

of 1898 was 3,350,430 tons and at the end of 1907 2,344,824 tons; and of steam vessels 7,110,213 tons in 1898 and 10,838,531 tons in 1907. The increase in the tonnage of both classes of vessels in the period of ten years was therefore 2,722,712 tons. A statement of the production of principal minerals in the British Empire shows that the quantity of coal produced in 1898 was 217,311,000 tons and in 1907 304,722,000 tons, of iron ore 14,418,000 tons in 1898 and 17,029,000 tons in 1907, of pig iron 8,675,000 tons in 1898 and 10,680,000 tons in 1907, of diamonds £4,573,000 in 1898 and £8,981,000 in 1907, of gold £17,900,000 in 1898 and £50,500,000 in 1907, of silver £858,000 in 1898 and £2,988,000 in 1907, of copper £1,757,000 in 1898 and £6,647,000 in 1907, and of tin £3,500,000 in 1898 and £10,500,000 in 1907. The production of raw sugar in 1898 was 54,300,000 cwt. and in 1907 55,700,000 cwt. There are many other interesting tables in the Abstract which need not be referred to here, and unfortunately too many of them are incomplete for the Empire, especially as regards the Colonies. But most of the Colonies are now getting into line with statistical information.

According to the railway statistics of the Department of Railways and Canals the mileage of Canadian railways was increased by 514 miles to 22,966 miles during the year ended June 30 1908, as compared with 1,099 the increase during 1907. There were however 4,327 miles of line reported as being actually under construction on June 30 1908, and it is known that 750 miles were put in operation shortly after that date.

An analysis of railway capital shows that outstanding stocks on June 30 1908 amounted to \$607,425,349 and of funded debt to \$631,869,664, representing a total railway capital of \$1,239,295,013. These figures indicate an increase for 1908 over 1907 of \$18,856,758 in stocks and \$48,500,447 in funded debt—usually classified as bonds—a total increase for the year of \$67,357,205. If to the amount of stocks and funded debt as given above be added the cost of the Intercolonial railway, the expenditure on the Transcontinental and the amount of railway subsidies, aggregating \$325,345,031, the grand total is \$1,564,640,044 as the capital invested in Canadian railways in addition to the value of many millions of acres of land which have been granted in aid of railway construction.

Industrial disputes during 1908 showed a large decrease, the number being only 69 as against 149 in 1907 and 138 in 1906. Unfortunately owing to two strikes involving large numbers of employees the decrease in the number of workpeople affected did not correspond with the reduced number of disputes, and the approximate number of persons affected by trade disputes in 1908 was 26,232, compared with 34,694 in 1907 and 26,014 in 1906. The loss of time in working days was approximately 708,194 in 1908, 613,986 in 1907 and 489,775 in 1906. Of the