the trade of the East and of the world. But it can do no harm to wait a little. Is it certain that the trade can be induced in any large measure to foraske the sea and take to these land routes? What portion of the trade of the East, his consented to transhipment and taken the overland route either via Alexandria or Panama? How much tea, for instance has ever been brought that way? Land carriage is notoriously more expensive than water carriage. Passengers, mails and specie take it as the speedier. Other traffic, as a rule, goes by water, ever over longer routes. The Pacific railway, which our neighbours are building as a means of securing the control of this trade, is an experiment. Let us await the result. Our advantages in print of distance will not be diminished with time. The trade winds are not likely to shift their direction. We cannot accept Mr. Waddington's motto therefore as absolutely correct. If we lose this trade for a time, we may repair it, if our advantages are such as, using them now, we should be sure to keep it.

Of the difficulties of construction and maintenance by our route. Mr. Waddington treats at considerable length. He meets them manufuly, and in some respects successfully. In commenting recently on Mr. Dawson's report, we took occasion to refer to the first and chief difficulty—that of going from Ottawa by the North side of Lake Superior to Rainy Lake, a distance of about 700 or 800 miles. He treats that as follows:—

"It has hitherto been generally believed. for want the trade of the East and of the world. But it can do

follows

follows:—
"It has hitherto been generally believed, for want of more ample information, that the country north of Lake Superior was broken and barren in the extreme; thus rendering it unfit for settlement, and consequently too severe for an Overland communication with the west. So that the only teasible road to connect Canada with the North West Territory and the Pacific, must unavoidably be through the Sta e of Minnesota.

Pacific, must unavoidably be through the Sta e of Minnesots.
"Such a conclusion can only have been founded upon the forbidding aspect of the mountains which form the northern shores of Lakes Superior and Huron; and which, as seen by travellers from the water, with their bold naked sides and peaks, treeless and bare of vegatation, present, it is true, a scene of thorough desolation. But the explorations which were made lass year in that direction by the Canadian Government (the results of which were kindly communicated to the writer by Mr Russell Crown agent in Ottawa.) prove that this tormidable range of mountains has no breadth, and is as circumscribed in a northerly direction as its southern flanks are precipitous. So much so, that at one point the water-shed towards the Hudson's Bay comes within eight miles of Lake Superior; whilst to the north lies a vast level country of clayey formation, extending with little interruption to Hudson's Bay. Good crops of wheat are raised at New Brunswick House, on Moose river, in lat. 49.35, and as the level tract of country south of the Montreal river, which are poor and sandy.) of much the same quality as that of the Ottawa country, it may be safely inferred that the whole country it for settlement.

But the facilities for a railroad srestill more remarkable. From Ottawa to the mouth of the Montree.

for settlement.

But the facilities for a railroad arestill more remarkable. From Ottawa to the mouth of the Montreal river 230 miles, the country, which is well known, presents no serious obstacle. The water-shed at the north angle of the Montreal river, 100 miles further on, in lat. 48.6; long 81 20 and the highest point between Ottawa and (probably) Nipegon river, is only 830 feet above the sea. The ground explored here for 106 miles due west, and to within a distance of 230 miles of the river Nipegon in long. 88 25, was found to be 'most favourable,' and the surveys made in the latter neighbourhood and extending twenty miles back from Lake Superior, show the country to be 'still more even.'

"It has been suggested that a railway might be carried in a direct line from Quebec to Nipegon river, along the watershed between the St. Lawrence and Hudson's Bay; thus avoiding 330 miles of frontier line by the existing railroad along the St. Lawrence, and shortening the total distance across the Continent some 120 miles. But there has been no survey of this portion of the country; the length of road to be built would be increased 250 miles entailing; and extra expense of two millions and a halt sterliing; and besides this very serious objection, and those arising from the absence of a population, a more northern latitude, and greater elevation, the port of Quebec is closed during the winter, thus presenting no advantage over that of Montreal.

"Further west, a tract of country between the Nipe-

Montreal.

