

both boats will be handsomely patronized, although we fear it will be difficult to make both of them pay from the start.

These visits of the Press and of the people's representatives, will be of very little use unless they result in the adoption of a more liberal and enterprising Mining and Land policy by our Government. It is to enforce the great necessity which exists for this, and to point out the immense advantages of even the partial settlement of that region, to the Dominion, which has induced us to revert to the subject. We were exceedingly glad to observe that Mr. Richards, Crown Lands Commissioner, was among the *Chicora's* passengers. We hope that his sail on Lake Superior has opened his eyes a little. We have already sharply criticized his Mining law passed last session, and we trust both Mr. Carling and he saw during their trip, and will plainly tell their fellow-ministers at Toronto, that a more absurd and injurious law seldom disfigured a statute-book. If the settlers at Bruce Mines and elsewhere, spoke out to the Commissioner as they did when the Press were there, the probability is that the honourable gentleman came home with considerable "new light" on the subject.

We believe we are correct in stating that the Ontario Government does intend at the coming session, which will commence in November, to make important alterations in their Mining and Land policy. What these changes are to be, will doubtless remain a mystery till the House meets; but we take the opportunity to say, that no changes which are not of a thorough character, and which will not make our Mining and Land policy as liberal as that of the United States, will give satisfaction to the country. We want to populate—as far as is possible—those tracts of country between Owen Sound and Fort William which are fit for settlement. There are good lands on the Manitoulin Island, at the Sault Ste Marie, and Fort William; let those be given away to actual settlers, without any miserable two-penny conditions, such as disfigure the Free Grant scheme of last year. The whole north shore of Superior is rich in iron, copper, silver, and it may be, gold also; what is the use of allowing this wealth to lie as useless and unproductive in the ground as so many stones? Let the restrictive Mining law which ought to have been entitled "An Act to prevent Mining in Ontario," be rescinded, and another placed on the statute-book which will stimulate Mining enterprise in that region in every legitimate way. It is now altogether behind the age to place any hindrances in the way of mining or settlement, and when the Ontario Government take the subject up again, let them see to it that we adopt a broad and liberal policy which will not make Canadians ashamed when they compare it with that of the neighbouring Republic, or any other country in the world.

In connection with this subject, we may express our gratification at the fact that the Dominion Government are about to push on the Red River road from Fort William to Dog Lake. It will be remembered that nearly seven miles of this road are already made, and we have before pointed out the very great importance to the Dominion, if we wish to secure the Red River trade, of opening up this means of communication at the earliest possible moment. That trade has now reached a volume well worth striving for, and if we had a good road from Fort William to Fort Garry, we would certainly tap the business now carried on with the City of St. Paul's, and direct its course to our own country and advantage. We are the more convinced of this from an examination of a list of prices which the Red River people have to pay in Minnesota for the articles which they require to import. After carefully scanning these prices, we are convinced our Canadian merchants and manufacturers could completely undersell those of Minnesota, and that goods could be laid down at Fort Garry much cheaper from Toronto and Montreal than from St. Pauls and other Western American points. This being the case, there is cause to rejoice that the Dominion Government will soon commence the first practical and determined move to open up the North-west to Canadian energy and enterprise. Our only regret is, that it was not done years ago; but it is better late than never, and probably the delay in starting may cause the work to be pushed on with more energy and vigour to completion.

The Dominion may justly be congratulated, and the North-west itself, on their brightening prospects. The future is full of hope. In all probability, the Deputation composed of Messrs. Cartier, McDougall

and Campbell, which has just started for England, will settle with the Hudson's Bay Company, and get rid of the monopoly for ever. Then the commencement in earnest of the Red River road, will not only open up a route for trade but serve to promote settlement; and simultaneously, we expect to witness the Algoma district—or at least that part of it on the Red River route—being rapidly settled with miners and farmers under the new and "go-ahead" policy which we expect the Ontario Ministry are about to adopt.

The people of Canada are immensely interested in these results. Heretofore, there has been nothing but delays and disappointments. Assuredly the country will no longer hold guileless either ministers, representatives or officials, who present or delay the realization of its long-cherished hopes and expectations in regard to the North-west country.

OUR MINERAL RESOURCES.

