

and mysteriously disappeared much to the grief of their friends and creditors, and afterwards turned up again to assure them that their absence was only the result of a passing freak and meant nothing. Such conduct, however funny it may seem, is hardly in keeping with the habits of a first-class business man, and we can scarcely wonder that Mr. Fruidentburg received the treatment he did considering the circumstances of his absence.

We think common sense should dictate the propriety of any business man intending to leave his business for a while, that he should go through his accounts carefully and see what notes he has maturing during the time he expects to be away, and at once make some arrangement either to pay them in full or to get the creditors to whom they are owing to carry them until his return. We say common business prudence should dictate some such course as this, for it is not only awkward for the wholesale merchant to have maturing paper entirely ignored in that way, but is ruinous to the debtor who allows such a thing to happen. Business is business, and the debtor who is reckless of his own credit need scarcely be surprised if his creditors fail to trouble themselves as to whether his good name is maintained or not. Some merchants seem to think that it is a matter of indifference to wholesale houses whether their notes are met or not, they let things go in a kind of hap-hazard way and trust to luck to bring them through somehow. This system does not pay, and we are surprised that any such person can feel offended when they are plainly told that their creditors are bound to have their rights in a proper and legitimate manner. The way to avoid such difficulties is to conduct business upon business principles, and one of the first of these is that a debtor should always make some satisfactory provision for his indebtedness if he desires to keep himself worthy of credit.

OUR NEW HIGHWAY TO THE NORTH-WEST.

The opening of the railroad from Prince Arthur's Landing to Winnipeg marks a new era in the development of our great North-West territory. Hitherto our roadway to the North-West lay through American territory, a torturous course and long, and one moreover hedged in by every Custom house monstrosity that the ingenuity of Yanke

red tapism could invent. Indeed, it has often seemed to us, that if the American government had been in partnership with Chicago and St. Paul's merchants, they could not have acted more thoroughly in concert with them, and more ungenerously to their Canadian competitors for the North-West trade. As we pointed out some time ago, the only possible way to wholly overcome this state of affairs, is by the rapid construction of the Lake Superior section of the Canada Pacific road, which would give us an all rail route through our own territory. Until this is an accomplished fact, we shall always be more or less at the mercy of greedy and unscrupulous competitors, who will hesitate at nothing in order to keep possession of the great and growing trade of that wonderful fertile belt that belongs to us in the North-West.

The opening of the Thunder Bay section however, is a partial solution of the difficulty, in as much as it furnishes us with an all Canadian route for at least six months of the year. This is a boon which can only be fully appreciated by those who have experienced the delays and impositions incidental to the old route through American territory. In a conversation with Mr. Beatty, one of the proprietors of the North-West Transportation Company of Canada, he assured us that their Company are now making preparations to send passengers through from Sarnia to Winnipeg in forty-eight hours. They propose to leave Sarnia at about two o'clock in the afternoon, and making at once along the western shore of Michigan, reach the Sault Ste. Marie River in time to get through the canal before next night. This will give them the second night to run across Lake Superior, and thus enable them to reach Prince Arthur's Landing in about thirty-six hours after leaving Sarnia. The run by rail from the Landing to Winnipeg can, as soon as the road is properly ballasted, be made in about fifteen hours including stoppages. This will bring Toronto within three days of Winnipeg by an all Canadian route, and should materially aid in the development of our trade with the North-West. Hitherto one of the principal drawbacks to our successful prosecution of this trade has been the exorbitant rates charged for Canadian freight, and the delays incidental to the imperfect organization and the equipment of some of the roads over

which it had to pass. The rates over the new route should not exceed more than one-third to one-half of the former rates, and the saving of time should be equally as great. Looked at from any standpoint, whether national or commercial, the opening of this new Canadian highway is one of the most important steps that the Dominion has yet accomplished. One of the greatest drawbacks from a national point of view of the old state of things, was the habit the Americans had of tampering with our emigrants to the North-West, while en route through their territory. It is no exaggeration to say that hundreds of good emigrants that had been induced by Canadian emigration agents, and assisted with Canadian money to try their fortunes in the far away North-West, never reached their destination, on account of their having been induced by false representations made during their journey through the United States by American Agents to settle in that country. This not only resulted in a loss to Canada of the money that had been expended upon them, but of the prospective gain that any country in which they made their residence was certain to derive from their labors. As Canadians we are glad to know that this state of things will soon end, and that we shall soon be in a position to send our emigrants without any loss of time over our own route to our own prairie lands.

The opening of this new highway will no doubt increase the volume of trade between the Eastern Provinces and the North-West, and we trust that it may in addition tend materially to strengthen our evergrowing feeling of Canadian nationality and independence of our neighbors to the South of us.

CORRESPONDENCE.

The Editor does not hold himself responsible in any way for the opinions expressed by correspondents

To the Editor Trader:

DEAR SIR.—We have read with surprise the letter of E. Freudenberg, jeweler, Ottawa, in your July issue, said letter purporting to be a necessary one of self-defence in reply to an article written in your June issue, under the head of Business Notes, which article you, no doubt, were prompted to write from current report caused by the legal action we had taken, owing to his mysterious disappearance from his place of business on