

WINDING UP ESTATES.

The wretched management of estates, at least so far as the creditors is concerned, is a matter which occasionally calls for remonstrance. Following is a striking example showing how the estates of deceased traders are sometimes handled:

ADMINISTRATOR'S STATEMENT OF THE ESTATE OF J. W. SAWELL, OF GAINSBORO. JANUARY 15TH, 1895

1893.			
Dec.	Amount of Stock, per Inventory	\$958 39	
	One set of 100's	140 00	
	Book debts	658 97	
	Store and Lot original cost	400 00	\$2100 00
	Sale of Goods.		
1894.			
May 3	Wm. Aeuery, Gainsboro: To Goods, \$998 at 52c	\$518 99	
	Book debts, \$546 at 27c	147 42	
	Goods sold by Administrator at Invoice price	78 00	
	Accounts collected by Administrator	107 00	\$351 41
	Debts incurred since death and paid in full	\$166 05	
	Cost of administration	219 20	\$676 15
	Cash on hand for distribution		\$176 26
	Accounts prior to death presented for payment accompanied by statutory declaration	\$1575 23	
	Ratio: 11 cents on the dollar.		
	I have been unable to dispose of the store and lot at anything like its value.		
	J. W. CONNELL, Administrator.		

From the above statement of the administrator, it will be seen that it cost \$676.15 to collect \$851.41, leaving the magnificent sum of 11 cents on the dollar for the creditors. The exhibit is certainly a most disgraceful one.

SETTLING OUR VACANT LANDS.

The Commercial has on several occasions referred to the necessity for looking after and assisting immigrants when they arrive in this country. The work is only begun when they are induced to come here. They require guidance, advice and assistance after they get here, to enable them to locate to advantage on land. This refers of course to those who come with the intention of farming, and we take it that this is the class of settlers we need for this country.

This leads up to the belief that a good deal could be done towards helping persons who are already residents of the country, to become farmers. Instead of devoting all our energies to bringing people here from abroad, we might to advantage look at home to secure settlers for our vacant lands.

There are in Winnipeg and some other Manitoba towns quite a number of families and individuals who would be glad to settle on land and become farmers if they had the means wherewith to begin operations. Families cannot take up land and begin work as farmers without some capital. Instead of devoting all our efforts to foreign fields, we might to advantage consider some plan of colonizing our vacant lands with likely parties from our own towns and cities, who would only be too glad of some assistance in that direction.

There is an area of vacant land about Winnipeg sufficient to provide farms for thousands of farmers. We have a surplus population in some of our towns and

cities. Probably 500 desirable families could be secured in Winnipeg alone to locate on the vacant lands about the city, if some plan could be devised to assist them. Many of these persons have already had some experience as farmers in this or other countries but who have come here without sufficient means to locate on land, and on this account they have been obliged to remain in the city, where they are struggling to maintain themselves by manual labor.

This is a matter which we believe is worthy the attention of our business men, land owners and provincial and municipal authorities, and we would like to see some organized effort made to deal with the suggestions thrown out.

CANADIAN VS UNITED STATES CANALS.

By this post you have copy of Toronto Weekly Mail of 80th inst, in it and in the Daily of 2nd inst there is a copy at page 5 of a report by Edward C. O'Brien, late commissioner of navigation under President Harrison now of Governor L. P. Mathews staff and as I did not see your notice I expect you may have missed seeing it.

I expect you will find it interesting, Ed is a close reasoner gives hard facts for the faith that is in him and shows up against his will that the Canuucks will win.

The proof is shown, first Montreal is 250 miles nearer Liverpool than New York, 2nd the Soulanges Canal on the St. Lawrence when completed will give 14 feet of water over the sills and 17 feet over the stretchers and replace the Beauharnois which at present only give nine feet, in short a waterway fit for ocean vessels from Lake Superior to Montreal. The putting in of quick acting lifts on the Welland and St. Lawrence, reducing the fifty-three in use from Lake Erie to Montreal to six is carefully noted, and the abolition of tolls only a matter of time add to this Duluth to Montreal is by this route 163 miles less than Duluth to New York via Buffalo the Erie Canal and the Hudson River a simple fact.

