

Canadian Pacific Competition.

In referring to the important part likely to be played in the near future in the railroad affairs of the country by the Canadian Railway, the San Francisco *Chronicle* calls attention to the fact that the distance, via the Canadian Pacific, from the Pacific coast to Montreal, is about the same as the distance by the Central and Union Pacific and their connections, from that coast to Pittsburgh, the figures being as follows.

Miles.
From San Francisco to Pittsburgh, via Ogden ... 2,888
From Port Moody to Montreal by Canadian Pacific 2,895

At Montreal, continues the *Chronicle*, passengers and freight by the Canadian Pacific strike ocean steamers which carry them by a voyage of 3,043 miles to Liverpool, whereas passengers and freight by the Pacific railroads running through Ogden, when they reach Pittsburgh, are still 444 miles from ocean steamers at New York, and then they have a voyage of 3,430 miles before they reach Liverpool. If, says the *Chronicle*, Canadian steamers at Montreal were as swift as those plying between New York and Liverpool, passengers by the Canadian route would beat those by the American route not less than three days. If ever the Canadian Pacific people put on a line of steamers from Port Moody to China and Japan, the *Chronicle* thinks American transportation lines will have to look to their laurel.—*Brushstreet's.*

The Promising Outlook.

The first six months of 1886 closes with a hopeful feeling pervading all industrial and business circles throughout the country. This feeling is the result in part of the industrial activity which commenced soon after the middle of 1885, and which still continues, in part of the promising outlook for all our crops which now exists, and in part of the assured certainty that the evil will be no unfriendly tariff legislation this year. The great manufacturing enterprises of the country are busily employed, there are few idle workmen, and wages are an average of at least 10 per cent higher than they were at this time last year. With good crops and foreign competition kept within reasonable limits, the remainder of this year should be favorable for all branches of business. Prices, of course, are still too low for many products, but consumption is large, money is abundant, and bills were never more promptly paid. During the six months which have just closed the prosperity of the country was sadly interrupted by a greater number of strikes than have ever happened in the same time in our history. But for these strikes and their injurious consequences in interrupting business and unsettling confidence, production in all branches of manufactures and in all mining operations must have been larger this year than in any previous year, and prices could not have been so low in some branches as they have been. Let us hope that during the remainder of the year labor will be satisfied with its present rewards.—*Chicago Journal of Commerce.*

At a meeting of the Agricultural Society, held at Regina on July 12, the crops were said to be progressing favorably in that district.

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