"Further west, a tract of country between the Nipegon river and Sturgeon Lake, where the rock formation is Laurentian, and another nearer the Winnipeg river. north of the Lake of the Woods, with numerous dome-shaped hills composed of intrusive granite and syenite, varying from 150 to 200 feet high, might offer some difficulties, besides a considerable amount of sterile ground. But those immediately between Thunder Bay on Lake Superior (where a silver mine of surprising richness has lately been discovered) and the Lake of the Woods, are not by any means what has been said, or what is still very generally believed. The whole country in this direction was carefully explored in 1858-9 at the expense of the Canadian Government, and a line of communication to Fort Garry laid down by Mr. Dawson, the well-known engineer: by Dog Lake, Savanne River, the Lake of a Thousand Lakes, the river Seine, Rainy Lake and River, and the Lake of the Woods, in all 499 miles, of which 338 are navigable by steamers. The opening of this line and building of a dam at Dog Lake, were commenced last year, but suspended soon after the installation of the new Dominion. It would, by taking advantage of the lakes and rivers, cost (according to the plan which might be followed), from £5,000 to £30,000 of which the Red River Settlement would contribute a part; and Mr. Dawson calculates that it would reduce the cost of couveying goods to Fort Garry, to less than \$40 per ton from Lake Superior, as against \$100 from York Factory, and \$90 from St. Paul, Minnesota; bejides a saying of 30 per cent. on the value of the goods, Montreal.

"Further west, a tract of country between the Nipe-

by buying them in Canada instead of in the United States. These prices would again be eventually reduced by the construction of the Huron and Ontario canal, for which a company has been organized and authorized by Act of the Canadian Parliameut.

'These geographical facts, some of which are laid before the public for the first time, settle the question as to the supposed preference to be given for any future road to a line through Minnesota (where the Red River settlement at present gets its supplies); and which instead of being the 'true and only practicable route from the North Atlantic to the Pacific,' as some parties have maintained, would in all respects be by parties have maintained, would in all respects be by far the most roundabout. A railroad from Ottawa to Fort Garry, passing north of Lake Superior as above described, would not only form one single straight line in the direction of the Yellow Head Pass through the Rocky Mountains, but would pass entirely through British territory, and at a suitable distance from the frontier frontier *

"As to the general fitness of the country for settlement, that has already been shown as regards the great plain and 'clayey level,' extending together for 765 miles from Ottawa in 1 Nipegon river. Beyond this there is an interval of 285 miles, between the Nipegon and Winnipeg rivers, a small portion of which, as already explained, is composed of silurian rocks, and comparatively sterile. But although the cultivable areas are limited, where they do occur, the soil is rich, and the country is intersected by many fertile spots and hollows sufficiently extensive for farms."—Montreal Gazette. treal Gazette.

SHIRKING WORK.

SAN Francisco paper complains of the tendency of young men to crowd into the city from the country, and to engage in business and professional pursuits in place of farming and mechanical industry As an evidence of the folly of this course, it represents that while good mechanics in that city can ob. tain constant employment at wages averaging \$100 per month, clerks and salesmen can only command :40 or \$50 a month, and find it difficult to obtain employment even at these rates.

The complaint of our California contemporary is common to all great cities In this city clerks, bookkeepers and salesmen, do not command, as a general rule, half the wages that is paid to good mechanics We have known well-educated but unemployed physicians and lawyers lament that they were not mechanics, and envy the \$5 a day that is paid to bricklayers and carpenters. It is a fact, that in New York
at the present time, skilled workmen of almost every
trade are better off, and enjoy more of the solid comforts of life than the crowds of professionals and clerks
that have to work more hours for less money. Of
course there are many clerks and salesmen that command several thousand dollars a year for their services,
but the lucky or—to speak more correctly—the able
ones are few in comparison to the number who are
obliged to "keep up appearances" and support a
family on \$800 a year or less. It is also a fact, that
while "gentlemenly" avocations are overcrowded,
there is no complaint of this kind in reference to
skilled workmen. It is a proverb, that a good mechanic can obtain employment any where, while the
number of idle salesmen, bookkeepers, lawyers and
doctors, is constantly increasing.

This is a serious evil and, unfortunately, it is one
that is likely to increase in place of being diminished.
This is largely due to the injudicious conduct of parents, who think that it is a disgrace for their sons to
begin life the same as their parents and work for a
living. Our colleges are crowded by young men who
desire learning not for its own sake and for the intrinsic excellence of knowledge, but as a means for
getting "an easy living" And, as if this evil were not
enough, there are actually institutions specially established for grinding raw country lads into full fledged
merchants, shipping clerks and bookkeepers, in a few
weeks'time, and "at the lowest possible price" In
this way the cities are overstocked with "professionals" to the neglect of honest industry.