Under further improvements is noted the new canal from the Georgian Bay by French river, Nipissing and Nesbensing lakes, the Mattawa to the Ottawa river. This as Mr. O'Brien observes "is the shortest possible route from the seaboard to lakes Michigan and Superior, and it is entirely within Canadian territory." A saving of 317 miles is here shown, the mileage is in and about 95 miles through French river, Nipissing and Nesbensing lakes and Mattawa river to the Ottawa, there is no elevation over 25 feet between lake Nesbensing and the Mattawa river and for the country through which it passes Humboldt has shown that the waters of a good portion of Georgian bay and lake Superior have passed around that way, a saving of 317 miles, that it is a distance equal to that of from Fort William on the C.P.R., east to Mississauga, or coming closer home, the distance from Winnipeg to English river eastward, or to Grenfell, Assa., beyond Broadview west, a gap which takes an average of 18 hours time by express trains to cover and of some value to shipping. The Mail does not in an able review refer to the Georgian Bay and Ottawa River route, they are good, the best yet, safe and reliable, and yet Canada is far from depending on all or any of them whether Buffalo and New York, St. Lawrence and Montreal or the Georgian Bay and Ottawa River. Now, Mr. Editor, of the Commercial, Winnipeg, Manitoba, will you kindly place a good globe map before you and a scaled northern hemi-

sphere map at one side and give a few remarks that will naturally rise to the mind of the advantages of the Hudson's Bay Route even for a brief season over all of them. The mileage and average time by rail, Winnipeg to Churchill or Franklin, thence to Hudson Straits and to Liverpool or Glasgow, the nature of these seas, the average time on Lunenburg or Campania, or again an Allan Liner on them, the dangers from fog incurred by vessels passing north of Newfoundland in comparison with those passing south, or again the position a shipper would be in were his imports advised of as being safe into Churchill harbor, would he not feel in some command to distribute to Calgary, Vancouver, Honolulu, Winnipeg or lake country clear beneath him, again, as to the waterways, it is not twenty miles from Winnipeg to St. Andrews rapids, and yet they are as effectual a bar as a high tariff, on 200 miles of river and lake navigation on this the natural route of the North West. A vast amount could be said on this subject, which will be spoken of when completed as the wonder why it was so long undone. Manitobans and North Westers will have to speak out and get for themselves and assert their rights, for around the North West with a free outlet to the Atlantic on one side and the Pacific on the other, will the power of Canada be seated.

Yours obediently,
D. T. B.

Business Men Organizing

The various commercial organizations in the Northwestern States are uniting to form a sort of central or executive organization, through which all the commercial bodies can work in harmony. This seems to be a good idea. There are times when it is necessary that the commercial bodies should speak out quickly and decisively, and an organization of this nature will help them to do so. The report concerning the organization in the Northwestern States says that delegates from a number of commercial organizations throughout the Northwest met at Minneapolis, Minn., and formed the "Northwestern Business Federation," the object of which is to concentrate the power and usefulness of various Boards of Trade and other business organizations of the Northwest in one organization, in order to secure prompt and harmonious action in the proper consideration of questions pertaining to the financial, commercial, industrial and all other material interests of the Northwest States, as well as to foster and strengthen the efficiency of each organization comprised in its membership.

Begg's History of the West.

The second volume of Alexander Begg's "History of the Northwest," published by Hunter, Rose & Co., Toronto, is now out. The preface to this volume is devoted to correcting a misleading account of the negotiations, etc., that preceded the occupation of Manitoba, which Mr. Pope in his "Life of Sir John Macdonald" gives to the public. Mr. Begg had peculiar facilities for observing the events he recorded and has given much time to the enumeration of documents bearing on the questions. His view is that far greater disturbances in 1870 were avoided chiefly by the skill with which Sir Donald Smith conducted the duties assigned to him as the commissioner of the Canadian Government. The second volume deals with the history of the country from the Riel insurrection to the period of the boom and is a valuable book of reference. The full work when complete, will form a most invaluable addition to Canadian historical publications.