

ruptcies, including within this term all estates where the assets are expected to realize less than three hundred pounds. Special provision is also made, borrowed from the Scottish law, for the administration in bankruptcy of the estates of deceased persons.

EMIGRATION FROM BRITAIN

A report upon the emigration which has taken place from the United Kingdom during the year 1882 has just been issued by Mr. Giffen the statistician of the British Board of Trade. Large as had been the emigration for 1880 and 1881, that for last year exceeded it considerably. The number who emigrated in 1882 was, including foreigners mostly in transit, 413,288, excluding foreigners, 279,366. Of these 162,992 were English, 32,243 Scotch, and 84,132 Irish. The increase for 1882 is in the English and Scotch, for the Irish figure was in 1880, 93,641, showing a decrease last year. The table of occupations indicates that farmers and graziers amongst them numbered 7,866, and agricultural labourers 5,138; which does not speak so strongly as one might expect of agricultural distress.

There is much that is interesting in the tables of destination of these emigrating inhabitants of the British Islands. They show for instance that the United States continues to receive the largest share of the emigration—more indeed than all other countries put together, no less than 81 per cent. of the Irish emigration, 60 per cent. of the Scotch, and 58 per cent. of the English going to that much favored country.

The preference for the United States is of long standing and too well founded to be easily shaken, "but of late," says the *Glasgow Herald*, "our British North American provinces, owing to the development of Manitoba and the opening up of the Great North West by the Canadian Pacific Railway, has been offering attractions to emigrants that are evidently being appreciated especially by the English and Scotch."

It would appear from the report that English and Irish emigrants prefer Canada to Australasia as a future home, for while Canada receives 17 per cent. of the English, and 9 per cent. of the Irish, Australia and New Zealand receive 15 per cent. of the English, and 8 per cent. of the Irish. The Scotch, however, go to Australia in the proportion of twenty per cent. and to Canada only to 14 per cent. No fewer than 15,636 females went to the Australasian Colonies from Britain last year, and 21,653 males, there being thus 58 men or boys to 42 women or girls in every hundred. The statistics show that the proportion of married people who emigrate is greatest among the English. Thus, of the English emigration 26 per cent. are married people, of the Scotch 21 per cent., and of the Irish only 11 per cent. Of the English 21 per cent. are children, of the Scotch 22 per cent., and of the Irish only 14 per cent. We discover from this that single adults number 53 per cent., of the English, 57 per cent. of the Scotch, and 75 per cent. of the Irish emigrants. It is important to notice that while from Ireland 45 unmarried females to every 55 males is the proportion it is greatly different in the sister

island; for Scotland sends out 73 single men to 27 women in a hundred. And England sends 74 per cent. men. This, it cannot be denied, is hard on the spinsters who are left at home; it shows, as an exchange puts it "a tendency to increase the disproportion of the sexes left at home."

THE HUDSON'S BAY ROUTE.

To come to any conclusion as to the value of the Hudson's Bay route to Europe on a mere statement of relative distances would be to accept a blind guide. The nature of the route must be taken into account. Mr. Bell of the geological survey, apparently represents Davis Strait as not offering any obstructions to navigation. But the truth is something very different. Immense quantities of field ice as well as icebergs are there met with, extending sometimes a distance of two hundred miles. This ice is moved about by the action of the winds and currents, and vessels when they get into it are greatly impeded in their progress. For this reason, to say nothing of the danger, it is often necessary greatly to prolong the distance by taking an indirect course to avoid contact with it. Along with the ice, heavy fogs are liable to occur. But for the current which runs southward, Davis Strait would be choked up with ice.

