the United Kingdom is 8 per cent., of the Australasian Colonies 20 per cent., and of Canada 6½ per cent. of the national wealth of each country respectively.

The total amount paid in 1889 on account of pensions, superannuation allowances and gratuities was \$334,963. In

the same year the pension list of the United States was \$87,624,779.

There were 39 incorporated banks made returns to the Government for the year ended 30th June, 1890. The following table gives particulars of their operations in 1868, 1879, 1889 and 1890:—

Years.	Paid-up Capital.	Circulation.	Deposits.	Liabilities.	Assets.	Percentage of Liabilities to Assets.
	\$	\$	\$	\$	\$	
1868 ...	30,289,048	8,307,079	32,868,103	43,722,647	77,872,257	56.15
1879 ...	64,159,427	18,090,814	71,368,502	93,375,749	170,446,074	54.78
1889 ...	60,236,451	31,209,972	136,293,978	175,662,257	255,705,631	68.44
1890 ...	59,569,765	32,059,176	136,433,800	174,301,427	254,608,594	68.53

There were 27 incorporated banks made returns to the Government for the year 1868, 12 less than in 1890. The following are the proportions of increase of 1890 over 1868:—

Amount of paid up Capital	96½ per cent.
" Circulation	286 "
" Deposits	322 "
" Liabilities	299 "
" Assets	227 "

Compared with 1889 the figures for 1890 show an increase in deposits of \$2,139,822; in discounts of \$3,283,376; in circulation of \$849,206.

The total amount of reserve held by the banks on 30th June, 1890, was \$21,094,035. The Montreal Clearing House, established in 1889, showed operations for that year of \$454,560,667, placing Montreal eleventh in the scale of North American cities having clearing houses.

There were 1668 failures in 1888 and 1747 in 1889, representing liabilities of \$13,974,787 and \$14,528,884 respectively. This increase lay almost entirely in the Province of Quebec, and is attributable to a succession of bad harvests with low prices, rendering the farmers unable to meet their obligations and causing the collapse of small traders.

The Post Office Savings Bank system was inaugurated in 1868. On 1st July, 1868, there were 81 offices, and the total amount on deposit was \$204,589. On 1st July, 1889, there were 463 offices, and the total amount on deposit was \$23,011,422. Almost the whole of this enormous increase has taken place during the last ten years, the amount on deposit 1st July, 1879, having been only \$3,105,190. The amount on deposit in the Government Savings Banks on 1st July, 1889, was \$19,944,935. The business of these latter institutions is being transferred, as fast as practicable, to the Post Office Savings Banks: consequently their balances will gradually become smaller.

The following statement shows the development of these institutions since Confederation:—

Year.	Total Deposits P. O. Savings Banks.	Total Deposits Govt. Savings Banks.	Grand Total.
1868	204,589	1,483,219	1,687,808
1874	3,204,965	4,205,395	7,410,360
1879	3,105,190	6,102,492	9,207,682
1889	23,011,422	19,944,935	42,956,357
1890	21,990,653	19,021,812	41,012,465

A considerable falling-off is noticeable in the deposits during the year ended 30th June, 1890, which is attributable to the reduction in the rate of interest during the year from 4 per cent. to 3½ per cent.

Thirty-three Loan Companies and Building Societies made returns in 1874, and 78 in 1888, shewing an increase in paid-up capital of \$24,368,201, and in total loans of \$81,408,989. The following table shews the transactions for 1874 and 1888:—

Year.	Liabilities.				Assets.		
	Paid up Capital.	Reserve Fund.	Deposits.	Total Liabilities.	Total Loans.	Cash and Property.	Total Assets.
1874	8,042,157	1,336,462	4,614,812	16,229,407	15,469,823	1,104,387	16,229,407
1888	37,410,358	8,420,735	17,307,033	107,078,076	96,878,812	15,166,232	109,430,158

The total amount of money on deposit in 1889, in the Chartered Banks, Savings Banks, and in the hands of Loan Companies was upwards of \$207,446,000, equal to \$40 per head of the population.

It is generally admitted that the deposits in the Savings Banks afford an accurate indication of the saving power of the people, and Canada's showing, in this respect, must be regarded as highly satisfactory. Owing to the restrictions placed upon the amounts of individual deposits, these institutions cannot be and are not the banks of the moneyed classes, but rather of the working people. Taking the figures of the Post Office Savings Banks alone, we find that between 1870 and 1877, the number of depositors increased from 12,178 to 24,074, or 97 per cent.; and the deposits increased from \$1,588,848 to \$2,639,937, or 66 per cent.; while between 1878 and 1889, the number of depositors rose from 25,535 to 113,123, or 343 per cent., and the deposits from \$2,754,484 to \$23,011,422, or 736 per cent.!

Telegraph Facilities.

The principal telegraph lines are in private hands, the Government owning and operating a mileage of only 2,624 miles out of a total of 29,239 miles. There are only seven countries which have a greater telegraphic mileage than Canada, and with the exception of some of the Australasian colonies, no other country possesses the same telegraphic facilities in proportion to population. The telegraph business of Canada is principally in the hands of the Great North-Western Telegraph Company, the Canadian Pacific Railway Company, and the Western Union Telegraph Company. These institutions own 27,000 miles of line, operating 60,000 miles of wire, with 2,331 offices.

The telephone system is rapidly developing, so fast indeed as to preclude the possibility of obtaining present accurate statistics. The Bell Telephone Company of Montreal is the chief operator, having, by latest available returns, 325 offices, 18,114 sets of instruments, and 17,489 miles of wire. These figures, however, do not include Nova Scotia, New Brunswick, Prince Edward Island, or British Columbia, all of which are worked by separate companies.

Trade and Commerce.

The total value of the import and exports for the year 1889 was \$115,224,931 and \$89,189,167 respectively, and the amount of duty collected \$23,784,523.

The following table gives the value of the imports and exports and aggregate trade at various periods since Confederation:—

Year.	Imports.	Per Head.	Exports.	Per Head.	Total Trade.	Per Head.	Duties Collected.	Per H'd
1868	73,459,644	21.78	57,579,888	17.07	131,027,532	38.86	8,819,431	2.61
1873	128,011,281	34.89	89,789,922	24.48	217,801,203	59.37	13,017,730	3.55
1879	81,964,427	19.77	71,491,255	17.24	153,455,682	37.01	10,939,540	3.12
1883	129,254,022	29.28	98,035,304	21.71	227,289,326	50.99	23,175,208	5.13
1887	112,824,236	23.16	89,515,811	18.36	202,340,047	41.52	22,469,705	4.61
1888	110,894,630	22.30	90,203,000	18.14	201,097,630	40.45	22,309,641	4.46
1889	115,224,931	22.70	89,189,167	17.57	204,414,098	40.27	23,784,523	4.68

The value of imports in 1889 has been exceeded six times and the value of exports nine times since Confederation, and in five years during the same period, the total trade was larger than in 1889. The amount of duty was the largest collected in any year, being 169 p. c. larger than in 1868, though the amount per head increased only 79 per cent. Only once in these 22 years have the exports exceeded the imports in value—in 1880. The average annual excess of imports over exports has been \$20,565,389. This must not be accepted as an indication that Canada is not prospering. The imports into the United Kingdom have, for many years, largely exceeded the exports, yet it will not be claimed that Great Britain is retrograding. India, on the other hand, has had a large excess of exports for several years, and yet is not prospering financially. The amount of trade done by the United States is exceeded by only three countries in the world, and is therefore many times larger than the trade of Canada, though in proportion to population the trade of the Dominion is considerably in advance of that of the United States, the figures being for Canada \$40.27 per head, and for the United States \$22.88 per head.

The decrease, since 1883, in the value of Canada's trade is more superficial than real. The decline in value of many of the principal articles of merchandise has been so marked that, at the prices prevalent a few years ago, the trade of 1889 would have been in excess of the highest point yet reached. A comparison of the quantities and values of the principal articles of food exported in 1882 and in 1889 shows that the percentage of increase or decrease in value has been invariably smaller or larger than the corresponding percentage in quantities. An application of the prices prevailing in 1873 to the imports of 1879 shows a proportionately similar result, and if an average increase of 50 per cent. be allowed, it will be found that the trade of the country has increased to a very large extent, although at present values the progress is not apparent in figures.

The percentage of duty on the total value of imports in 1889 was \$20.60, being the highest yet attained. Of the total amount of duty collected, \$9,450,243, or 40 per cent., were on goods from Great Britain, and \$7,371,148, or 32 per cent. on goods from the United States, being the same proportion as in 1888. The next largest amounts were on

goods from the West Indies and Germany, the sums being \$1,727,816 and \$1,266,638 respectively.

The following table shews the value of Imports entered for Home Consumption, and of Exports, the produce of Canada, from and to the Countries named, with the proportions in each case to the total value, for the years 1879 and 1889:—

Countries.	Imports, 1879.		Imports, 1889.		Exports, 1879.		Exports, 1889.	
	Per Centage.	\$	Per Centage.	\$	Per Centage.	\$	Per Centage.	\$
United States	63.26	6,077,007	50.8	4,440,440	40.8	38,570,940	48.2	38,570,940
Great Britain	20.94	2,023,973	42.31	3,717,189	35.58	30,391,424	47.74	33,504,288
Germany	1.37	132,904	3.69	326,570	3.36	109,070	1.17	140,749
France	1.37	132,904	2.1	1,875,233	1.81	1,644,067	2.11	1,644,067
Spain	0.08	7,811	2.29	205,250	2.01	182,270	0.23	182,270
British W. Indies	0.08	7,811	1.07	94,841	0.98	1,041,550	3.14	1,601,543
Other do	0.08	7,811	1.86	166,842	1.62	1,453,322	1.89	1,453,322
Belgium	0.08	7,811	1.36	122,740	1.2	1,083,322	1.42	1,083,322
China	0.08	7,811	7.83	70,333	7.0	63,067	0.8	64,735
Newfoundland	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Holland	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Spain	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Spanish E. Indies	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Holland	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Portugal	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Norway & Sweden	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Denmark	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
South America	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Other Foreign Countries	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997
Australia & New Zealand	0.08	7,811	0.5	45,080	0.44	39,277	0.08	69,997

The following table shews the values and kinds of the principal Exports, the produce of Canada, for 1879 and 1889, and whence exported:—

Articles.	1879.	1889.	Whence Exported, 1889.
	\$	\$	
Coal	937,268	2,232,154	Great Britain 9.56 p. c.
Gold bearing quartz, nuggets, &c	944,005	623,479	British Possessions. 3.58 "
Ores	216,205	259,541	United States 84.93 "
Phosphates	302,006	304,553	Other Foreign Countries 1.93 "
Other produce of Mine	3,082,900	4,419,170	100.00 p. c.
Codfish, Haddock, Ling and Pollock	3,197,115	3,104,693	Great Britain 17.33 p. c.
Mackerel	814,362	450,754	British Possessions. 21.82 "
Herring	446,994	547,013	United States 39.38 "
Lobsters	1,104,539	1,206,598	Other Foreign Countries 21.47 "
Salmon	926,508	931,318	100.00 p. c.
Other produce of Fisheries	439,443	977,832	
Total products of Fisheries	6,928,871	7,212,208	
Lumber	9,828,021	16,918,024	Great Britain 44.26 p. c.
Logs	94,777	577,104	British Possessions. 2.63 "
Shingles	149,345	404,680	United States 47.92 "
Sleepers and Railroad Ties	191,076	470,558	Other Foreign Countries 5.19 "
Timber, Square	1,929,737	3,128,431	
Other products of Forest	1,075,432	1,544,210	100.00 p. c.
Total products of Forest	13,261,459	23,043,007	

