

who have collected around the same, and have made a miserable failure, if not a fraud, of what might have been a profitable and valuable North-western industry. To make it the latter, however, the efforts of honest earnest workers is necessary, and not the schemes of idle and irresponsible adventurers, the butt out of the late real estate boom, and the screenings of eastern gambling circles.

It is necessary to take every precaution at present against coal mining falling into similar hands. Vast fields of the same are now penetrated by the C.P.R., and should they fall under such unscrupulous management, they would be a curse instead of a blessing to the North-west. The Dominion Government can aid greatly in preventing such an undesirable result by framing wise mining regulations, and exercising reasonable caution in the granting of mining charters, and it is to be hoped that they will follow such a course.

The business men of the North-west, however, can greatly supplement these efforts of the Government, by devoting some of their attention and funds towards legitimate development of our coal resources. In this work they are laying the foundation of the country's future industrial greatness, and mining companies formed of men directly interested in the progress of this great work, will be best able to guide and build up what must yet become a great industry in the North-west.

SOUND THE LAND'S PRAISE.

Manitoba and the North-west are every year being more permanently brought before the attention of the people of older lands. This year many distinguished visitors have passed through the country, and have thus had an opportunity of judging for themselves as to the vastness of its resources. These visitors were not from Great Britain alone, but the old settled countries of Europe have sent some of the most distinguished of their nobility to view the glories of the wondrous North-west. Whether from the staid old Vaterland or hailing from sprightlier La Belle France, they all returned with the unanimous opinion that though they had read much and heard in other ways of the country, still the half had not been told them. Visits from representative men, who return and tell their people what they have seen in their travels is the most powerful advertising agent that can be brought

to bear, and may be expected to bring forth rich fruit in directing the tide of emigration to our prairie land. Our American friends who have visited the country in such large numbers this season have also returned with greatly enlarged ideas of the land. This is amply evidenced by the manner in which some of the most intelligent correspondents of leading American journals have spoken regarding it. They are becoming impressed with the fact and to realize that although there is a vast amount of rich territory over which the Stars and Stripes float, the old Union Jack is not very far behind either in extent of land or fertility of soil. There has thus been fostered a friendly feeling between the two nations lying side by side, which cannot but prove beneficial to us on the Northern side of the 49th parallel, and will at the same time do our neighbors south of that imaginary line no harm. There is no doubt of it, the eyes of the civilized world are to-day directed with an attention never before equalled towards the North-west. The splendid crop of this year, unequalled anywhere in the world—will serve to rivet that attention and draw like a mighty magnet thousands upon thousands to our magnificent country during the coming year.

CANADIAN SHIPPING AND RAILWAYS.

Unless one sits down and studies carefully the statistics connected with the shipping trade and railway business of this country, it is impossible to form any idea as to the vast dimensions they are assuming. From small beginnings they have attained to gigantic proportions. With splendid ports in which the largest vessels afloat can ride at ease on both the Pacific and Atlantic coast, and connected by a continuous iron band of railway, and all on our territory, it seems as if Canada were only venturing on the threshold of what is to be her grand destiny in the future. The inexhaustible resources of her soil are only in the infancy of their development. Over the parallel lines of steel which span the continent on Canadian ground must ultimately pass the great tide of commerce between Asia and Europe. The Canadian Pacific Railway, from its geographical position must inevitably, so soon as completed, be the great highway of commerce between the opposite sides of the globe. The port nearest to the Pacific on the Atlantic side is Montreal, and it is also nearer to any Asiatic

port than New York. The distance from Liverpool to Yokohama, by way of Montreal and the Canadian Pacific Railway, is 11,019 miles, which via New York and San Francisco, it is 12,038 miles, an advantage of 1,019 miles in favor of the Canadian route. From other principal European ports the advantage is correspondingly great. In this age of the world, when time means money in a greater sense than at any other period in its history, the route offering the most rapid transit must of necessity attract the majority of traffic. The extensive improvements that are also being made on our inland waterways will also serve to provide cheaper and more rapid transportation than by any other route that can be projected. Then further when the Hudson's Bay route is opened up the east and west will be brought still more closely together with such opportunities and all circumstances favorable as the most patriotic could wish for, Canada and especially the North-west must become the theatre upon which will be transacted the commerce of the world. How important it is then that no stone should be left unturned to be in every way prepared for the work that lies before us so soon as all the conditions mentioned are fulfilled. The Dominion now has the fourth place in the merchant marine of the world, and everything promises that she will soon take a position second only to the Mother country herself.

THE CROPS.

Great fears have been entertained as to what the effect of the frost during the latter part of last week would be. So far as this province is concerned no severe damage so far as can be learned has been done. The only place where there was any damage particularly to be dreaded was in eastern districts of southern Manitoba and in some sections south-west of Portage la Prairie. Through the North-western States the corn crop has been badly damaged, and from many sections of Ontario reports come of great evil being wrought. The neighborhood of London seems to have been especially unfortunate. Manitobans have good reason to congratulate themselves on having so well escaped the scourge.

Far north as this country may be there is in its peculiar situation that which gives it an immunity from frost not enjoyed by countries situated in lower latitudes.