

inces of British Columbia, Alberta, Saskatchewan and Manitoba. The Order was revoked after the termination of the strike by Order in Council of December 16. These were the two most important disputes during the year; the only other one in which industrial conditions were largely affected was a general strike of the building trades in Vancouver, B.C., which impeded building operations there from June 5 to July 25.

Since the beginning of the present century a marked increase has occurred in the prices of commodities, an increase which is not confined to one country but which is felt with more or less intensity throughout the civilised world. In 1910 the Labour Department published a special report by Mr. R. H. Coats on Wholesale Prices in Canada during the 20 years 1890 to 1909, and this has been since followed by similar reports on the prices of 1910 and 1911. In these reports prices are measured by means of index numbers based upon the average prices of from 230 to 261 selected commodities in the period 1890-1899. In 1890 the index number for 235 commodities was 110.3. From this date the course was downward until 1897 when the percentage figure was 92.2. Then occurred a sharp upward rise which continued with a slight fall in 1901 until 1907 when the figure reached was 126.2. Falling to 120.8 in 1908 a further rise occurred until last year when the highest point yet reached was recorded, viz. 127.3. Thus wholesale prices in Canada during 1911 were 27.3 p.c. higher than the prices of the closing decade of the nineteenth century.

Increase in
prices of com-
modities.

According to Bradstreets of January 6 1912 the total number of commercial failures in Canada in 1911 was 1,359, as compared with 1,459 in 1910. This is a decrease of 4.1 p.c. from 1910, and the number is the smallest reported since 1907. The assets amounted to \$6,399,647 and the liabilities to \$12,799,001. The latter total represents a decrease from 1910 of 21.3 p.c. and is also the smallest since 1907. The record in Dun's Review of the same date gives the number of commercial failures in Canada as 1,332 compared with 1,262 in 1910, the assets amounting to \$9,964,604, compared with \$11,013,396 in 1910, and the liabilities to \$13,491,196, compared with \$14,514,650 in 1910.

Commercial
failures, 1911.

On August 28 a despatch was received from the Colonial Office stating that His Majesty the King had been graciously pleased to approve of the Naval Forces of Canada receiving the style of the "The Royal Canadian Navy" and of the ships-of-war of that navy being designated as "His Majesty's Canadian Ships". On December 16 the following regulations were published with regard to the distinguishing flag and pendants to be flown by the ships of the Royal Canadian Navy :

Canadian
Naval Service.

All ships and vessels of the Royal Canadian Navy shall fly at the stern the white ensign as the symbol of the authority of the Crown, and at the jack staff the distinctive flag of the Dominion of Canada, such distinctive flag being the blue ensign with the arms of the Dominion inset in the fly. The white pendant will be flown at the masthead.