NORRIS Best, Manager of the Woodstock Iron Works, has written a letter to the *Sentinel* in reference to our mineral productions. As any development of the resources of our country is a matter of interest to the whole people, we quote a portion of the letter:—

"I am afraid the Government of this Province (not yet of the Dominion) have never fairly entertained the immense advantage the mines and minerals (especially coal and iron) may be and are to the country in which they are known and found to exist in this Province. It is probably not generally known that a very great part of the area of this Province is underlaid by that most valuable of all mineral treasures, coal; that these treasures, somewhat triangular in shape, have for their base the Gulf of the St. Lawrence, and extend from Bathurst on the North to Nova Scotia on the East, its apex being at the Oromocto Lake, and its North-western margin running from thence to Bathurst and approaching the Bay of Fundy on the South-east; and yet with the certainty of this, it is, I think, almost as certain that only the South and South-East sides of this great carboniferous basin have as yet been explored. What may be the result of the present explorations now being conducted under the superintendence of Sir William Logan, and the expense of the Dominion Government, it is, of course, impossible to tell. The writer of this, however, took an opportunity of impressing the great value of the coal and clay iron-stone deposits of this Province upon the mind of the Hon. John Rose, the Finance Minister of the Dominion, who evinced the most lively interest in the subject, and promised to write Sir Wm. Logan personally thereon. One thing, however, is quite clear, that hitherto our people have striven to amass wealth, and allow the prosperity and progress of the Province to depend upon the getting and exporting of lumber, at best but an uncertain and speculative operation, rather than dig deeper for the more permanent and inexhaustible treasures of the earth. Could our Government realize the fact, that for a (comparatively speaking) small sum they could set at rest (to some minds) a vexed question of the existence of the clay iron-stone at the Grand Lake, the Valley of the Oromocto, and other places, they would confer a boon upon the Province and Dominion, the effect of which would be incalculable. When we look at the fact that we are importers of pig iron into this Province alone of probably 2,000 tons per annum, demanding a corresponding export of \$40,000 in gold for the same, when we ourselves might be not only making our own iron, but exporters of it also, it is, I say, a most surprising matter that no continuous efforts have hitherto been made to obtain so desirable a result, this not having reference alone to the amount of labor and capital that would be employed and expended, but also to the royalty that would accrue to the Government for and from the working of the same."

Mr. Best promises at another time to show the resources of Carleton County for the production of charcoal pig iron. We shall be glad to hear from Mr. B. on this subject. Information relative to the iron and coal interests of New Brunswick cannot be too widely circulated.

Mr. Best also expresses anxiety to have the interests of New Brunswick duly cared for in the negotiation of the Reciprocity Treaty, and alludes to the action taken in the Nova Scotia Legislature. This anxiety is quite natural. We fail to see, however, the value of following Nova Scotia's example by sending an independent deputation to watch proceedings at Washington. The Wilkins-Annand Government urged that course more from bad feeling towards the Dominion authorities than from a desire to guard the interests of Nova Scotians. A similar display of factiousness on our part is unnecessary. In the hands of the Dominion Government we feel confident our great maritime, fishing and mining affairs, are perfectly safe. It is now just as much their interest as it is their duty to look after such matters, and we have no doubt that they will be duly cared for in any negotiations with the Washington authorities.—*St. John News*.

THE INTERCOLONIAL COMPANY'S Railway from their coal mine to the waters of Pictou harbour was formally opened on Thursday last, the 1st of October. A ball was given by the Company in honour of the occasion, in Mason Hall, Pictou, on the evening of that day, which, as expected, was one of the most brilliant events of the kind that has ever taken place in that county. The railroad now completed, we believe, is about seven miles long, and connects one of the finest coal properties in the Province, with the best water for shipping in the harbour. The works and wharf, we understand, are capable of shipping about 2,000 tons per day.—*Halifax Citizen*.

SHIPPING OF THE DOMINION.

AN official return has just been published, showing the number of vessels owned in the Dominion of Canada on 1st July, 1887; with a statement showing whether they are steamers or sailing vessels; whether they are sea-going, or river or lake vessels; whether they are trading or fishing vessels; and also indicating their tonnage, their value, and the Port and the Province they belong to, and the number of their crew.

According to these returns the number of steamers owned and registered in the Province of Ontario, are 73, of which 41 are paddle and 32 screw. There are 17 barges; 14 brigantines; 252 schooners; 22 sloops; 10 barges; 32 scows; 61 not rigged, making a total of 1,481. These represent a tonnage of 66,959 tons. One is a sea-going vessel, the remainder river or lake. The value is estimated at £2,787,000; number of men employed, 3,192. Belleville is represented by one paddle steamer and 8 schooners; valued at \$51,000, having a tonnage of 1,171 tons and employing 53 men.