Articles.	1879.	1889.	Whence Exported, 1889.
	\$	\$	
Horses	1,376,794	2,170,728	Great Britain 67.91 p. c.
Cattle	2,066,956	5,708,126	British Possessions. 1.38 "
Sheep	988,045	1,243,125	United States 29.87 "
Butter	2,101,807	3,319,858	Other Foreign Countries 0.94 "
Chinese	3790,300	6,915,084	
Eggs	574,093	2,159,310	
Furs, undressed	1,100,450	1,804,749	100.00 p. c.
Hides, Horns, Skins, except Fur	387,592	462,271	
Meats, all kinds	568,078	534,915	
Wool	691,894	217,000	
Other Animal products	333,865	275,047	
Total Animal products	14,100,604	23,894,707	
Fruits (Green)	187,618	1,604,203	Great Britain 27.39 p. c.
Barley	4,789,487	6,464,359	British Possessions. 1.38 "
Peas and Beans	2,109,034	1,355,772	United States 41.10 "
Oats	804,328	1,309,632	Other Foreign Countries 0.74 "
Wheat (Wheat)	6,274,400	471,121	
Flour (Wheat)	8,872,075	646,088	
Hay	105,643	914,082	100.00 p. c.
Potatoes	1,261,359	287,763	
Other Agricultural products	1,553,553	1,019,581	
Total produce of Agriculture	19,680,881	13,414,111	
Agricultural Implements	73,911	321,341	Great Britain 37.87 p. c.
Iron, Steel & manufactures of	175,796	296,719	British Possessions. 11.75 "
Leather and manufactures of	45,351	817,375	United States 41.10 "
Medical instruments	24,175	316,368	Other Foreign Countries 9.28 "
Ships sold to other countries	539,824	266,817	
Manufactures of Wood	409,715	855,997	
Other manufactured articles	1,022,500	1,560,132	100.00 p. c.
Total Manufactures	2,700,881	4,434,949	
Miscellaneous	386,999	783,652	
Estimated Short Returned	2,341,447	3,070,558	
Grand Total	62,431,025	80,272,456	

The percentage of increase in the values of the various classes of domestic exports for 1889, as compared with 1879, are as follows:—In produce of the Mine, 43 per cent.; of the Fisheries, 4 per cent.; of the Forest, 74 per cent.; of Animals and their products, 69 per cent.; of Manufactures, 64 per cent.; and a decrease in the export of Agricultural products of 31 per cent. Total increase, 28 per cent.

Canada's Postal Facilities.

There were in 1889 7,838 post offices, an increase of 4,200 since Confederation. The business of this department has increased marvellously, yet, owing to the sparsely settled character of so large a portion of territory and the enormous mileage to be travelled, the expenditure must for some time to come, considerably exceed the revenue. The number of registered letters has increased five-fold, and the quantity of letters and post-cards transmitted last year was more than six times as many as in 1868, while of newspapers, books, parcels, etc., there were nearly five times as many. The following statement gives particulars of the service for 1868, 1879 and 1889:—

Year.	No. of Post offices	No. of Letters and Post Cards sent.	No. of Papers, Books, etc., sent.	No. per Head.	Revenue.	Per Head.	Expenditure.	Per Head.
1868	3,638	18,100,000	18,884,800	10.97	1,024,710	0.30	1,953,570	0.31
1879	5,606	50,840,000	47,637,686	23.75	1,534,363	0.37	2,167,266	0.52
1889	7,838	112,023,000	87,832,256	39.37	2,984,222	0.86	3,745,040	0.73

Post cards, which were first introduced in 1871, have reached the large total of 19,355,000, an increase over 1888 of 2,769,000.

The following comparative statement shows not only the extended operations, but also the increased efficiency of the service.

Year.	No. of offices.	No. of Mail Offices.	Miles of Post Route.	Miles Traveled.	Paid for conveyance of Mails.	No. of Letters, &c.	No. of Newspapers.	Total cost per mail.
1868	3,638	515	27,674	10,622,216	\$ 543,109	18,100,000	18,884,000	5 31
1889	7,838	993	56,835	25,756,678	1,789,670	112,023,000	87,832,256	10 73

In 1868 the conveyance of mails over 10,622,216 miles cost per mile 5.1 cents, and the transmission of 36,984,800 letters, newspapers, etc., cost 1.1 cents each; in 1889, the conveyance over 25,756,678 miles cost 6.3 cents per mile, and the transmission of 199,855,256 letters, newspapers, etc., cost 8-10 cent each, so that there has been a decrease in the cost of each article carried of more than one-half cent. The total number of letters delivered by mail carriers in 1889 was 29,510,312, and of newspapers 10,714,860, a slight decrease as compared with the previous year, owing no doubt, to the increase in postage on drop letters.

It appears that 55 per cent. of the total postal revenue is derived from the Province of Ontario, and 46 per cent. of the total expenditure is paid out in that province.

The following statement shows the development of the Money Order system since 1868:

Year.	No. of Offices.	No. of Orders Issued.	Amount of Orders Issued.	Issued in other Countries payable in Canada.
1868	515	90,163	\$3,352,881	\$90,579
1879	772	281,725	6,288,723	505,833
1889	993	673,813	11,265,920	1,756,945

Of the total amount of orders issued in Canada in 1889, \$8,692,419 were payable in Canada, and \$2,573,501 in other countries; of the total transactions with other countries, \$2,573,501 were sent out of Canada, and \$1,756,945 came in. The revenue derived was \$95,147. The principal business transacted with other countries was with the United States, United Kingdom and Newfoundland. Since 1876 inclusive, the amount sent by this system to the United Kingdom has exceeded that payable in Canada by \$5,746,123; during the same period, the amount sent to the United States has exceeded the amount received by only \$260,195; while the amount received from Newfoundland exceeded that sent there by \$300,198.

The Government propose improving the Atlantic mail service by the employment of the fastest steamers; negotiations to this end have been in progress for some time, but no agreement has yet been concluded. The Imperial Government have also decided to subsidize a line of steamers between British Columbia and China and Japan, to which the Dominion Government will likewise contribute.

A fast route of travel will thus be established between Great Britain, the East and the Australian colonies.

The following particulars of passages in 1867-68 and in 1888-89 will be found interesting for comparison:—

WINTER SEASON.

Years.	Average passage to Liverpool.	No. of passengers	Barrel Bulk.	Average passage to Portland.	No. of passengers	Tons freight.
1867-68	d. h. m. 10 12 44	1,026	169,375	d. h. m. 12 12 0	4,399	16,095
1888-89	8 23 20	1,517	.....	9 16 30	6,433	43,883

SUMMER SEASON.

Years.	Average passage to Liverpool.	No. of passengers	Barrel Bulk.	To Quebec.	No. of passengers	Tons freight.
1868	9 20 34	5,044	241,877	10 15 57	14,073	28,398
1889	8 20 14	5,569	693,880	9 3 24	13,119	53,457

The fastest passage from Quebec to Liverpool in 1868 was made in 8 days 14 hours 15 minutes, and in 1889 in 7 days 18 hours 50 minutes. In the latter year the passage from Liverpool to Quebec was made in 7 days 18 hours 25 minutes.

Marine Interests of the Dominion.

On 31st December, 1889, there were enrolled on the marine registry of the Dominion 5,805 sailing vessels and 1,348 steamers, having a net tonnage of 1,040,481 tons, valued at \$31,214,430. There were 280 vessels built and registered during the year, with a tonnage of 34,346 tons, valued at \$1,545,570. The shipping of Canada is constantly on the increase, as shown in the following statement of vessels (sea-going and inland), arrived at and departed from Canadian ports, exclusive of coasting vessels, in the years named:—

Year.	No. of vessels.	Tonnage.	FREIGHT.		No. of Men.
			Tons Weight.	Tons Measurement.	
1879	47,841	11,646,812	3,355,964	2,782,644	454,129
1887	57,935	14,090,998	4,486,399	2,975,165	589,796
1888	64,303	15,217,308	4,819,757	3,463,171	640,911
1889	65,057	15,054,221	5,049,459	3,295,565	690,086

The next Table gives comparative particulars of the sea-going vessels entered and cleared at Canadian ports in the years named:—

Year.	No. of Vessels.	Tonnage.	FREIGHT.		No. of Men.
			Tons Weight.	Tons Measurement.	
1868	16,016	4,319,321	.....	.....	165,920
1879	17,001	6,088,550	1,865,672	2,066,913	208,352
1888	30,807	9,197,803	2,884,530	2,354,753	364,781
1889	28,544	9,296,601	3,051,906	2,379,211	384,252

The decrease in the number of ocean-going vessels and the increase in tonnage, observable between the years 1888 and 1889, is a proof of the extent to which large vessels, particularly steamers, are taking the place of the smaller vessels. The first ocean-going steamer arrived at Montreal in 1853, when four steamers entered having a total tonnage of 1951 tons, and in the same year 248 ocean-going sailing vessels arrived, of a tonnage of 57,752 tons. In the next year, 1854, six steamers of 5,545 tons aggregate, 252 ocean-going sailing vessels of 65,365 tons, and 4,251 inland vessels of 323,578 tons arrived at the port, making an aggregate tonnage of 394,488 tons, and the average tonnage of sea-going vessels 274 tons. In 1889, 35 years after, the total tonnage that arrived at Montreal was 1,892,225 tons, of which 823,165 tons belonged to sea-going vessels, 522 of them being steamers and 173 sailing vessels, the average tonnage of each sea-going vessel having increased to 1,184 tons. In 1880, 354 steamers, 42 ships and 143 barques, sea-going vessels, arrived at Montreal; in 1889 the numbers were respectively 522, 8 and 49.

In the scale of the world's shipping Canada takes fifth place, being below the United Kingdom, United States, Sweden and Norway, and the German Empire. No British possession has a larger shipping trade than Canada.

The total number of light stations in the Dominion on 1st December, 1889, was 579; of lights shown, 675; of steam fog whistles and automatic fog-horns, 53; an increase of 381 light-stations, 448 lighthouses, 22 fog-whistles and 29 fog-horns since 1868. The Government employ nine steamers for the purpose of supplying the lights, laying down and taking up buoys, attending to wrecks, &c.

The Storm Signal Service Branch of the Meteorological Service issued 1,500 warning of approaching storms between 1st October, 1888, and 30th November, 1889, of which 1,249 or 83.3 per cent. were verified. Of a total of 11,515 storm warnings issued during the last twelve years, 9,508 or 82.5 per cent. were verified. The total number of predictions issued of weather probabilities during the fourteen months ended November, 1889, was 6,808, of which only 553 were not verified; 77.2 per cent. having been fully and 91.9 per cent. fully and partially verified.

Canada's Famous Fisheries.

The yield of the Fisheries of Canada for 1889 is valued at \$17,655,256, an increase of \$236,746 over 1888. Salmon fishing in British Columbia is being extensively prosecuted, and is annually becoming more valuable.