It is time that sounder views should prevail upon
this subject. Parents should understand that it is
their duty to give their children a sound industrial
education as well as good mental culture. The foremost men in New York have risen from the workshop,
A trade well learned, is a mental discipline in itself.
It trans young men to o chanics, and envy the \$5 a day that is paid to bricklayers and carpenters. It is a fact, that in New York at the present time, skilled workmen of almost every

MONEY MARKET.

THE banks throughout the Dominion continues to be well supplied with money, their deposits having steadily increased during the last three months; and this increase has been principally in the permanent or interest-bearing deposits. There is, at the same time, considerable stagnation in business, and it has become difficult to find safe investments for money, except at lower rates of interest than usually rule here. Seven per cent is still the nominal bank rate, but firstclass business paper can be done as low as six, and short loans on collaterals are effected even more favorably.

Sterling Exchange is du'l and lower, transactions having been principally at 109 for 60-day bank drafts on London. The rate in New York has been irregular, the closing quotation being 109% for gold

Sight Drafts on New York payable in gold are in demand, and have sold at i to i prem Owing to a combination, an artificial scarcity of gold has been produced in New York, and short sellers have had to pay as high as i per cent per day for the use of it.

Gold in New York has fluctuated wildly during the week, through the influence of "rings," the highest point touched having been 1367, and the closing rate 134]. Greenbacks are now worth about 74]c.

Silver is offering freely, with buyers at 3;, and sellers at 3! discount.

The following are the latest quotations of Sterling Exchange, &c:-

	ion, 60 days sight	1091
14 44	aight.	110
Private, "	60 days sight	1084 to 1084
Bank in New	60 days sight York, 60 days sight	1091
Gold Drafts of	n New York	i to prem
Gold in New	York	1941
Silver, large		31 to 31 die
,	• • • • • • • • • • • • • • • • • • • •	Of to of die.

THE GROCERY TRADE.

Raldwin, L. H., & Co. Chapman, Fraser & Tyles. Chapman, H., & Co. Chids, George, & Co. Franck, J. C., & Co. Gillespie, Moffatt & Co. Jeffery, Brothers & Co. Kingan & Kinloch, Mathewson, J. A.

Mitchell, James. Robertson & Beattie. Robertson, David. Tiffin, Bros. Tiffin, Bros.
Thompson, Murray & Co.?
Torrance, David, & Co.
West. Bros.
Winning, Hill & Ware.

THE past week has been one of very little activity, buyers holding aloof in expectation of the trade sales which were announced to take place. So tar, however, the business done at auction has been comparatively limited. At the sale of teas for account of Messrs. D. Torrance & Co., on Wednesday, the audience was small and the bidding altogether deficient in spirit. Many lots were entirely passed over. and only about 1,125 packages found purchasers. At the sale of fruit, &c. for Messrs. Chapman, Fraser & Tylee on the same day, a larger audience was attracted, but there also buyers were cautious, and in many articles only first lots were sold, the prices of. tainable not being considered at all satisfactory.

TEAS.-There has been some improvement in the New York market, and prices now rule higher proportionately than buyers seem disposed to pay here, so that our importers generally feel inclined to sell in New York in preference to accepting current rates. Really good Japans are scarce and in demand.

Coffee-Is unchanged and without enquiry.

SUGAR .- Holders are firm, there being no surplus of stock. Refined unchanged.

Molasses -Really good samples of Barbadoes and Muscovado are still in demand, and several small lots have been placed at 40c to 42ic. Cientuegas are held at 42 c to 48c There is some enquiry for Centrifugal, but buyers and sellers are apart in their views.

FRUIT.-Previous to the public sales, holders of raisins were firm at previous prices, but are now offering at lower rates, proportioned to the prices obtained at auction. Currants, however, have remained as before, with but few arrivals.

RICE -Has received good attention, a fair article of Arracan or Rangoon being sought after, and full figures paid. A small lot of first quality Rangoon was sold at auction at \$4.10, but sellers refused to repeat lots at this price.

SALT-Is without change, and but little doing A few lots have been offered for sale affoat, but prices are nominal.

SPICES .- Cassia remains scarce and is held firmly at 47 c to 5 c. Black pepper has also been well enquired for, and holders are firm at 90 to 910, although sales at auction were at 81c to 81c.

Liquors-Are in very small demand, and at auction hardly a bid could be obtained, and only small lots were sold.