

Thus Canada started at Confederation with an interprovincial trade of the paltry annual value of \$4,000,000.

What has been the result of the efforts made? It is hardly possible to say in actual figures. The trade between Ontario and Quebec, for instance, is very large. Every visitor to Montreal and Toronto knows what an immense interchange of commodities is continually in progress, but exact estimates are difficult to make, and for the purposes of this investigation these two Provinces are taken as one division of the Dominion. In the same way the interprovincial trade between the Maritime Provinces themselves is very great, but in the present paper those Provinces are also treated as one division. Taking, therefore, only the trade between the Maritime group of Provinces on the one hand and Ontario and Quebec on the other, and between the whole of Eastern Canada on the one hand and the whole of Canada which lies west of the Lake of the Woods on the other, we have these totals as the value of the annual interprovincial trade actually in sight :

Westward from Maritime Provinces.....	26,000,000
Between Eastern Provinces <i>via</i> United States Railways.....	1,500,000
Between Eastern and Western Canada by Canadian Pacific and United States Railways.....	24,500,000
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Total interprovincial trade in sight.....	\$80,000,000
Eastward from Ontario and Quebec.....	<u>\$28,000,000</u>

The value as calculated in 1889 was \$80,000,000 per annum, which was \$4.25 per ton of the shipping engaged in the coasting trade. Assuming that this tonnage affords a rough and ready measure of the interprovincial trade, the value of this trade in 1894 would be \$113,000,000.

986. While, however, there is no doubt that the interprovincial trade ought to be taken into consideration when dealing with the trade of the country, yet, being practically an unknown quantity, it has to be put on one side, leaving the figures of the external trade as the only ones available, either for information or comparison. It can be easily understood, however, that, owing to the continual fluctuations in price, values alone cannot give a correct idea of the extent to which the trade of the country is increasing or decreasing, and in order to obtain some information concerning its volume as well as its value, the following tables are given, in which the actual increase or decrease in value is divided into two parts, the one representing the variation in volume and the other in price. For example, take the article tobacco in manufactures, as given in the next table, the imports of which in 1893 amounted to 13,072,691 pounds, valued at \$1,717,495, while those of 1894 were 14,253,749 pounds, valued at \$1,753,992, the value in the latter year being \$36,497 more than in the former. Now, had the quantities been the same as in 1894 the value would have been \$118,000 less, owing to the fall in price, but this decrease in value is offset to the extent of \$154,000 by an increase in quantity. The following table is a comparison as to quantity and value of the principal articles of import in 1894 and 1893. Individual calculations for 259 articles have been made, in order to make up the 69 specified articles in the table, and it is considered these are sufficient to justify the assumption that the remaining articles in each class may be taken in the same ratio. It will be seen that not only a fairer, but also a more instructive estimate can be formed of the condition of the trade of the country by this mode of comparison than by the ordinary one of values only.