There were in 1889, upwards of 67,000 men with 31,196 vessels and boats, valued at \$3,072,128, employed in the fisheries, not including 559 men and 213 vessels employed in the British Columbia seal fishery. There were eleven Government fish hatcheries in operation, and the gross output of young fish of all kinds during the year, was 67,700,000. The number of eggs collected for subsequent hatching was 136,000,000. The total pack of canned salmon last year

in British Columbia reached the enormous quantity of 20,122,128 lbs., an increase of 11,288,184 lbs. over 1888. Of this increase the Fraser River contributed 11,112,288 lbs.; and it is estimated that enough fish ascended the river to pack 15,000,000 more pounds had there been sufficient appliances. There were 28 canneries in operation in that Province, and since 1876, when canning operations first commenced there, 2,160,763 cases, or 103,716,624 lbs. of salmon have been packed. Large quantities of fish are consumed by the Indians of the North-West and British Columbia, of which no account can be obtained. For the eleven years, 1879-1889, the value of the fish consumed by the Indians in British Columbia alone is estimated at \$45,600,000.

The total number of seals caught by Canadian vessels in British Columbia in 1889 was 33,570, valued at \$349,825, while 7,428 seals, valued at \$74,280, caught by foreign vessels, were disposed of in Victoria, B.C.

The following Table shows the value of the yield and export of the Canadian Fisheries for the years 1869, 1879, and 1889, together with the quantities of some of the principal kinds of fish caught:—

Year.	MACKEREL.		HEERING.				
	Cod, Ling, Haddock.	Picked.	Fresh and Canned.	Picked.	Smoked.	Fresh.	Frozen.
				Cwt.	Brls.	Lbs.	Boxes.	Cwt.	No.
1869.....	518,188	51,011	.....	301,976	169,879	.....	.....
1879.....	1,209,319	191,449	93,514	349,925	720,960	250	.....
1889.....	1,030,222	62,237	738,712	285,678	2,685,170	106,480	22,247,860

Year.	SALMON.			Lobsters.	Smelts.	Total Value.	Value Export.
	Picked.	Smoked, Fresh and Canned.	Lbs.				
1869.....	7,663	984,164	610	1,240	4,376,326	3,242,710	
1879.....	4,340	5,717,182	102,443	17,873	13,529,254	6,928,871	
1889.....	6,704	24,433,939	211,120	50,110	17,655,256	7,212,208	

Mineral Wealth of Canada.

There is hardly a mineral of value, with the exception of tin, that has not been found in some part of the Dominion, but its mineral wealth is absolutely conjectural at present, many parts of the country where minerals are known to exist, being as yet practically unexplored. The value of the mineral production for 1888 was estimated at \$16,500,000, an increase of \$1,500,000 over the preceding year. The value of the exports of minerals and mineral products mined and manufactured in Canada in 1888 was \$4,110,937, and in 1889 \$4,419,170. The most important product in 1888, in point of value, was coal; the quantity being 2,658,134 tons valued at \$5,259,832, an increase over 1887 of 239,640 tons. Almost all the coal is at present mined in Nova Scotia and British Columbia, but the deposits in the North-

West Territories will soon be extensively developed, and the output very materially increased. These deposits are practically inexhaustible, the coal-bearing area being estimated at 65,000 square miles, and the quantity known to underlie some portions of this area, at from 4,500,000 to 9,000,000 tons per square mile. This coal varies from lignite to bituminous coal and, in the Rocky Mountains, large deposits of anthracite have been found, beds of which are being worked near Banff. All the coal supplied to the C. P. R. at Brandon and points west is now exclusively Canadian, and a ready and profitable market is found in San Francisco for our anthracite. The Nova Scotia coal-fields cover an area of 685 square miles.

The following Table shows the production and export of Canadian Coal for the years 1876 and 1888 :—

Year.	PRODUCTION.			EXPORT.		
	Nova Scotia	British Columbia.	Total.	Nova Scotia.	British Columbia.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876.....	794,803	139,000	933,803	131,466	116,910	248,376
1888.....	1,989,263	548,017	2,537,280	165,866	495,071	570,937

Gold mining is principally confined to British Columbia and Nova Scotia, though a small quantity of the mineral is annually mined in Quebec. It is also known to exist in Ontario and the Territories. Since 1858 British Columbia has yielded \$51,599,957, as nearly as can be ascertained, but the amount is probably larger. The value of the production in Nova Scotia, since 1860, is estimated at \$8,892,675. The value of the product in 1888 was \$1,098,610.

Iron ore is found in great abundance and variety, but has nowhere been mined to any extent. The total production in 1888 was 78,587 tons, valued at the mines at \$152,068, and the export 20,471 tons, valued at \$55,177. It is estimated that the imports of iron and steel in 1888, valued at \$11,776,528, represented a consumption of about 400,000 tons of pig iron, valued at over \$5,000,000. This quantity would necessitate a supply of over 1,000,000 tons of ore and 3,000,000 tons of fuel; some idea can thus be gathered of the wealth which would be retained in the country, if our iron and coal resources, which are quite equal to such a demand, were sufficiently developed.

Copper is found in Ontario, Quebec, Nova Scotia, New Brunswick and British Columbia. Smelting works have been established at Sudbury, Ont., in which neighborhood what are perhaps the largest deposits of copper ore in the world have been discovered.

Petroleum is found in Ontario, Quebec, Nova Scotia, New Brunswick and the North-West Territories. The most extensive petroleum field in America, if not in the world, is believed to exist in the Athabasca and Mackenzie valleys in the North-West. The production of petroleum in the United States is steadily decreasing. The following table

gives the only trustworthy statistics of Canadian production of oil available; the figures do not give the total production, since the quantity of crude oil used as such is not included.

Year.	Refined Oils.	Crude Equivalent. Calculated.	Quantity Exported.	Value of Export.
	Imp. Gals.	Imp. Gals.	Imp. Gals.	\$
1881.....	5,380,081	10,760,162	501	99
1888.....	9,246,176	24,332,105	196,602	74,542

The production of salt is almost entirely confined to Ontario. The total yield in 1888 was 421,930 barrels of 280 lbs., valued at \$232,460, an increase over the previous year.

Silver exists in paying quantities in Ontario, Quebec and British Columbia, and it requires only money and labor to develop the production profitably. No complete statistics are available; the value of the output in 1888 was estimated at \$395,377.

Much notice has recently been attracted to the valuable phosphate fields of Canada, and the outlook for the development of this industry is most encouraging. The total production in 1889 was 33,198 tons, being the largest quantity yet produced, valued at \$527,848.

The mining of asbestos has been prosecuted since 1878, when only 50 tons were taken out; in 1889 the output was 6,000 tons, valued at \$423,360.

Large deposits of nickel have been found at Sudbury, Ont., the vein being in some places 100 feet thick, but the ore is low in nickel. It is, however, easily concentrated into a rich matte, and this it is proposed to send to England for final treatment, the owners claiming that they can supply nickel at the same, if not at a less, price than that charged by the French company who control the carbonate of nickel mines of New Caledonia and absolutely the supply of nickel. If this can be done, and nickel be procured more cheaply, there is a vast field for its use in the steel trade, and these deposits are now attracting considerable attention in English metallurgical centres. It is estimated that the daily product of the Canadian Copper Company's mines at Sudbury is about 40,506 lbs. of matte, equivalent to a yield of about 4,000 tons of nickel a year. The total annual consumption of nickel at present is only 1,100 tons.

Marvellous Railway Development.

In India and in all the principal British colonies, with the exception of Canada, the railways have been chiefly, and in some cases entirely, built by the Government with public money, and large portions of the public debt have been incurred for that purpose, but in this country the Government have built only such lines as were required by public policy. The Government, however, have always actively encouraged private enterprise, and in this way have expended no less a sum than \$135,894,304 in the shape of bonuses to different railways, which sum represents a considerable portion of the public debt, and which, as previously mentioned, though directly productive to the country at large,

brings in no immediate return to the Government. In addition to the foregoing, the Government have, at various times, made loans to railways, the amount at present outstanding being \$21,201,314. The Provincial Governments have also contributed aid to the extent of \$24,036,307, and various municipalities to the extent of \$13,461,224.

The first Canadian railway was opened on 21st July, 1836, between Laprairie and St. John's, in the Province of Quebec, its length being 16 miles, but such little progress was made in railway development that, when the first sod of the Northern Railway was turned in 1850, there were but 71 miles in operation in the whole of what is now the Dominion of Canada. Of late years, however, very considerable progress has been made. In 1867 there were 2,258 miles in operation, and on 30th June, 1889, 12,628 miles, with a total of 13,325 miles completed, being an increase in the twenty-two years since Confederation, of 10,370 miles. In 1868, the paid-up capital amounted to \$160,471,190, and in 1889 to \$760,576,446. The progress of construction is shown by the following figures: 1840, 16 miles in operation; 1850, 71 miles; 1860, 2,087 miles; 1870, 2,497 miles; 1880, 6,891 miles; 1889, 12,628 miles.

The railways owned by the Government are the Intercolonial, 894 miles; Prince Edward Island, 211 miles; Eastern Extension, 80 miles; and Windsor Branch, 32 miles—a total of 1,217 miles.

The following table gives particulars of all railways in operation in the years 1875 and 1889:—

Year.	Miles in operation.	Train Mileage.	PASSENGERS.		
			Number.	Per head of Population.	Per Mile.
1875.....	4,826½	17,680,168	5,190,416	1.34	1,055
1889.....	12,628	38,819,389	12,151,051	2.39	962

Year.	FREIGHT.			Earnings.	Working Expenses.
	Tons.	Per head of Population.	Per Mile.		
1875....	5,670,836	46	1.175	\$ 19,470,539	\$ 15,775,532
1889....	17,928,666	3.53	1.417	42,149,615	31,038,045

The following is a comparative statement of the principal articles of freight carried, for the years 1887, 1888, 1889:—

Years.	Flour.	Grain.	Live Stock.	Lumber, except Firewood.
	Brls.	Bush.	No.	Feet.
1887.....	11,993,802	91,967,708	3,112,169	1,816,668,458
1888.....	11,239,999	93,305,411	2,872,229	
1889.....	9,545,399	104,489,065	3,128,901	1,946,996,627

Years.	Firewood.	Manufactured Goods.	All other Articles.	Total.
	Cords.	Tons.	Tons.	Tons.
1887.....	321,572	2,277,379	6,937,287	16,366,335
1888.....	414,096	2,483,197	7,870,495	17,174,759
1889.....	672,431	2,627,384	7,198,841	17,928,626

The following is a statement of the quantity and description of rolling stock in use in 1885, 1888 and 1889:—

Years.	Locomotives.	Shopper and Puller Cars.	1st Class Cars.	2nd Class and Emigrant Cars.	Baggage, Mail and Express Cars.	Cattle and Box Cars.	Platform Cars.	Coal and Dump Cars.
1885.....	1,524		704	501	403	22,166	13,761	2,391
1888.....	1,653	79	759	568	505	27,870	12,992	3,047
1889.....	1,761	105	795	581	517	31,025	13,925	3,235

Canada ranks second among British possessions as to extent of railway mileage, being exceeded only by India. Five foreign countries have a greater mileage, viz., United States, France, Germany, Russia, and Austro-Hungary.

