

large introductions of British capital—the imports exceeded the exports, and in 1913 the ratio was as low as 56·27 p.c. In 1915 the balance was turned in favour of Canada by the large exportation of munitions and other war material, and from being against Canada to the extent of over 56 p.c. as in 1913, the balance became favourable to the extent of 53 p.c. in 1916.

The per capita value of the total trade of Canada, which was only \$35½ in 1868 has steadily risen until in 1917 it reached the highest point, with \$242.14 per head.

Throughout the whole of the fifty years the bulk of the trade of Canada has been with the United Kingdom and with the United States. During most of the period the larger share of Canadian exports has been sent to the United Kingdom, whilst the imports have come most largely from the United States.

The grain trade of Canada is highly organized, and elaborate arrangements for the inspection and grading of the principal descriptions of grain are in force under the provisions of the Canada Grain Act of 1912. The opening up of the Prairie Provinces for the growth on a large scale of grain, especially wheat, led to the introduction of grain elevators shortly after the year 1880. During the present century the number of grain elevators in Canada has increased with great rapidity. In 1901 the number of elevators in Canada was 523 with a capacity of 18,329,352 bushels; in 1917 the number was 3,360, with a capacity of 193,844,000 bushels. There are now in Canada six different kinds of grain elevators, the capacity of which has steadily increased with the growth of the export trade in grain. First come the country elevators and warehouses, which in 1917 numbered 3,296 with an aggregate storage capacity of 103,508,000 bushels, as compared with 518 and 12,759,352 bushels in 1901. At Fort William and Port Arthur are 13 large terminal elevators with a capacity of 41,750,000 bushels, as compared with 5 elevators, 5,570,000 bushels, in 1901. The others include 22 public elevators, 19 hospital elevators, four interior terminal elevators and a public or transfer elevator at Vancouver.

To open up the country and to provide for the constantly increasing traffic in passengers and freight, the railway mileage of the Dominion has annually expanded with constant and sometimes feverish rapidity. It is claimed indeed that the railway mileage of the Dominion is larger in proportion to population than that of any country in the world.

The first railway in Canada for passengers was known as the Champlain and St. Lawrence. It was opened on July 23, 1836. The length of the line was 16 miles, and the gauge was 5·6. This line was the only one in Canada until 1847, when the railway mileage was increased to 54. In 1851 the mileage had grown to 159 and in 1861 to 2,146. At Confederation, in 1867, the mileage was 2,288¹.

¹Annual Report for 1908 of the Comptroller of Railway Statistics, Appendix "A," History of Railway Mileage in Canada, pp. 212 and 213.