



READERS of UPS AND DOWNS must not be taken in by the notion that the North-West and Manitoba have gone out of business, for the reason that no notes appeared from these benighted regions in the last issue of our esteemed magazine. Our people are still here—old settlers and new settlers, big boys and little boys—all here and hard at work developing this great Empire of the West.

Numerals really should be kept out of correspondence intended for entertainment, so far as is possible, but there can be no offence when the writer remarks that the man who, a few years ago, prophesied that Winnipeg would some day become the Chicago of the Canadian Dominion was probably more inside the book than he thought at the time; certainly as regards the grain business he was modest, for the returns of 1902 and 1903, which have just been published over the signature of Mr. Charles N. Bell, Secretary of the Winnipeg Grain and Produce Exchange, show that while Chicago transhipped but some thirty-eight millions of bushels during the year referred to, Winnipeg handled during the same period, through the Dominion grain inspectors, nearly fifty-two millions of bushels, even outstripping Duluth and Superior's combined shipments by some ten millions of bushels—facts which explain why the Canadian Pacific Railway Company are adding some thirty-five miles of sidings this year to their already extensive yards, and building monster engine-houses and car-shops in the city of Winnipeg.

The writer has felt called upon, in all previous correspondence appearing in UPS AND DOWNS for which he is responsible, to make the attempt to keep vividly before our boys in Eastern Canada the rapid advancement of this portion of the Dominion, and has consequently tried to keep himself posted upon his subject; but candour compels him to admit that the figures quoted above came as a surprise when published in the local press, and the facts given open up a line of thought and speculation as to future possibilities in grain production, the time in the future when each member of the B.O.B.S. has come forward, claimed his homestead and set his ploughs, seeders and binders going, which is positively overwhelming; and the Eastern statesman who is possessed of the belief that another line of railway will solve the transportation problem in the West for any appreciable length of time, should retire to some more humble walk of life, or come out toward the setting sun and examine for himself the heritage which the sons of Canada have yet to claim.

Alaskan Boundary

Our readers have, of course, all read and heard much of the Alaska award: in other words, the verdict arrived at by the Commission held in London for the delimitation of territory between Canada and the United States on the North Pacific Coast. The terms of the award have aroused a great deal of strong feeling throughout Canada, and, although there has already been much spilling of printer's ink on the ques-