The Government are now constructing a line of railway through the Island of Cape Breton, a distance of 98 miles from the Strait of Canso to Sydney, which will be completed this autumn. The link connecting Digby and Annapolis, a distance of 22 miles; a line between Oxford Station, on the Intercolonial and Brown's Point, on the Pictou Town Branch, 67½ miles long, and a branch from Pugwash junction to Pugwash harbor, 4¾ miles long are being rapidly pushed to completion.

A marine railway is being built across the Isthmus of Chignecto, which separates Northumberland Strait from the Bay of Fundy, a distance of 17 miles, by which vessels can be transferred in two hours, and thus save a distance of 500 miles. The Government have largely subsidized this undertaking, as also the St. Clair River Tunnel, 6,000 feet in length, between Sarnia and Port Huron. Mr. E. L. Corthell, a well-known American civil engineer, lately inspected the site of the Chignecto Marine Railway, and the progress of the work, and wrote as follows to the Chicago *Inter-Ocean*:—

"Prince Edward Island alone, by giving it an outlet to the New Brunswick and Maine coast, will of itself create a large commerce. Reliable data from the Canadian blue books show that there is at present a commerce of very great magnitude, which no doubt will be largely increased by the increase in facilities which the ship railway will give. There are at present, taking into consideration the Provinces of Quebec, Nova Scotia, New Brunswick and Prince Edward Island, over 68,000 arrivals and departures of vessels per annum, with a tonnage of over 10 millions. If one goes into the details of the products which are raised and shipped, and of the various kinds of commerce that result therefrom, of the large fishing interests which will be subserved by this ship railway, allowing our (U.S.) fishermen to make two trips instead of one per annum—if all these are taken into consideration, there remains no question of the entire success, commercially and financially, of the Chignecto Ship Railway."

Canada's Canals.

The system of inland navigation in Canada is the largest and most important in the world. The St. Lawrence system alone, in conjunction with the great lakes, extends for 2,260 miles, viz., from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior; of this distance $71\frac{3}{4}$ miles is by means of canals, the remaining $2,188\frac{1}{4}$ miles by open navigation. From Port Arthur to Duluth, which is the principal port in that section of the United States for the produce of the Western States, is a further distance of 124 miles, making altogether 2,384 miles. When it is considered that by the canal system, unbroken water communication is afforded from Port Arthur to Liverpool, a total distance of 4,618 miles, its importance and the necessity for its thorough maintenance will be understood.

The great lakes, which form one of the most remarkable features of this system of inland navigation, contain more than half the fresh water of the globe, and consist of Lakes Superior, Huron, St. Clair, Erie and Ontario. Lake Michigan is in the United States, but is connected with Lake Huron by the Strait of Mackinaw.

Lakes Superior and Huron are connected by the Ste. Marie River, which is unnavigable owing to its rapids. This difficulty has been overcome by the construction of a canal on the United States side of the river.

The other canals on the St. Lawrence system are the Welland, from Lake Erie to Lake Ontario; and, along the St. Lawrence, the Galops, the Rapide Plat, Farran's Point, the Cornwall, the Beauharnois, and the La Chine, of an aggregate length of $70\frac{1}{2}$ miles and overcoming a total height of 533 feet. By the completion of the ship canal through Lake St. Peter, the largest merchant vessels afloat can now ascend the St. Lawrence as far as Montreal.

The other canal systems of Canada are: The Ottawa, connecting Montreal and Ottawa city, and the Rideau which, in conjunction with the Ottawa system, affords communication between Montreal and Kingston, a total distance of 246 miles. The Richelieu and Lake Champlain system, or Chambly Canal, extends from the junction of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, into Lake Champlain, a distance of 81 miles. By this canal, communication is obtained with the Hudson River, and thence to New York. The Burlington Bay Canal, one-half mile in length, connects Burlington Bay and Lake Ontario, giving access to the port of Hamilton. St. Peter's Canal, Cape Breton, N.S., is 2,400 feet long, and gives access from the Atlantic to the Bras d'Or Lakes. The Trent River system, which comprises a series of water stretches extending from Trenton, on the Bay of Quinté, Lake Ontario, to Lake Huron, is only efficient for local use. A scheme for making use of these waters to effect a system of through water communication between Lakes Huron and Ontario was projected many years ago, and construction commenced; up to the present, however, only certain sec-

tions have been made navigable or fit for the passage of timber. The total distance between the lakes is 235 miles, and about 155 miles of this are available for light draft vessels. The Murray Canal, $4\frac{1}{4}$ miles in length, runs through the Isthmus of Murray, giving connection westward between the Bay of Quinté and Lake Ontario.

The Canal system of Canada has been constructed at a cost of \$54,596,189. In 1888, 21,582 vessels passed through Canadian canals, of a total tonnage of 3,272,099 tons, carrying 75,797 passengers and 2,761,597 tons of freight. Some idea of the business transacted on the present Sault Ste. Marie Canal (American) may be had from the following figures: During the 233 days of navigation in the year 1889, 7,516,022 tons of actual freight, valued at \$83,732,527, passed through, being an increase over 1888 of 1,104,599 tons and \$1,576,507. The total number of vessels was 9,579, of which 9,136 had an aggregate registered tonnage of 7,221,935 tons. This was an increase over 1888 of 1,776 in the number of vessels, and of 2,091,276 tons in the amount of registered tonnage. The actual freight tonnage passed through the Suez Canal in 1888 was 6,640,834 tons, and in 1889, 6,783,187 tons, from which it will be seen that the freight carried through the Sault Ste. Marie Canal, during the navigable season of 1889, exceeded in bulk that carried through the Suez Canal, which was open for the whole year. Of course there is no comparison as regards the value of the freight, but the foregoing figures shew the necessity of providing additional accommodation, which our Government is now doing by constructing another canal on Canadian territory, at an estimated cost of \$3,000,000.

Lumbering Operations.

Some estimate of the Lumber industry of Canada can be formed from the following statement shewing the production of Timber of all kinds in 1888. The figures are mostly taken from the official reports, and only give, therefore, the quantity on which dues were paid. The actual total production was undoubtedly very much larger.—

PRODUCTION OF TIMBER IN CANADA, 1888.

Saw logs, feet, B. M.	1,686,453,768
Square timber, cubic feet	4,098,438
Boom timber, pieces	262,954
Railway ties, no.	1,087,416
Cordwood, cords	26,918
Telegraph poles, no.	12,476
Cedar, lineal feet	363,441
Cedar posts, tanbark and bolts, cords	7,958
Pile timber, feet, B.M.	98,752
Shingles, M.	13,588
Battens, laths, etc., no.	2,281,284
Cedar posts and rails, no.	56,897
Dues received, \$.	2,489,401

In British Columbia the industry is yet in its infancy, but its annual growth is rapid. According to figures published by the Québec Government, the production in that Province

since 1867, has been 10,439,485,472 feet B. M., and 69,608,377 cubic feet of timber, while \$9,805,430 have been collected for dues. The cut of lumber in the Ottawa valley alone, in 1889, was placed at 720,000,000 feet. The average quantity of timber exported annually from the port of Quebec, during the five years ended 1st December, 1889, was 8,726,784 cubic feet, and 869,384,800 feet B. M.

Insurance.

In 1888, there were eighty-five companies doing business in Canada, in the following lines: Life, 46; Fire, 32; Marine, Inland and Ocean, 10; Accident and Guarantee, 12; Steam Boiler and Plate Glass, 6.

The following table contains statistics of Life insurance in the several years mentioned:—

Years.	Life Insurance Effect d.	Amount of premiums paid.	Total Amount Life Insurance at Risk.
1869	\$12,854,132	\$1,238,359	\$35,680,082
1878	12,169,755	2,610,677	84,751,937
1888	41,226,529	6,561,848	211,761,583

The Canadian companies do a larger share of business than all the other companies combined, their share, in 1888, exceeding 60 per cent.

The following Table gives particulars of Fire insurance in the several years mentioned:—

Years.	Premiums Paid.	Losses Paid.	Total Amount at Risk.
1869	\$1,785,539	\$1,027,720	\$188,359,809
1879	3,227,488	2,145,198	407,357,985
1888	5,437,263	3,073,822	650,735,059

The bulk of the Fire insurance business is in the hands of British companies.

Fire Insurance may be regarded as one of the necessities of life. Life insurance one of the luxuries. The former is a regular business expense, the same as rent; the latter is incurred only when all else has been provided for. The increase in the amount of Fire insurance at risk, during the last 20 years—245 per cent.—indicates the rapid growth in the value of property; while the expansion of Life insurance—nearly 500 per cent.—shows the improvement in the financial condition of the people.

The amount of Accident insurance transacted in 1888 was \$38,078,066, an increase of upwards of \$8,000,000 over 1887. The amount received for premiums was \$249,048, an increase of more than \$55,000 over the previous year. The amount of Guarantee insurance transacted in 1888 was \$10,107,204, an increase of nearly half a million of dollars over 1887.

The total amount paid in premiums, for insurance of all kinds, in 1888, was \$13,060,157, of which Canadian com-

panies received 38.67 per cent., British companies 37.07 per cent., and American companies 24.26 per cent. In 1887, the proportions were: British, 38.05; Canadian, 37.82, and American, 24.13.

Patents of Inventions.

The business transacted by the Patent Office in 1889 was larger than in any previous year, the receipts for fees showing an increase of \$12,650 over 1888, and \$76,106 over 1868. The following Table shews the transactions of the Patent Office in 1868, 1879 and 1889:—

Years.	Applications for Patents.	Patents and Certificates.	Caveats.	Assignments of Patents.	Fees received, including Designs and Trade Marks.
1868	570	546	.....	337	\$1,052
1879	1,328	1,238	203	728	33,303
1889	3,279	3,081	221	1,437	87,158

The following Table shews the large increase in the business of the Copyright and Trade Marks Branch since Confederation:—

Years.	No. of Copyrights, Trade Marks, Industrial Designs, and Timber Marks Registered.	No. of Certificates.	Assignments Registered.	Fees Received.
1868	72	72	.....	\$ 183
1879	392	277	24	2,434
1889	1,010	572	49	9,112

Manufacturing Industries.

It will be difficult, until the completion of next year's census, to obtain any definite statistics of our manufactures; yet we have sufficient data to shew that they have developed immensely since Confederation, and that their progress has been especially marked in the past ten years. Their general condition in 1881, and the advance made during the preceding ten years, may be gathered from the following Table:—

	1871.	1881.
Capital invested.....	\$ 77,694,020	\$165,300,623
Hands employed.....	187,942	284,935
Amount of yearly wages.....	40,851,069	59,429,002
Value of raw material.....	124,907,846	179,918,591
Total value articles produced.....	221,617,773	309,626,068

A partial enquiry, conducted in 1884-5, in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick and Prince Edward Island, shewed that there had been, in 1884, an increase since 1878, of 75 per cent. in the number of hands employed, of 75 per cent. in the amount of wages paid; of 93 per cent. in the value of products and of 75 per cent. in

the amount of capital invested. Since 1884 the progress has been steady and satisfactory.