Still, bad as is the navigation of Davis Strait, that of Hudson's Strait is worse. Through this Strait come down icebergs, some of them 500 to 600 yards in thickness, and immense quantities of field ice. Mr. Bell says no vessel has ever been lost in Hudson's Strait. We doubt the correctness of this statement. One of Iberville's vessels, which was crushed in the ice, in 1697, had scarcely got out of the Strait when the accident happened. In 1849 or 1850, the Hudson's Bay Company lost a vessel in the ice, with a cargo valued at £50,000 stg. Fog is not unknown here. Sometimes a sailing vessel is nearly a month beating through the ice of Hudson's Strait. Opposite Charles Island, the channel is only about twenty miles wide, and might easily be choked with ice.

This navigation has been almost altogether in the hands of the Hudson's Bay Company, whose policy has been to keep its own secrets. The independent accounts we have of this navigation are not very cheering. Lieutenant Chappelle, of His Majesty's ship *Rosamond*, has given an account of a voyage made to York Factory, in 1814. On the 22nd August he writes: "We had now been nearly a month incessantly occupied in endeavoring to push our ship through the never-ending drifts of ice in Hudson's Strait." It may be worth while to enter a little into detail, as by this means the best idea can be got of navigation in this ice-blocked passage. On the 5th of August, the ship grappled to the ice, as a means of safety; and the next morning she was closely hemmed in, on all sides, for several leagues. Next day, she could, sometimes, make headway, at others she came to a stand. On the 7th, the vessel was closely wedged in by ice, all day; there was a heavy gale and a fall of snow. On the 8th, the ice loosened; but on the 9th the men were drawn up on it for target practice. Next day the ice remained

close, though it had opened a little the previous evening. On the 11th way was made; but at noon next day a field of ice was encountered. Opposite Charles Island, the vessel had to remain grappled to the ice five consecutive days. And when she did get started, it was necessary to heave to, in the dark. On the 21st, loose ice approached with great rapidity; "the pieces driving over one another, in their course, and seeming to menace the destruction of our ship." At noon a thick fog came on.

This will serve to show that a good deal more than distance has to be taken into account in estimating the value of the Hudson's Bay route. When the Bay is reached, if the destination be York Factory, a circuitous route has to be taken, in order to avoid the ice which encumbers the middle of the Bay. A ship on leaving Mansfield Island, destined for York Factory, has to steer as if she wanted to make the mouth of the Churchill river, until she is without one hundred and fifty miles of the west shore, when she can make direct for her destination. A strong current runs to the South, on the Western coast, and this has to be allowed for.

Lieutenant Chappelle gives a list of voyages made from the entrance of the Bay to the several trading posts, during the period from 1773 to 1813. We have taken the trouble to average them. To Moose River, the average time was 11 days; to York Factory, 10 and two-fifths days; to the Churchill 9 days. The longest voyage to the Moose was 27 days, to the Churchill 10 days, to York Factory 20 days. The reason that more time was consumed in the more southerly courses was no doubt the obstruction caused by ice drifting down from the North. We do not rely on all the details of Lieutenant Chappelle's figures, some of which are manifestly inaccurate; but taken in the bulk, they must give an approximation to the truth, and tend to show that if this navigation offers a short cut, it is not rapid.

—From letters received this week from Halifax and Pictou, and from the tone of journals in that Province, we consider that so far as Nova Scotia is concerned there is no abnormal condition of affairs to note. The trade of that province is in a wholesome state, and apart from the general error which traders fall into in this country, of over-importing, there seems to be no cause for serious concern. Still there have been a number of occurrences during the past week or two in that province—several failures or abscondings which serve to show more plainly—if, indeed, that were needed—the necessity of a bankrupt law, preventing preferences and compelling the equitable distribution of assets.

A RAILWAY from Winnipeg to Selkirk, 23 miles, is under construction by the Canada Pacific R. R. Company, to be finished by July next. This is intended to capture the traffic of Lake Winnipeg, bringing lumber and cordwood from its shores towed in rafts down the lake, and by and by minerals from the island towards the Narrows. There were already two saw mills near by, but a third, with a capacity of 40,000 feet per day has just been erected by the North Western Lumber Co., formerly Walkley & Burrows. Some traffic will arise, also, in the future from the hop-yards around the south end of the lake.