

Nearly all of the good pine in this northern country stands on these two streams and it is estimated that they contain upwards of 15,000,000,000 feet. Only 30,000,000 feet per year is now cut annually on them, and the logs all find a market with the Canadian manufacturers at Rat Portage and vicinity at from \$8 to \$15 per 1,000 and quick sale, being a much better price than could be had at Minneapolis. The cost of driving on these streams is hardly 25 cents per 1,000 with comparatively no loss as there are no marshy rivers to run through and no place to lose logs by getting out of the channel.

Several million acres of this country is yet unsurveyed, consequently unexplored. Farther up on Vermillion and other American streams the country is rough and considerably rocky. The pine is smaller, running about ten logs to the thousand. The same can be said of the Canadian side of this big water course. Rainy river is from one-quarter to one-half mile wide, with a deep channel and two mile current, clean, high banks, with about 600 farms fronting on it on the Canadian side.

One farm at the foot of Rainy Lake at Fort Francis (an old Hudson's Bay fur company post), has been cultivated for eighty years. On the American side, at the mouth of Big Fork river, there is a new town being started named Hannahford. At this place the Canadian lumbermen have built a boom to hold logs that formerly went to the mouth of Rainy river to be rafted. It is rumored that the seven mill companies at Rat Portage intend moving their mills up there, and will barge their lumber across Lake of the Woods instead of towing logs in rafts, as an average loss of about 20 per cent. will be saved besides the difference in cost of towing.

As to settlements on the American side there are only three or four, one at Hannahford, at the mouth of Big Fork, and one at the mouth of Little Fork, and still another and the last one at the mouth of Rainy Lake. There are a number of homestead claims on the many streams in Itasca and St. Louis counties. If one-half of the railroads built through this country as soon as they now intend to, it will be a great country for lumbering, farming, mining and manufacturing."

A Briton in America.

The number of *The Colonies and India*, of London, England, for April 5th contained a report of an interview which one of its representatives had with a prominent business man of London, shortly after his return from a trip around the world. From it we extract the following, which gives his views of the United States and Canada:—

"To a young man well placed in commercial affairs, and standing upon the threshold of public life, an extended tour round the world should be of incalculable value. Mr. Thomas R. Dewar, of the well-known firm of John Dewar & Sons, of Perth and London, has just returned from such a trip, having added largely to his knowledge of men and things, and gained greatly in physical strength. In August last Mr. Dewar found himself rather run down in health, owing to the heavy work cast upon him as a member of the London County Council, in addition

to his control of the business of his firm in London, and his medical advisers somewhat peremptorily ordered him off on a long sea trip. The willing patient started off at once, following the sun in his circumnavigatory tour. Hearing that Mr. Dewar had just returned to London, one of our representatives called upon him the other evening, when the returned traveller was good enough to give him a few minutes' conversation in the midst of his country council duties.

"I began my tour by going direct to New York," said Mr. Dewar, "as I have always had a keen interest in watching the economic development in the United States under the protection system. Not that I have any fancy for this fiscal policy, for I must say that, having looked carefully into the position for myself on the spot, I am convinced that it signally fails to work out satisfactorily for the general good. The wage-earner in the United States is practically in no better position than he would be here, for although he gets high wages, comparatively speaking, he has to pay high prices for everything."

"Then from what you have seen, Mr. Dewar, you have not become enamoured of protection as it is worked out by our American cousins."

"That is so," remarked Mr. Dewar. "I do not care much for America, after what I have seen, either in the fiscal or political sense. This is putting it generally, of course, for there is much to admire in the States, both in the people and the institutions of the country. I paid a visit to Pittsburg, the transatlantic Sheffield, and had a look over the Carnegie works at Homestead after the riots. I also saw through the famous Henry Thompson works at the same place, and was much struck with the air of industrial enterprise exhibited in this part of America."

Mr. Dewar visited Washington, where he met a large number of the leading politicians of the great Republic. He was shown over the White House by a patriotic official, who pointed proudly to the fact that nearly everything was American made. "Everything but the whisky," corrected the visitor, who had already been treated to a glass of his own Scotch whisky under the hospitable roof of the President's palatial official residence. Mr. Dewar also had a look over Baltimore, Philadelphia—where he was shown through ex Postmaster General Wanamaker's enormous establishment,—Boston, Newport, Portland, and several other large cities on the Atlantic slope. He holds that the drink traffic is better regulated in Philadelphia than anywhere else. While at Washington the traveler was shown the spot where President Garfield was shot, and he also had a look over Blaine's house in the political 'West End' of the capital. At Newport he went to see Vanderbilt's famous house. "Solomon's Temple is nowhere," says Mr. Dewar, "compared with this colossal and tastefully finished palace, and Newport itself is a veritable paradise."

The prohibition State of Maine illustrated to Mr. Dewar the falsity of prohibition as a progressive policy. "Get prohibition and the grass grows on the streets," is his verdict on this condemned system, and coming from a practical man of business the expression of opinion is worthy of note.

The traveller then crossed over the White Mountains to Canada, where he visited successively Quebec, Montreal, Toronto, Winnipeg, and, in fact, all the large centres throughout the Dominion. The difference between Canada and the United States is particularly noticeable, and is all in favour of the Dominion from every point of view—political, commercial, and social. Dropping back over the border, Mr. Dewar spent some days in Chicago. With a population of less than 2 million, Chicago has over 6,000 licensed drinking houses, which gives an average of one public house, or "saloon," to every 150 people. It is only fair to record, however, that there are also some churches in Porkopolis.

"I ran up into Canada again," continued Mr. Dewar, and over the C. P. R. to the Canadian

Pacific slope. There is a great future before the fine territory which lies between Winnipeg and Vancouver; the natural wealth of the country cannot be estimated, and the vigour and enterprise of the Canadians may well be trusted to develop the resources of the territory without delay."

"Then you went down the Pacific from Vancouver?"

"Yes, after paying a special visit to San Francisco. The Californian capital is a fine and prosperous city, while the drink traffic holds about as prominent a position there as it does in Chicago. They seem to 'drink between drinks' in the neighbourhood of the Golden Gate. The Californian method of illustrating the enormous extent of the liquor traffic in 'Frisco is to explain that a man may get drunk in a different saloon every day for ten years, and yet leave many saloons unvisited!'"

The C.P.R. train from the east brought a small party of European immigrants into Winnipeg on April 25th, bound for the Prince Albert district, Saskatchewan.

There was trouble last month between the Dominion authorities and the city of Halifax over the question of fumigation of immigrants. Hitherto the fumigating has been done after the arrival of the ship with the emigrants at the city docks, but the city thinks that method dangerous and now insists on it being done prior to the touching of the vessel.

The work of the Canadian Pacific Exhibit Car has borne good fruit. Three parties of emigrants have already left this season under the auspices of the Company, one by the Parisian on March 23rd, the second by the Vancouver on March 30th, and the third by the Lake Ontario on April 1st, a representative of the Company being on board in each case. The emigrants, who numbered in all some 500, consisted almost entirely of small farmers and farm laborers destined for the Canadian Northwest, and at least 90 per cent. of them came from the counties of Essex, Herefordshire, Bucks and Berks, where the exhibit car has been at work. The car is now touring through the farming districts of Surrey and Sussex, and continues to attract much attention.—*Canadian Gazette*.

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