There were in 1889, twenty-five cotton mills in Canada, operating 11,282 looms and 519,700 spindles, having a full weaving capacity of about 138,000,000 square yards and an actual production ranging from 100,000,000 to 120,000,000 square yards. The development of this industry will be evident when we state that the import of raw cotton in 1869 was 1,245,208 lbs.; in 1878, 8,011,759 lbs., and in 1889, 39,223,594 lbs. The outfit of our woolen mills in 1889 consisted of 1,129 sets of cards, 3,758 looms, 201,340 spindles and 1,963 knitting machines. Up to 1880, Canada exported large quantities of wool and imported manufactured woolens. The Trade Returns shew that, in 1878, we exported 2,445,893 lbs. of wool and imported 6,230,084 lbs., while in 1889, we exported only 1,015,001 lbs., and imported 10,664,166 lbs. The value of the output of woolen goods in 1885, was estimated at nearly \$11,000,000, an increase of 30 per cent. over 1881.

There were in 1889, fifty-six paper and pulp mills in operation, employing 2,250 hands at an annual wage of \$660,000. The value of the plant and machinery was \$3,515,000 and of the annual products \$3,344,000.

The growth of the sugar refining industry may be seen from the following comparative statement of imports of sugar for the years 1878 and 1889:—

Imports of Sugar.	1878.	1889.
Great Britain	51,187,301	1,804,591
United States	50,394,946	6,954,459
British Guiana	"	3,359,968
Brazil	"	45,622,267
British West Indies	7,534,468	13,458,910
Spanish do	"	66,767,633
Dutch East Indies	"	4,396,668
Germany	"	35,507,471
Spanish possessions in Pacific	"	45,083,110
Other Countries	347,700	956,201
Total	109,464,415	223,841,171

It will be observed that the total importation of sugar has more than doubled, yet its value has decreased from \$5,982,516 in 1878 to \$5,837,895 in 1889. This is explained by the fact that in the former year the great bulk of the import was refined sugar from Great Britain and the United States, while now it consists of the raw material to be manufactured in our own refineries and to give employment to our own people.

Particulars of the details of the manufacture of agricultural implements and machinery are not at present available, but the capital invested in this industry is estimated at from \$8,000,000 to \$10,000,000. Not only is the home demand very great, but the foreign market is steadily growing. Implements to the value of \$321,341 were exported in

1889, principally to Great Britain, the Argentine Republic and Australia.

The leather industry assumes its largest proportions in the Province of Quebec, and in Quebec city it is estimated that upwards of 5,300 hands are employed in tanning and shoemaking, producing goods to the annual value of \$6,500,000.

The number of proof gallons of spirits manufactured in 1889 was 5,847,508, as compared with 3,530,085 in 1878. The quantity of malt manufactured was 60,500,427 lbs., and of malt liquor 16,363,349 gallons, as compared with 47,790,660 and 8,578,075 in 1878. The quantity of leaf tobacco manufactured was 10,530,922 lbs. as compared with 7,940,191 lbs. in 1878.

Immigration and Population.

The features of the several great immigrations to Canada, and the motives which induced them, are clearly defined and have made a very distinct impression upon the character of the present population.

The first movement in point of time was that of the French immigration. Its motive was two-fold—the spread of Christianity among the Indians and commercial adventure.

The first settlement took place in the Province of Acadie, now Nova Scotia, in 1605. The colonists numbered only fifty-four, and being unprepared for the cold of winter, suffered so severely that one-fourth of them perished. Their misfortunes appear to have had a deterrent effect on further settlement for nearly half a century, as we find from the enumeration of 1671, that the population was then only 441.

In Quebec, the first French settlement was made in 1608, the numbers being very small and increasing but slowly for more than forty years, when they took a leap, from 240 in 1641 to 2,000 in 1653. Thenceforward there seems to have been a gradual and rapid increase, from immigration and natural growth, till the cession of Quebec to the English in 1759, when the population is estimated to have been 82,000.

After the cession, immigration to Canada from France may be said to have ceased, the numbers who came subsequently not materially affecting the volume of the population. The increase of the French-speaking population under British rule is, however, one of the most noticeable and clearly marked facts in the history of nations. The population of French origin in the Dominion, was stated in the census of 1881 at 1,298,929, and is now estimated at 1,500,000; while there has been a French-Canadian emigration to the United States of fully 500,000—certainly a large aggregate to have sprung from the first few settlers on the banks of the St. Lawrence and in Acadie. This fact affords a remarkable proof of extremely favorable conditions of life.

The next large and distinctive immigration was that of the United Empire Loyalists, from the thirteen revolted colonies to the Maritime Provinces, (chiefly New Brunswick), to the Eastern Townships of Quebec and to Ontario, where they formed the nucleus of the population in as marked a manner as did the French settlers in Quebec.

There does not appear to have been any exact record of the statistics of this movement; but, according to an estimate of Governor Parr, in a despatch to the Imperial Government, the total number of those who arrived in Nova Scotia and New Brunswick in 1784, was 20,000. They continued to arrive in small bodies for several years. The number of those who came to the Province of Quebec was, in 1784, according to Dr. Taché, 10,000; and Dr. Ryerson states that there was an actual count made of 10,000 who settled in Ontario in 1783 and 1784, to which were added accessions more or less numerous for several years. In round numbers, therefore, more than 40,000 U. E. Loyalists settled in Canada during the years immediately following the Treaty of Versailles in 1783.

The three main immigrations to Canada are, therefore, the French, the U. E. Loyalist and that from the United Kingdom, and they have planted in Canadian soil the roots of a distinct political system from that of the United States.

In considering this point of the nature of the population planted by these first and main immigrations, it is to be remarked that, in view of the more rapid and early development of the agricultural, industrial and commercial resources of the United States, that field has been considered by many more favorable for settlement than Canada, and consequently had a larger immigration, although a comparison of the figures undoubtedly shows that now the balance of advantage in this regard is being very rapidly redressed. The desire to better the conditions of life has been the cause of immigration alike into Canada and the United States. But while those who felt sympathy with Republican institutions have settled in the States, attachment to British institutions has led to the Canadian immigration. Thus the frontier line has operated largely as a political sieve, the result being shown in what may be called the national sentiment of the Canadian people to-day.

The statistics shew a large and steady increase of population in the Province of Quebec over any possible natural increase, from the time of the U. E. Loyalist immigration to 1822. From that period to the present there does not appear to have been a large immigration in any one year, but a small, steady increase over the ordinary growth of the population.

In Ontario, from the date of the U. E. Loyalist settlement to 1841, the increase of population was exceedingly rapid. The census of that year gives the population as

455,688, shewing an average yearly growth of more than 7,800; while from 1841 to 1871, the average annual increase was 38,838, in both periods proving a large immigration.

In New Brunswick, from the Loyalist settlement to the first census in 1824, the population increased from 11,236 to 74,176. In the next sixteen years to 1841, there was an increase of 81,986 or 5,124 annually, which must have been largely due to immigration. Since then the growth has been at a less rate, shewing a slower tide of immigration.

The population of Nova Scotia in 1784 is given as 42,347 of British origin, besides the French Acadians, estimated by Dr. Taché at 14,000. The first complete census was not taken until 1817, when the number of inhabitants was found to be 81,351. By 1827, the population had increased one-third, but the immigration in the next decenniad must have been still larger, the increase of population having been more than 7,000 a year, or five-eighths in eleven years. After this date, immigration seems to have slackened, the figures shewing the population to have doubled in about forty years and, in 1881, it was 440,572.

The first census of Prince Edward Island was taken in 1798, when the total population was 4,372. No accurate enumeration was again obtained until 1841, when it was found to be 47,042. Since then there does not seem to have been any large immigration, the population in 1881, forty years later, being 108,891.

Coming to the period when the actual figures of immigration began to be taken, the first records of arrivals by the St. Lawrence route at the port of Quebec are found between the years 1819 and 1825, and place the number who landed during that period at 68,534. It appears from the published details that, even at that early date, the St. Lawrence route was used as offering facilities to passengers destined for the Western States, and it is estimated that, of the immigrants then arriving, one-third settled in Quebec, one-third in Ontario and the other third crossed the line to the United States.

The records of the Quebec Immigration Agency of the Government begin with the year 1829 and continue to the present. The summary which we lay before our readers is interesting, as containing an exact record of immigrant arrivals by the St. Lawrence for a period of sixty-one years. It must be borne in mind, however, that all did not settle in Canada, large numbers of emigrants from Europe to the United States, especially those from Germany and Norway having used the St. Lawrence route because of the facilities it afforded. Nor is it, on the other hand, a record of the total immigration to Canada during the same period, since very many immigrants entered by way of the Maritime Provinces, while others came by United States ports.

TABLE OF IMMIGRATION AT THE PORT OF QUEBEC.

Years.	England.	Ireland.	Scotland.	Germany and Norway.	Other Countries.	Total.
1829-33	43,386	102,266	20,143	15	1,889	167,699
34-38	28,561	54,904	11,061	485	1,346	96,357
39-43	30,791	71,981	16,311	.....	1,777	123,060
44-48	60,458	112,192	12,767	9,728	1,219	196,364
49-53	47,408	93,583	25,127	16,867	4,455	187,740
54-58	57,194	25,128	18,741	28,690	2,047	141,800
59-63	32,301	10,700	9,822	27,654	59	80,446
64-68	47,226	16,261	11,454	59,241	25	134,207
69-73	125,610	15,680	23,032	30,837	1,094	196,253
74-78	51,234	6,019	8,644	857	2,117	68,871
79-83	119,839	22,683	17,244	.....	3,536	163,302
84-88	71,503	14,008	14,493	27,333	5,283	132,620
1889	11,663	1,582	2,417	5,103	1,326	22,091

There are no means of determining accurately the respective numbers of Canadian and American immigrants in the preceding Table, but a separation has been attempted since 1866, based upon the declarations of passengers to agents of the Department of Agriculture. The following is a summary of the total immigration into Canada since 1866, shewing the number destined for the United States:—

Years.	Immigrant Passengers for United States.	Total Immigrants settled in Canada.
1866—1871	287,063	108,831
1872—1877	168,086	206,098
1878—1883	300,889	402,877
1884—1889	401,751	517,037

It is impossible, however, to keep any record of the further movements of these immigrants, affected as they have naturally been by the fluctuating demands for labor and rates of wages, as well as by the attractions offered by new lands being opened up for settlement. From this cause there has been a considerable movement, from time to time, from both sides of the frontier line.

Immigration of late years has been mainly from the United Kingdom, although there is a considerable percentage of Germans and Scandinavians, while there have been three special immigrations of Mennonites, Icelanders and Russian Jews.

The Icelanders, who came in 1875, numbered 285. Annually their ranks have been recruited by immigration, and now the colony is estimated to be nearly 9,000 strong. The first arrivals suffered hardships, but they are now a prosperous community, and each passing year adds to their contentment and well-being.

The German Mennonites who emigrated from Southern Russia numbered in 1874, 1532, and have increased to so great an extent that there is not sufficient land in the original

Mennonite reserve to accommodate the generation that has grown up. They are among the most successful and prosperous of European immigrants.

The Russian Jews numbered 1375, and came in 1882. A large proportion of them were at first unsuccessful as settlers, apparently from having acquired habits of trading rather than agricultural industry, but having been placed on lands in the Qu'Appelle Valley by their more wealthy brethren, the reports since received of them are favorable.