In the Province of Quebec there are 1,428 vessels, having a tonnage of 155,690, valued at \$4,638,945, and employing 8,548 men; 304 are sea-going, and 1,124 river or lake. They are divided up as follows:—221 steamers, of which 147 are paddle, and 74 screw; 76 barges; 22 barges; 3 barges; 82 brigantines; 675 schooners; 34 sloops; 338 barges; 33 scows; 129 batteaux; 16 not rigged.

The Province of New Brunswick has 826 vessels, having a tonnage of 200,777 tons, valued at \$5,904,508, and employing 8,207 men. Of these 588 are sea-going and 238 river or lake; 22 are paddle steamers, 6 screw steamers; 90 sloops; 97 barges; 17 barges; 101 brigantines; 369 schooners; 8 sloops; 121 wood boats.

In Nova Scotia the returns show a total of 8,037 vessels, valued at \$10,255,812, carrying a tonnage of 352,917 tons, and giving employment to 19,288 men. Of these 3,081 are sea-going, and 6 river or lake; 11 are paddle steamers; 2 screw steamers; 49 ships; 261 barges; 97 barges; 390 brigantines; 2,275 schooners; 2 sloops.

The total number of vessels of all classes in the four Provinces is 5,822, of which 3,974 are sea-going, and 1,848 for lake and river navigation. Two thousand one hundred and thirty-six are only five years of age and under; 1,144 are from 5 to 10 years old; 720 from 20 to 30 years old; 394 over 30 years of age. This craft is valued at \$28,583,062, and represents a measurement of 778,343 tons. Two hundred and twenty-one are paddle steamers; 114 screw steamers; 164 ships; 397 barges; 117 barges; 537 brigantines; 3,471 schooners; 61 sloops; 818 barges; 55 scows; 129 batteaux; 121 wood boats; 77 not rigged.

The report says the values represent but a mere approximation; that the age of a vessel was probably in most cases the basis upon which the value was deduced, but this was often a fallacious criterion. Some of the returns differed widely from others in their estimate of values. In some the values were omitted altogether, and the omissions were supplied by the best data at hand. The shipping owned and registered at the ports of Amherst, in the Province of Quebec, and Guysborough and Pugnash in the Province of Nova Scotia are not included in this report, no returns having been received.

PRINCE EDWARD ISLAND.

(Correspondence of the Boston Advertiser.)

MALPEX, Sept 2, 1888.

THIS Island has formerly been known as St. John's. It is one of the two largest in the Gulf of the St. Lawrence. Anticosti, lying on the north-west part of the bay, at the entrance of the River St. Lawrence, is as large as this island that is, over 120 miles long. It is almost an unbroken wilderness, thickly wooded, and abounding in game. In the forests are bears, moose, foxes, and smaller animals, very numerous. One great disadvantage of Anticosti is its want of harbours; no good harbours are found in all its extensive sea-coast. The two light-houses, one on either end of the island, with the keepers' dwellings constitute the principal improvements. But this island, Prince Edward, is a beautiful country, a mild and temperate climate, and generally healthy. Its shores are indented with good harbours, and the land is level and easily worked. One peculiarity of the rock and ledges on this island is, that it is all of the red sandstone formation. Its bright brick colored cliffs, green topped, loom up cheerfully in the distance as you approach from the sea. Wide fields of barley and oats wave in the breeze like the sea. The summer is short, but the soil is quick and productive. Its smooth and level fields, when turned in deep and even furrows, look red and rich as the newly split salmon of its rivers. Root crops are a great specialty here. Ruta baga, English turnips and mangel wurzel are largely cultivated, but the yield of potatoes is great and of many choice kinds. Cargoes are shipped to Boston, Charlottetown, Summerside and Souris on the south side of the island, and Malpece and Cascumpec on the north side.

Living off from all the travelled routes, the people see but little company, and are not vexed with following all the gewgaws and follies of fashion. The home-made kersey colored by nature covers the male limbs, and new worsted and wool, dyed and pressed, is esteemed pretty enough to adorn female beauty without the useless appendage of hoops. Contented with having all the substantial of life, they care but little for "all the sweeties and things," as they express it, of city life, and in dress and manners they are primitive and unsophisticated to a degree that is amusing and yet agreeable. Extremely kind to strangers, you are welcome to the best in the house, and can enter at once into their acquaintance and fellowship, even if you are not a mason.

Being a colony by themselves they make their own laws and treaties, and there is a fair prospect of a