

"Coming to Victoria it will be seen that the adjoining state has been over-hauling this colony of recent years in the matter of wheat exports. The following, likewise taken from official sources, gives the exports of wheat during the same decade: 1890, 601,382 bushels; 1891, 4,744,907; 1892, 3,698,025; 1893, 4,029,905; 1894, 5,673,730; 1895, 3,460,194; 1896, 4,023,387; 1897, 9,117,023; 1898, 1,810,572; 1899, 9,088,885. Great Britain likewise provides the largest outlet for Victorian wheat, the quantity dispatched thither last year being, 3,074,160 bushels. In addition to this, about a similar amount was cleared for that mythical destination, "Guam," which may be accepted as being the United Kingdom or continent. The inclusion of this destination in the official returns makes it more difficult than in the case of South Australia to give a really reliable idea of the quarters to which the Victorian exports (which it should be mentioned include a small quantity of produce from the districts across the River Murray which are in New South Wales territory) are made. In addition to the particulars already given, 627,657 bushels of wheat were last year sent from Victoria to Germany, and 182,370 bushels to Cape Colony. Exports of flour from Victoria during the same ten years have been as follows: 1890, 39,451 tons; 1891, 48,039; 1892, 40,372; 1893, 41,445; 1894, 45,010; 1895, 28,957; 1896, 3,205; 1897, 743; 1898, 15,330; 1899, 35,829. The list of countries to which Victoria sent flour last year is as follows: Great Britain, 823 tons; New South Wales, 15,187; Queensland, 11,118; South Australia, 162; Tasmania, 15; West Australia, 2,035; Fiji, 115; Asia Minor, 55; Cape Colony, 1,117; China, 27; Delagoa Bay, 10; Guam, 1,116; Hong Kong, 76; India, 40; Java, 32; Natal, 2,450; New Caledonia, 144; Philippine Islands, 26; St. Helena, 10; Straits Settlements, 112; Thursday Island, 103. There are a few other smaller destinations not worth enumerating.

"New South Wales can scarcely be taken into serious consideration as yet as an exporter, though there is little doubt that the time is not far distant when the produce of this colony also will figure on the markets of the world. Up to a couple of years ago the state imported more breadstuffs than it exported. In 1896 the excess of imports of wheat and flour over shipments was not less than 3,588,400 bushels. Owing, however, to the extension of wheat growing—largely due to the adoption of the "halves system" to which I made reference in my first letter—the excess of imports over exports was reduced in the following year to 622,912 bushels, while in 1898 the tables were turned, and more breadstuffs were shipped away than were imported by 122,748 bushels. Last year, however, owing to the crops being shorter there was a reversal to the former condition of affairs, and the excess of imports over exports was 2,120,413 bushels. This year the colony again has a surplus and some of the grain has been shipped to the London market.

"The question of handling and shipping grain in bulk is at present occupying some attention in these colonies. Till now nothing has been done in this direction, though a good deal has been heard of the saving which would be effected. As a matter of fact, as far as South Australia is concerned the local marine board and navigation act would have to be amended before the practice could prevail. Among those who are most largely concerned in shipping grain a good deal of skepticism exists as to the advantages of the scheme as applied to South Australia.

"Along the stretch of coast line of over 2,000 miles in length there are at least half a dozen ports from which wheat is regularly shipped, and unless transhipping were to be largely resorted to—a policy, by the way, which would be strenuously opposed by the outports—a great deal of expense would be incurred in providing elevators at each distributing centre. Then, in addition, floating elevators would be required at some ports, and it is doubted whether the advantages are sufficient to warrant the expense, and whether the saving to the farmer would repay the outlay. In Victoria, where the bulk of the grain is shipped from one port, the matter has rather a different aspect, and there the subject is being taken up with a great deal of spirit. The government has instructed the railway commis-

sioner to proceed to America to inquire into the working of the system there. He has already set out on his investigations, in which he will have the assistance of J. M. Sinclair, who represents the Victorian produce department in London.

### Streets of Mexico.

It is said of the Midway at the Pan-American Exposition in Buffalo next year that it will be the most extensive, as well as the most expensive, aggregation of amusement features ever brought together at any Exposition. It will have more than a mile of frontage. Among the large concessions is that of the "Streets of Mexico," which occupies 95,000 square feet upon the south side of the Midway near the main eastern entrance. This concession will present a graphic picture of Mexican life, both the old and the new. The vista, as one stands at the entrance to the Streets of Mexico, is extremely picturesque and invites a closer examination. Two tall towers, with a high arch between them, form the entrance. Entering the street, stores may be seen on either side, where Mexican wares of all kinds will be on sale. The large number of

and in the markets and stores will be sold Mexican products. The theatre will be conducted after the manner of Mexican play houses, and every feature will produce Mexican life. In the village will be shown Aztec Indian relics and in the shops will be blanket makers, cane carvers, onyx and filigree jewelry workers, leather workers, oval polishers, pottery makers and others who are skilled in Mexican handicraft. There will also be a Mexican band playing peculiar native instruments. Surrounding the Plaza will be portales, or open arcades where the visitors may sit at tables, partake of a luncheon and view the interesting scenes upon the Plaza. This concession has the approval of the Mexican government which has lent its assistance heartily to make it a true representation of the various phases of life in that country.