Until a few years ago Canada did not participate in the very large emigration from Germany, Scandinavia and other countries, but of late there has been a considerable increase in the number of such immigrants to the Dominion. Questions having arisen as to whether the people known to have arrived, had remained in Manitoba and the North-West, Sir Charles Tupper, High Commissioner for Canada, instituted enquiries and, as a result thereof, unhesitatingly expresses the opinion that by far the larger number of the persons in question are now settled in the Dominion. Were any proof needed in support of this statement, it would be found in the numerous and constantly increasing foreign colonies along the main and branch lines of railways between Winnipeg and Calgary. Three or four years ago there was hardly a single foreign settlement in that part of the country. At present the principal settlements are as follows:—

COLONIES ALONG THE MANITOBA AND NORTH-WEST RAILWAY.

- Scandinavian, near Minnedosa, 18 miles.
- Hungarian, near Neepawa, 12 miles.
- Icelandic, near Birtle.
- German, three colonies, near Langenburg.

COLONIES ALONG THE CANADIAN PACIFIC RAILWAY.

- Scandinavian, near Carberry.
- “ “ East Selkirk.
- “ “ Oak Lake.
- “ “ Fleming.
- “ “ Whitewood.
- German, “ Grenfell.
- “ “ Balgonie.
- “ “ Dunmore.
- “ “ Regina.
- Hungarian, “ Whitewood.
- Roumanian, “ Balgonie.
- Jewish, “ Wapella.
- Icelandic, “ Glenboro.
- “ “ East Selkirk.
- “ “ Calgary.
- “ “ Carberry.

From the personal investigation alluded to, as well as from information acquired from trustworthy sources, it is assured that these foreign settlements are among the most prosperous communities in Manitoba and the North-West. The

settlers, as a rule, started with little capital, but they are so thrifty in their habits, so accustomed to hard work, and so careful to realize on their opportunities, that they have developed their farms in a most surprising manner. They all have good houses, a considerable extent of land under cultivation, have been most successful with their stock, and are generally highly spoken of.

The Crofter settlements at Killarney and Saltcoats are thriving. Their efforts were somewhat retarded by the drought of 1889, but their stock is increasing, and the area prepared for crops is growing larger each year. They are happy and express themselves satisfied in their new homes.

The settlers from the United Kingdom and Europe bring with them the skill, education and habits which they have acquired at home, as well as very considerable means, averaging about \$60 a head. People who emigrate voluntarily, with the motive of bettering their condition, have naturally more than average energy. It follows that immigrant settlement in Canada is largely what may be called a selection of natural energy, and one effect of this is seen in the force of character which is developed by the people. Successful immigrants are a source of wealth to a country, as they immediately become producers and consumers. Neither poverty nor large families are any hindrance to success. Where there exist ability and a will to work, a large family, so far from being a weakness, is a source of strength. *

The Government of Canada, in their care to foster immigration, have established effective agencies at the principal seaports, and also at important points in the interior, at Quebec, Montreal, Halifax, St. John, Vancouver and Victoria, B.C., as well as at Sherbrooke, Ottawa, Kingston, Toronto, Hamilton, London, Port Arthur, Winnipeg, Brandon, Moose Jaw, Regina and Calgary. All possible assistance and direction are here afforded to the immigrant, and settlement is thereby facilitated. The sick are cared for and the indigent assisted, care being exercised to prevent any pauperization of the recipients.

The total number of immigrant arrivals in 1889 was 1,6462, of whom 84,862 were passengers for the United States, while the other 91,600 expressed their intention of remaining in Canada. These figures shew an increase, as compared with 1888, of 1,988 in the total number of arrivals, and of 2,834 in the number of settlers in Canada. The number of persons reported as having gone into Manitoba and the North-West was 26,809, of whom 21,653 proposed to stay in Manitoba and 5,156 intended settling in the North-West. In Nova Scotia 2,395 persons are reported to have settled, and 3,714 in New Brunswick. The arrivals with settlers' goods, as reported by the Customs officials, were 38,617, an increase of 6,957 as compared with 1888, and the number in 1890 is expected to be still larger. The largest proportion was Canadians, estimat-

ed at 25,521, who, having tried settlement in the United States, were returning to their native land.

The number of those, chiefly children, brought into Canada in 1889 by charitable societies and individuals, was 1,022, being 600 less than in the previous year. In the last seven years this class of immigrants has numbered 11,905, and, according to Ontario returns, 17,011 children have been settled in this way in that Province since 1868.

The total number from all parts, reported to have settled in Ontario during the years 1868 to 1889, inclusive, was 560,552, bringing with them effects to the value of \$5,566,455.

The value of cash and effects reported to have been brought into the Dominion by settlers in the fifteen years between 1875 and 1889, was \$39,692,727.

According to British Emigration Returns, out of 12,139,067 persons of all nationalities who have emigrated from the United Kingdom during the period from 1815 to 1888, 8,076,624 went to the United States; 1,949,191 to Canada and 1,634,854 to Australasia, being respectively 66 per cent. 16 per cent. and 13 per cent. After the discovery of gold in Australia, emigration to that country increased very rapidly and between 1853 and 1888, 1,324,018 persons left Great Britain for Australia and 912,477 for Canada. During the same period (1853-1888) out of 6,650,055 persons of British and Irish origin only who emigrated, 4,418,363 went to the United States, 1,259,303 to Australasia and 682,827 to Canada, being in the proportion of 67 per cent., 19 per cent. and 10 per cent. respectively. In 1888 out of 398,494 persons who emigrated from the United Kingdom, 293,087, or 70 per cent., went to the United States; 49,107, or 13 per cent., to Canada, and 31,725, or 11 per cent., to Australasia. During the years 1887 and 1888 emigration to Canada was considerably larger than to Australasia.

The several immigration agents still report that the demand for farm servants and female help continues to increase, and the present supply is very inadequate to meet it. The Government immigration agent at Toronto reports:—"The demand for agricultural laborers during the season has been greatly in excess of the supply, farmers writing and coming from all sections of the country to obtain help, and in many cases being disappointed. Wages ranged from \$15 to \$22 per month for the summer season, and from \$120 to \$160 for the year. The demand for domestic help has, as usual, far exceeded the supply, and we have found it utterly impossible to supply even a small proportion of those applying." Government agents all over the Dominion report to much the same effect.

The Canadian Pacific Railway, with its facilities for transporting immigrants to the far west and British Columbia, materially promotes their comfort, the sleeping accommodation proving a great boon to those travelling to a distance. The arrangements at Quebec for the landing and forwa r

of immigrants are so complete that the following description may prove of interest :—

For the convenience of steamers carrying immigrants to be landed at Quebec, there are magnificent deep water wharves at both sides of the river. Immigrants intending to travel by Canadian Pacific Railway, are landed at the Louise Embankment breakwater wharf, which is about 800 feet long, and at low tide has 36 feet of water. On this wharf is a baggage shed, 400 feet long, where baggage can be handled and loaded, but for the convenience of the immigrants, who walk on a planked platform to the immigration building where the immigration, railway and other offices are, the Canadian Pacific Railway generally runs the baggage up on railway lorries and spreads it out on the platform, in front of the building, to be sorted and checked as fast as the immigrants procure railway tickets. It is then loaded into baggage cars and a special immigrant train, usually composed of colonist sleeping cars, is always ready to start, so that there is no unnecessary detention. The immigrant has only to exchange or purchase his railway ticket, claim and get checks for baggage, procure provisions for the journey at the counter, and step from the platform into a colonist sleeper in which he goes through without change, to Manitoba, and even British Columbia. There are rarely more than 400 passengers and their baggage on one train, so that frequently the immigrants by a single vessel require two, and sometimes three special trains.

Dominion Lands.

The Crown Lands of Canada, known generally as Dominion Lands, are situated in Manitoba, the Territories, and in what is known as the Railway Belt in British Columbia, and comprise some of the finest agricultural lands on the Continent. In order to provide every facility for information to immigrants and settlers, the Commissioner of Dominion Lands has his office in Winnipeg, and a number of land agencies are situated at the most convenient points, where the fullest details can be obtained.

With the exception of the years 1882 and 1883, the area of land entered by actual settlers, under the provisions of the Dominion Lands Act, was greater than in any previous year. In 1885, owing to the North-West disturbances, the area entered for homestead purposes amounted to only 249,552 acres, but since then the increase has been continuous. The increase in 1888 over 1887, amounted to 100,833 acres, and in 1889 over 1888 to 275,717 acres.

The increase in the area pre-empted was very considerable, amounting to 142,130 acres. This increase was undoubtedly largely due to the fact that the privilege of pre-emption ceased on 31st December, 1889, and many settlers were thereby induced to apply for pre-emption entries who otherwise might not have done so.

There was a decrease in the area of land sold of 20,048

acres. The following are the comparative figures, for the last three years, of transactions in Dominion Lands :—

	1887. Acres.	1888. Acres.	1889. Acres.
Homesteads	319,500	420,333	696,050
Pre-emptions	87,747	79,521	212,651
Sales.....	114,544	197,140	177,092

The number of entries cancelled has been steadily decreasing; in 1874, 63 per cent of the homestead and 93 per cent of the pre-emption entries were cancelled; in 1888 and 1889, there were no cancellations. The number of patents issued in 1889 was 3,282, as compared with 3,275 in the preceding year, and the number cancelled was 30. The decrease in the number of patents issued during the last two years, is owing to the fact that under the Territories Real Property Act, notifications to the proper officials by the Minister of the Interior, that certain lands have been granted to any railway company or to the Hudson's Bay Company, shall be equivalent to letters patent.

The total net revenue for the fiscal year of 1886, including receipts from timber dues, grazing, hay and mineral lands, was \$588,862, an increase over 1888 of \$25,153.

The total receipts on account of Dominion Lands under the various heads, from November, 1872 to 31st October, 1889, were \$6,449,324.

The total area set out for settlement since 1873, is shown in the following table :—

YEARS.	Cases.	No. of farms of 160 acres each.
Previous to June, 1873	4,792,292	29,952
1874, 1875, 1876, 1877.....	5,555,062	34,719
1878, 1879, 1880, 1881.....	14,059,418	87,853
1882, 1883, 1884, 1885.....	43,251,680	270,323
1886, 1887, 1888, 1889.....	3,671,320	22,948
	71,326,972	445,795

In addition to the increase in area of Dominion lands entered upon by settlers, the sales made by the large land corporations were greater and at better prices than in 1888. The Canadian Pacific and Manitoba South-Western Railway Companies sold 191,857 acres for \$719,879, an average of \$3.75 an acre. The North Western Coal and Navigation Company sold 98,000 acres, at an average of \$2 an acre; the Hudson's Bay Company sold 40,652 acres, an increase of 17,952 acres; and the Canada North-West Land Company sold 32,320 acres for \$191,402, as compared with 20,620 acres in 1888 for \$113,433.

Owing to the dry summer, the crops on the farms of the Canadian Agricultural Coal and Colonization Company were light, but at the same time sufficiently good to promise well for the future. During the summer 18,000 sheep

were imported from Oregon and placed on the farms. The area under crop in 1889 was 6,631 acres, and the area intended for crop in 1890, 14,489 acres.

