

APPLES.

Scarcely any business doing, and no demand. Imported can be had in abundance at \$3.50 a barrel.

EGGS.

Receipts have been light, and prices have held steady and firm. All offered have sold in round lots at 13c.

BUTTER.

Receipts have been steadily falling off, and although the demand has not been heavy, all offerings of good to choice have been readily taken. There have been no calls for round lots for shipping, but low grades have had considerable sale in small lots. Good to choice dairy sold at 12½ to 14c; medium at 10 to 11c; and low grades at 7 to 9c.

CHEESE.

Sales have been entirely in small lots, and holders and buyers cannot agree on prices. Small lots of good to choice sold at 8½ to 9c.

PORK.

Only a few sales are reported, and the varying price has been \$13.50.

BACON.

There has been something of a scarcity, and car lots could not be had unless at advanced prices. Small lots of long clear sold at 8½ to 9c; Cumberland at 7½; rolls at 8½ to 9c; and breakfast at 11c.

HAMS.

The demand has been active and the supply light. Prices have consequently been firm, and smoked hams sold in small lots at 13½c, with canvassed at 14c.

LARD.

Small lots of pails have been selling at 9½c. There has been no demand for tierces.

HOGS.

There has been scarcely any demand, and an equally small supply. Prices ranged from \$7. to \$7.25.

C. S. Drummond Interviewed.

The following interview of Mr. C. S. Drummond by a *Pull Mall Gazette* reporter are taken from that journal's issue of July 29th.

What have we to gain, Mr. Drummond from the opening of the railroad to Port Nelson and its connection with Liverpool by steamship?

Howers for your surplus population and the development of by far the cheapest source of wheat supply for your workers that remain behind. When you recognize that, owing to modern improvements of motive power in ships, the actual cost of moving a ton a mile on a railroad is greater than the cost of moving twenty tons on the water, you will recognize also that the opening of water communication with Port Nelson, which is on the very fringe of the wheat fields of Manitoba and the Saskatchewan, is a promise of farms of virgin fertility to those who will go out to cultivate them, and of cheaper living to those who stop at home. England has been giving away her bone and sinew to fill the waste places of the United States, and the result is such prosperous communities as Dakota and Minnesota, the basis of their wealth their virgin wheat fields. Now it is time you did something to develop the resources of your own colonies, and this for the additional reason that you may expand the area of your own markets; because trade follows the flag, and Canada is a good customer of England's, while the United States, though large sellers in this market, are rather indifferent buyers. The present elections in Manitoba are all turning

on this Hudson's Bay route. No candidate has any chance of any success who will not pledge himself unreservedly to support the undertaking and to sanction necessary local taxation. We hope therefore, to obtain support in opening up the Hudson's Bay Route, which taps 100 millions of acres of excellent wheat land. Bear in mind that the entire wheat area of the United States is now less than forty million acres.

In short, Mr. Drummond, you propose to open up an area three times larger than all England and Scotland; and if the land is so fertile, why has it not already attracted our emigrants?

Chiefly for the reason that the immensely long haul to the Atlantic seaboard at Montreal or New York has proved too costly to allow settlers to find a profitable market for their produce. But with the road open to Hudson's Bay all that will be changed, and the farmers of Manitoba will save quite five shillings a quarter on the wheat they bring to Liverpool, and nearly £3 a head on every bullock. Besides economy in money, there is a great economy in time. Comparatively it would improve the position of the Manitoba farmer as much as if the great fertile agricultural State of Minnesota could get on its legs and walk a thousand miles eastward to re-settle near the ports of the Atlantic seaboard—say, as near as the State of Ohio saving in this way a thousand miles of railway charges—that is, about five shillings a quarter. We are confident that the development of the waterway of Hudson's Bay will make of Manitoba the most prosperous agricultural community on the American continent. The present time is opportune because, the construction of the Canadian Pacific having been completed, the contractors for that road, their plant and men and horses, are all available for our project.

And what money is required, and what will Manitoba do to attract our capitalists?

The two connections required, the one between Regina and Port Nelson, the other between Winnipeg and Port Nelson, would include nearly nine hundred miles of road, and would cost with the entire equipment some four and a half millions sterling. Manitoba gives the company £200,000, guarantee 4 per cent. interest on one-fifth of the capital, while the Dominion Government bonuses the enterprise with a grant of eight millions of acres of the best land that can be selected in the provinces that are on the line of the road. The value of this land grant from the day it is opened up by the proposed railroad will be at least twelve shillings an acre, in all say, five millions sterling. Nor is there in this case the initial disadvantage under which great western railroad enterprises have generally commenced operations, that of having to pierce a country in advance of the forces of settlement and civilization. The Canadian Railroad has already gone before, and our task is only to complete the connection between the harbor roadstead of Port Nelson with the two prosperous junctions on the Canadian Pacific road, at Winnipeg and Regina. Considering the masses of produce that would at once be attracted to our waterway from the Red River valley, both from Dakota and Minnesota, it is certain that the railroad would be self-supporting from the very first.

But what about the navigation of the bay; would not the ice be a great difficulty?

The question of ice obstruction has been gone into very closely by the Canadian Government. For the past two seasons the steamship *Alert* has been in the bay watching the ice, and, indeed, is in there at the present time. We have also the testimony of many captains of Hudson's Bay sailing ships, and the evidence we have is now so complete that we can satisfy any unprejudiced person as to the value and the practicability of this waterway from June to December, for all purposes of commerce, and as a means of placing the emigrant from Europe cheaply where his labor can secure the best return. Of course, if those waters had been freely navigable the entire year, Port Nelson would long since have been the metropolis of British North America, but we are quite satisfied to secure an outlet which is open for five months. Bear in mind that at present quite two-thirds of the export wheat harvest of the United States comes to the seaport by way of the Great Lakes, which are themselves closed during six months of the year. Nor is it surprising that the harvest should be held over from the autumn till the following summer in the great wheat elevator at Duluth, Minneapolis, and Chicago, when you consider the enormous economy in the cost of carriage on water as compared with land carriage. Compare, for instance, the charge of ten pence per bushel for wheat from Fargo by railroad to Duluth, some 350 miles, with the charge of a penny per bushel by lake steamer from Duluth to Buffalo, a thousand miles. Comparatively but a small portion of the American wheat harvest of this year finds its way to Europe before next year. On the opening of the Hudson's Bay route it will be stored in the elevators at Winnipeg and Port Nelson, instead of as now at Duluth and Chicago.

We are hearing from time to time, Mr. Drummond, whether from Nova Scotia on the Atlantic, or from British Columbia on the Pacific, complaints that the Federation of Canada has been disadvantageous to those communities. What is your opinion?

I hardly like to commit myself to express an opinion; but your question suggests to me to reply that unless Manitoba and what I may call the central area of the Dominion can develop and secure this outlet to the sea at Hudson's Bay for the export of her produce and the import of the emigrant, then the natural expansion of Manitoba cannot fail to be retarded. At present we get no benefit from our connection with older Canada, because Canada herself secures no material advantages from her relations with the mother country. If England said to Canada, "Become federated with us and discriminate against the cotton goods and steel rails of the United States, in favor of our cottons and rails, and in return we will discriminate in favor of your wheat and meat," then indeed Manitoba would be a gainer by a better market on this side sea, by the increase of the trade and prosperity of Canada, but most of all because this discrimination would have the immediate effect of directing the emigrant to our territory who goes to become a citizen of the United States. But as things are, we are