### Products of the West.

A special dispatch to The Globe from Montreal, says: Within a month a new outlet for the products of the west will be opened to the seaboard. It is the Great Northern railway, which, starting at Quebec, runs across country to Hawkesbury, where, having

agent The party first inspected the Hawkesbury bridge, and then had a run over the line.

The train of two passenger coaches, drawn by a construction engine, ran from Lachute to Joliette, 58 miles, in one hour and seven minutes, or at the rate of a little over 52 miles an hour. The roadbed has just been finished, but there was very little vibration, showing that the work was carefully done. The total length is 222 miles. The first half runs through an old settled and prosperous farming country, dotted here and there with thriving towns and villages. It was certainly a revelation to many of the party, who had an idea that at that distance from the St. Lawrence agriculture was at a low ebb. On the eastern half of the road towards Quebec the character of the country changes, becoming rough and hilly, but it is along here that the great water-powers are found, which are the sources of industrial activity undreamt of a few years ago. The consequence is that, although the line was projected for through traffic, the company will have at once a large local traffic all along the line. At Shawinigan Falls a stop was made to examine the enormous water-power



Mexicans who will be in charge of the concession will be attired in their native dress and one may readily imagine himself suddenly transported to the heart of the thrifty republic. At the extreme right of the stores are the army headquarters for the convenience of the company of 100 mounted men or as they are known in Mexico, "rurales," who will attend the Exposition by order of President Diaz of Mexico. At the left is the Mexican restaurant, and east of the restaurant the theatre. Proceeding southward we come to a large open space, the southern part of which is known as the "Plaza de Flowers." In the center of this is the band stand where a company of expert musicians will play Mexican airs. The architecture all about the Plaza is of strictly Mexican style and very elaborate. On the right is a Mexican dance hall, and south of the dance hall a Mexican market and an old rural village with its adobe huts and a representation of the cliff dwellers of Mexico. At the extreme southern end of the Plaza is a Mexican cathedral most gorgeous in detail. At the extreme southeast corner is the "Plaza de Toros" where Mexican equestrian and other sports, characteristic of Mexico, will take place. It should be remembered that the dances in the dance halls will be of the Mexican character, that the restaurants will serve Mexican food

crossed the Ottawa river, it connects with the Canada Atlantic & Parry Sound railway system. The bridge over the Ottawa is a magnificent seven-span structure, built by the Hamilton Bridge Company. Two spans remain to be constructed, but they will be completed, and trains will be crossing by the middle of October. But on the first of the month the line will be open for traffic from Quebec to Lachute, about ten miles from the Ottawa river. An informal inspection of the road took place on Saturday. Among those present were Messrs. H. H. Melville, Col. McNaught and John Ross, directors of the company, Charles Magee, president, and D. Murphy, director of the Bank of Ottawa, F. L. Mathey, of the banking firm of Andrew McKinnay & Co., New York, William MacKenzie, of the Canadian Northern railway; Frederic Nicholls, of the Canadian General Electric Company, Toronto; Morley Donaldson, mechanical superintendent of the Canada Atlantic; J. P. Mullarkey, managing director of the Montreal Terminal railway; Arthur Davis, Manager of the Pittsburg Reduction Company, Bradley Palmer, Boston, J. E. Aldred, H. S. Holt, Thos. McDougall, R. Lacy Dillon, F. Van Bruyssel, Robert Wilson, of Montreal; John Ross, contractor for the road, and W. J. Fraser, who has just been appointed freight and passenger

development going on, second only to Niagara. The works of the Shawinigan Water & Power Company will be completed in the spring, and with the different companies which have contracted to use power there the railway expects to do a business of 1,000 tons a day next summer. Two years ago the site was a wilderness, and to-day there is a thriving village, whose prospects are so good that the Bank of Ottawa has established a branch, and the Quebec bank will establish one this week. The buildings of the Pittsburg Reduction Company, which has contracted for the use of 15,000 horsepower, are rapidly nearing completion. The walls are of brick made of the clay found in immense quantities on the spot, and the brick yard is still doing a big business. Mr. Arthur Davis, the manager of the Pittsburg Reduction Company, says that his works have a capacity of twenty tons of aluminum output a day, and as the works at Niagara are unable to meet the demand it is probable that these works will be run at their full capacity. The proportion of raw material required is more than five to one, so that these works alone mean a business of over 100 tons a day for the railway. Besides, they will employ about 300 men, and that addition to the village means a large importation of the necessities of life. It is interesting to note that the raw