Numerous improvements were made in the Rocky Mountain Park, principally in opening out new roads and avenues, and in improving those already made. Owing to heavy fires which prevailed through Oregon and Washington Territories during the summer, the mountains were obscured by dense clouds of smoke, with the effect of keeping away many visitors, the number of whom, however, was larger than in any previous year.

During 1887 and 1888 Mr. William Ogilvie, D. L. S., made an important exploratory survey of the Yukon and Mackenzie country in British Columbia and the North-West Territories, covering a total distance of 2,700 miles, and traversing districts which had never before been visited by a white man. He reports the country comprising the Pelly-Yukon district as being generally unsuited for agriculture, and unlikely ever to attract attention, without the discovery and development of large mineral wealth. The timber is unimportant, there being a certain quantity fit for firewood and for use in mines, but practically none for the manufacture of lumber. Indications of large quantities of coal were found near Coal Creek, and that rich finds of both coarse gold and gold-bearing quartz will yet be made, is confidently asserted. From information he obtained, Mr. Ogilvie places the total amount of gold already taken out of the district at \$250,000, about half of which was out of Canadian territory.

Between Fort McPherson, on Peel River, and Fort Chipewyan, on Lake Athabasca, a distance of 1,390 miles, Mr. Ogilvie says that the country, as far as soil is concerned, is as capable of supporting an agricultural population as the greater part of Ontario and Quebec, but the principal drawback is the climate. He gives a number of instances of favorable growth, both of vegetables and cereals, which came under his notice, and in spite of the prevalence of summer frosts, he sees no reason to regard the district as useless, as there is ample time before the territory is required for settlement, to determine what parts are fitted for agriculture. On the lower Mackenzie, he considers the timber about sufficient to supply the needs of the immediate vicinity, but on the upper river the supply is not sufficient. He directs attention to the indiscriminate slaughter of fur-bearing animals, and shows that they will soon become extinct, unless restrictive measures for preserving them are adopted.

NOTE.—Page 8, 2nd column, the percentage of animal products to other foreign countries should be .84, not .94; and the percentage of agricultural products exported to United States 68.03, and not 41.10.

Population.

In 1806, the population of what is now known as Canada, was 455,899; in 1861, 3,323,292; in 1871, 3,602,596; and in 1881, 4,324,810. It is now estimated at 5,075,855.

The population of the several Provinces by the census of 1881, was as follows:—

Ontario	1,923,228
Quebec	1,359,027
Nova Scotia	440,572
New Brunswick	321,233
Prince Edward Island	108,891
Manitoba	65,954
The Territories	56,446
British Columbia	49,459
	4,324,810

A census of three of the provisional districts in the North-West Territories was taken in 1885, when the population was found to be 48,362, and a census of Manitoba, taken in 1886, showed a population of 108,640.

The Indian population according to the report of the Department of Indian Affairs, was in 1888, 124,589. Their civilization is progressing very favorably, as is apparent from the following table, comparative of the years 1881 and 1888.

YEAR.	Resident Indian Population.	Pupils at Indian Schools.	Acres in Cultivation.	No. of Implements.	Horses, Cattle, Sheep, Pigs.
1881	46,962	4,126	81,706	19,828	28,559
1889	75,594	6,459	99,964	49,521	55,308

YEAR.	Bushels Grain.	Bushels Roots.	Tons Hay.	Other Industries, Value.
1881	285,335	16,1423	13,673	\$ 692,147
1889	592,045	323,595	32,801	1,279,608

The growth of some Canadian cities within recent years has been rapid. Montreal which by the census of 1881, contained under 141,000, now claims 220,000. Toronto has increased from 77,000 to 172,000; Ottawa from 25,000 to 44,000; Victoria, B.C., from 6,000 to 20,000, and Windsor, Ont., from 6,000 to 10,000. When the charter for the city of Winnipeg was secured in 1874, its population was 300, in 1881 it had increased to 7,985, and now (1890) it is estimated at 26,500. The growth of Vancouver, B.C. is the most remarkable. In 1885, where the city now stands there was a thickly wooded wilderness, with one solitary sawmill; but when in that year it was decided to make the spot the terminus of the Canadian Pacific Railway, settlement began. In 1886 the town was completely destroyed by fire, not a house being left, but before the fires were extinguished re-building had commenced. The city was incorporated in 1886, when the population was about 700; in 1887 it had increased to 2,000; in 1888 to 6,000, and it is now (1890), estimated at 14,000.

The progress of some of the principal cities and towns, between the years 1881 and 1889, is indicated in the following table :

NAME.	POPULATION.		ASSESSMENT.	
	1881.	1889.	1881.	1889.
Montreal	140,747	202,000	\$ 180,273,910	110,000,000
Toronto	77,034	172,463	56,286,339	137,230,778
Quebec	62,446	65,000	.....	16,270,500
St. John, N. B.	26,127	* 50,000	15,624,000	* 24,058,900
Hamilton	35,359	44,799	15,650,000	21,573,100
Ottawa	25,600	44,000	10,198,530	17,145,350
Halifax	35,100	49,000	14,468,520	21,562,405
London	19,725	26,786	10,194,919	13,443,492
Winnipeg	6,240	21,328	9,196,435	18,607,860
Victoria, B. C.	5,925	20,000	.....	8,986,000
Kingston	14,091	18,284	.....	7,780,270
Vancouver .....	.....	14,000	.....	9,500,000
Charlottetown	11,485	13,000	2,520,280	3,640,120
Guelph	10,025	10,413	2,899,060	3,234,140
St. Thomas	9,775	10,408	2,543,925	3,748,112
St. Catharines	9,495	10,095	4,060,510	4,590,305
Windsor, Ont	6,377	10,058	1,946,400	4,221,970

† Real estate only. * 1890.

Education which, by the provisions of the British North America Act, is placed under the control of the Provincial Government, receives a large share of attention, and the expenditure thereon forms an important item in the annual outlay. The number of pupils attending the Public, High, Normal and Model Schools is fully one million; the number of teachers exceeds 21,000 and the annual expenditure is about \$8,500,000. Higher education for men and women is afforded very efficiently in institutions of acknowledged excellence, in which close upon \$10,000,000 are invested, with an annual income of upwards of \$656,000; providing for the education of over 7,000 students.

The Geological Survey.

Connected with the machinery by which the lands of the Dominion are managed is a branch of the public service whose special work is to make a study of the mineral wealth of the country.

The Geological Survey of Canada was instituted by the provincial government in 1843, in consequence of petitions presented by the Natural Society of Montreal and the Literary and Historical Society of Quebec. Previous to this date, a number of papers having reference to local points in the geology of the Provinces of Quebec and Ontario had appeared, but no extended systematic work had been undertaken, though the necessity of a geological survey had several years before this time rendered itself apparent to many of the more intelligent people of the country. As early as 1832, Dr. Rae presented a petition praying for pecuniary assistance to prosecute a geological and statistical survey of

the Province of Upper Canada—a petition which was not even considered by the Committee of Supply to which it had been referred. Mr., afterwards Sir, William Logan, on the recommendations of some of the most eminent geologists of the day, was selected to conduct the geological investigations for which provision had been made, and in 1843 assumed the position of provincial geologist. From this small beginning, the survey has continued to increase in importance and usefulness to the present time, and in the course of its operations some of the greatest additions to the progress of modern geology have been made. After Confederation the field of activity of the geological survey became co-extensive with that of the new Dominion. Prof. Sedgwick had designated the survey, as originally undertaken, a "Herculean task," but that now involved by the addition of half a continent to the two provinces of old Canada, Sir W. Logan, in failing health, found himself unable to undertake, and in 1869 resigned in favor of the present director, Dr. A. R. C. Selwyn. Up to the date of Sr W. Logan's resignation, about 35 annual reports and other publications were issued, making in all over 4,000 pages, giving the results of explorations and reports on minerals, ores and fossil remains met with in the course of the work. Of these publications the most important is the *Geology of Canada*, a volume of 983 pages which summarizes the results obtained by the survey to 1863. In 1881 the offices and museum of the geological survey were removed from Montreal, where they had been situated from the inception of the work, to Ottawa. There are now arranged and displayed in the museum thousands of geological specimens, consisting of rocks, ores and fossils. There are also considerable collections of shells, plants, insects, an ethnological collection and the nucleus of a collection of the birds and mammals of Canada. The survey is also supplied with a library of scientific reference works and a well equipped chemical laboratory.

In the more thickly populated eastern portions of Canada the work of the geological survey approximates in character to that of similar surveys in Britain and Europe; but, even here, a larger portion of the time of the geologist or his assistants is necessarily occupied in correcting and adding to the maps of the districts in which he may be at work, a circumstance rendered necessary by the want of really accurate topographical surveys. In the newer province and in the uncultivated northern and western portions of the continent, however, the geologist must often be as well the pioneer, and is frequently obliged to carry out running surveys and construct reconnaissance maps of vast tracts of country through which no instrumentally measured lines have as yet been carried. While not forgetting that his more special work is geological, the explorer must also endeavor to bring back with him such observations on the meteorology, botany, zoology and even details as to the number and character of the natives inhabiting these imperfectly known regions as may be of use in extending our knowledge of them. It will easily be understood from this explanation that geological work in such new districts is replete with interest and may frequently result in bringing

to light important unknown or imperfectly recognized sources of wealth, such as the great new coal fields of the North Western plains or the petroleum deposits of the Athabasca. The work done in these regions is necessarily of an incomplete character, and the maps and reports published, while in themselves important advances in knowledge, must eventually be superseded, as settlement progresses, by others of a more complete and final kind. It thus happens that a considerable proportion of the energy of the survey has necessarily been directed to geographical work, and the surveyors engaged in these remote districts, through which no recognized means of communication exist, have frequently to contend with both hardship and danger in their progress.

Of work of this class carried out within the last twenty years, and which has largely added to our knowledge of the topography of the Dominion, may be mentioned Dr. Selwyn's explorations in British Columbia in 1871 and 1875, and in the North-West Territory in 1873; Dr. Dawson's explorations on the mainland of British Columbia, in the Queen Charlotte Islands, from the Pacific Coast to Manitoba by way of the Peace River, and in the Rocky Mountains and elsewhere; Dr. Bell's explorations in the country between Lake Superior and the Hudson's Bay, on the Lower Athabasca, Nelson and Churchill Rivers, the coast of Hudson's Bay and other adjacent regions; also explorations by Prof. Macoun on the Peace River, Messrs. Richardson, McOuat and Low, north of Lake St. John, in the vicinity of Mistassini Lake and on the Rupert River, together with work by Messrs. Ellis, McConnell and Tyrell in various parts of the North-West Territory; by Mr. Bowman in British Columbia and Mr. Lawson on and around the Lake of the Woods.

In the Eastern Provinces, above alluded to, consecutive and more finished work is possible, and already the greater part of New Brunswick, the whole of Cape Breton and other portions of Nova Scotia, Quebec and Ontario have been geologically mapped in considerable detail.

While Canada already makes a respectable showing in the matter of mineral products, its development in this respect is by no means commensurate with the extent and value of its actual mineral wealth, a fact due not only to the lack of capital for the extraction and elaboration of the minerals, but also to the want of experience with which many of the attempts in this direction have been undertaken. The operations of the Geological Survey are supplying as rapidly as possible a trustworthy knowledge of the fundamental structures of the more important regions, while the examinations of special mining districts and the statistical information, which the survey has now undertaken to procure and publish, will tend still further to inspire confidence in foreign capitalists.

The Beaver Line.

The Canada Shipping Company, or as it is popularly called, the Beaver Line, owes its origin to William Murray, of Montreal. The line had its beginning in 1868, to run between Liverpool and Montreal during the summer

season, and in winter time to New York or one or other of the cotton ports. *Lake Ontario*, 5,300 tons, was the pioneer of the fleet; next came *Lake Erie*, *Lake Michigan*, *Lake St. Clair*, *Lake Champlain*, *Lake Nipigon*, *Lake Megantic*, each of the last three being of 2,300 tons, *Lake Manitoba*, *Lake Winnipeg*, each of 3,500 tons register; *Lake Huron*, 4,100 tons; *Lake Superior*, 5,000 tons.

The Canada Shipping Company seeks to give comfort to its steerage passengers, and in the most recent ships, besides smoking, recreation and reading rooms, a large playroom for the children is provided, in which the youngsters, of whom there are often large numbers on board, can enjoy themselves with impunity without their parents having any fear of hearing the startling cry of "man overboard."

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The cattle trade of late years has been a ve one to Canada, and the "Beaver Line" was the first regular line to go into the horse and cattle trade, and has been a great favorite with "live stock" shippers, and can show best records for successful carrying, for it bestows every attention to secure it.

Evans & Sons.

A marked sign of progress in Canada is found in the establishment of Evans & Sons, wholesale druggists of Montreal. The firm was established over 60 years ago in Europe, and for 25 years has held a branch business in Canada. Mr. A. B. Evans has for years been the successful manager of the Canadian branch of the firm. Their headquarters are at London and Liverpool, and in almost all principal points throughout the world their branches are to be found. Twenty-five years ago, when in its infancy, the Canadian branch of the firm had but little prestige, but with the advance in age of Confederation and its success, the business of Evans & Sons has grown to large dimensions, and to-day is one of, if not the leading wholesale drug house in Canada. No further mention of this celebrated firm and its progress is needed.

T. W. Ness, occupy the 5th flat, building 644 Craig street, Montreal, and are manufacturers of all kinds of electrical supplies, annunciators, bells, batteries, door pulleys, push buttons, electric gas light apparatus, experimental electrical apparatus, incandescent lamp shades and fixtures, four different styles of telephones, the Bundy electrical cash register, speaking tubes, whistles, etc., etc. They have the Dodge wood split pulley, which is separable, can be put on shaft without taking it down, and when used with the patent Bushing system, one pulley can be made to fit several sizes of shaftings. Mr. Ness uses the first floor of this building as a show room, the second is occupied by the Dodge wood-split pulley, and the third as a workshop. A large number of hands is kept constantly employed.

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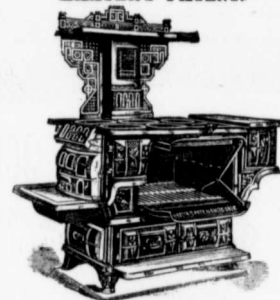
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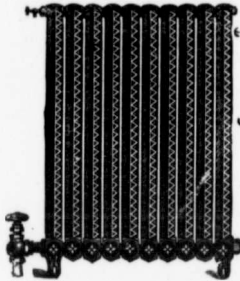
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THE BEST HOT WATER RADIATOR ON THE MARKET.

Quick Circulation; Easy to Repair; Its Capacity Increased at very little cost; does not need a Fancy Cast Iron Top or Marble Slab; in fact, just the Radiator that suits the requirements of the Market.



By the construction of this Radiator, each section has (entirely distinct from the other) a separate and positive circulation within itself, producing not one slow, sluggish, continuous circulation, but as many sharp and constant circulations as there are sections composing the Radiator, thereby maintaining a greater heat from a given surface. It has another advantage that will be appreciated by the Trade: the inlet and outlet are both at the same end, and has been arranged that it may be used for Hot Water or Steam without making any changes to the connections or any alterations whatever. We also claim that with this Radiator any person in the trade can replace a section, or add sections to increase its capacity, without returning it to the manufacturer. This alone is an advantage, particularly in cases outside the city in which manufactured. These Radiators are now fitted up in the following buildings, viz: Hull Post Office; Peterboro Post Office; Pictou Custom House, N.S.; Winnipeg Custom House; Three Rivers Custom House; Point St. Charles Post Office; New Dept. Buildings, Ottawa; Post Office, Nanaimo, Ont.; Marine Hospital, Halifax; Experimental Farm Buildings, Ottawa; Mechanics' Institute, Montreal; McGill College, Montreal; Kingston Custom House; Lieut.-Governor's House, Regina, N.W.T.; Chaplain's House, Stoney Mountain, Man.; Windsor Hotel, Montreal; General Hospital, Montreal; Montreal House, Montreal; Hospice St. Joseph, Chatham N.B.; Fredericton Post Office, N.B.; Strathroy Post Office, O. Post Office, Brandon, Man., and many other buildings.

MANUFACTURED BY

GARTH & CO.
 536 to 542 CRAIG ST., MONTREAL.

WHOLESALE
HATS, CAPS
 AND
STRAW GOODS

SOLE AGENTS IN CANADA FOR
"HEALTH HAT"
 (Patented)

GREENE & SONS COMPANY
 GENTS' FURNISHINGS.

SOLE AGENTS IN CANADA FOR

DR. JAEGER'S
Sanitary Underwear.

WAREHOUSE:
 515, 517, 519, 521, 523 & 525 St. Paul St.
MONTREAL.

THE PROVINCE OF QUEBEC LOTTERY
 AUTHORIZED BY THE LEGISLATURE

MONTHLY DRAWINGS FOR THE YEAR 1890

FROM THE MONTH OF JULY,

JULY 9, AUGUST 13, SEPTEMBER 10, OCTOBER 8, NOVEMBER 12, DECEMBER 10.

FIFTH MONTHLY DRAWING, NOV. 12, 1890.

3134 PRIZES

Worth \$52,740.00.

Capital Prize - Worth \$15,000.00.

TICKETS, - - - - - \$ 1.00
 11 TICKETS for - - - - - \$10.00

LIST OF PRIZES.

1 Prize, worth	.....	\$15,000—\$15,000 00
1 " " "	.....	5,000— 5,000 00
1 " " "	.....	2,500— 2,500 00
1 " " "	.....	1,250— 1,250 00
2 Prizes,	.....	500— 1,000 00
5 " " "	.....	250— 1,250 00
25 " " "	.....	50— 1,250 00
100 " " "	.....	25— 2,500 00
200 " " "	.....	15— 3,000 00
500 " " "	.....	10— 5,000 00

APPROXIMATION PRIZES.

100 Prizes, worth	.....	\$25— \$2,500 00
100 " " "	.....	15— 1,500 00
100 " " "	.....	10— 1,000 00
999 " " "	.....	5— 4,995 00
999 " " "	.....	5— 4,995 00

3134 Prizes worth \$52,490 00
 S. E. LEFEBVRE, Manager,
 81 St. James St., Montreal, Canada.

TICKET, \$1; 11 TICKETS FOR \$10.

Tickets can be obtained until five p.m., on the day before the Drawing. Orders received on the day of the Drawing will be applied to next monthly drawing.

Drawings take place on the second Wednesday of every month, at 10½ o'clock, a.m., at Head Office, 81 St. James Street, Montreal, Canada.

For Tickets, Circulars, Agencies or further information, address to

S. E. LEFEBVRE,
 81 St. James Street, Montreal, Canada.

W. T. BAER & CO.,
171 Queen Street West, Toronto.



The only Belt manufactured in the Dominion
worthy of a Patent.
NO VINEGAR OR ACID USED.
Patented February 26th, 1887.

THE
CLIMAX OF ABSORPTION

The only Appliances having ABSORBENT QUALITIES.
A CURE WITHOUT MEDICINE.

All Diseases are cured by our medicated Electric Belts and Appliances. On the principle that electricity is life, our appliances are brought directly into contact with the diseased part. They act as perfect absorbents by destroying the germs of disease and removing all impurities from the body. Diseases are successfully treated by correspondence, as our goods can be applied at home.

ANOTHER NEW LIST.

SENATOR A. E. BOTSFORD advises everybody to use Actina for Failing Eye-Sight.
MISS LAURA GROSE, 166 King St. West, Granulated Eyelids, cured in 4 weeks—used Actina and Belt.

MRS. J. STEVENS, 82 Tecumseh St., Rheumatism in the Eyelids, spent three weeks in the hospital, eyes opened in two days.

JOHN FEATHERSTON, Thornythurst, says our appliances soon cured his wife's Headache.

RICHARD FLOOD, 40 Stewart Street, says Actina is a speedy and certain cure for Catarrh.

A. RODGERS, Tobacconist, Adelaide St. West, declares Actina is worth \$100—Headache.

MRS. HATT, 342 St. Clarens Avenue, cured of Blood Poison.
MRS. E. M. FORSYTH reports a lump drawn from her hand in two months, twelve years standing.

MISS FLORENCE McDONALD, 21 Wilson Ave., misses a large lump from her wrist, three years standing.

WM. BENNETT, 14 King St. West, recommends our appliances in cases of Tumor, his son is improving rapidly.

JAMES R. MILLER, New Castle Bridge, N.P., five years a constant sufferer from Catarrh of the Bladder. No pain after three days.

MRS. J. ABBOTT, Alma College, St. Thomas, highly recommends our appliances for Asthma and Bronchitis.

S. FLOYD, 119½ Portland Street, after suffering for years with Liver and Kidney troubles and Dyspepsia, to-day enjoys good health.

CHAS. COZENS, F.M., Trowbridge, General Nervous Debility and all gone sort of feeling, feels like his former self.

WM. COLE, G.T.R. Fireman, cured of Liver and Kidney troubles.

A. E. CALDWELL, Engraver, 71 Young St., Rheumatism in the Knees, cured.

S. M. CLAPP, Boot and Shoe Merchant, cured of Dyspepsia.

FRANK BOEBLER, Manufacturing Tinsmith, City, after suffering three years with lame back, cured in one month.

MRS. McLAUGHLIN, 84 Centre Street, a cripple from Rupture, now able to attend to her household duties.

MRS. J. SWIFT, 87 Agnes Street, Centina, perfectly cured in six weeks.

J. A. T. TOY, cured of nightly Emissions in three weeks.

THOMAS BRYAN, 371 Dundas Street, General Debility, improved from the first day, now perfectly cured.

"Your Belt and Suspensory have cured me of impotency," writes G. A.

"Would not be without your Belt and Suspensory for \$30," writes J. McG.

"For general debility your Belt and Suspensory are cheap at any price," says S. M. C.

Catarrh Impossible under the Influence of Actina.
Actina will Cure all Diseases of the Eye. The Eye treated while closed.
Actina specially prepared for the Throat and Lungs.

GIVEN ON 15 DAYS TRIAL.
A Combined Belt and Suspensory only \$5. Cure certain.
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THE BEST AND CHEAPEST!

OVER 8,000 SOLD.

ALL VINEGAR AND ACID BELTS WILL BURN THE SKIN.