

Distributing Centres in Canada.

In all new countries the locality which has the best advantages for production or the greatest facilities for importation becomes, for the time being, the distributing centre for that district, and attracts to itself almost the whole of the wholesale trade and a large proportion of the population. After a time—sometimes of greater, sometimes of less duration—other localities aspire to become, and frequently do become, minor centres. The rate at which this subdivision proceeds depends on a variety of causes; growth of population, increased facility of intercourse, energy of inhabitants. In each province of Canada we have had notable instances of this law. To begin in the east—Halifax and St. John were for many years practically the only ports of entry for merchandise for Nova Scotia and New Brunswick. They still maintain their supremacy, but every merchant in these provinces by no means feels now obliged to deal with the large firms in those cities, or even to conduct his own business through their harbors. It is not so very long since all the retail traders of even Western Ontario dealt with Montreal. Still more recently, for those who did not go so far east, Toronto was the centre. But now, Hamilton, London, and other places have asserted their ability to supply the neighboring districts with every thing that is called for.

In the older provinces these changes took place at the older and slower rate of progress. In the far west they are not content to be ruled by ancient precedents. They go ahead at a pace of their own. The most enterprising spirits are the pioneers of that progress which just now is astonishing the world, and which seems even to outstrip the calculations of some of the shrewd people themselves who are taking part in the movement. A few years ago Winnipeg was merely a name—barely that. Then it became necessarily the one centre to and from which business and emigration converged and radiated. Its progress was marvellous, and is so still, and its future as the capital of Manitoba is assured. Some of its traders, however, seem to have fancied that its monopoly of trade was assured. But if shrewd pushing men have created Winnipeg, there are other shrewd and pushing men who do not intend to let Winnipeg absorb and keep to itself the whole trade of the North-west. And so already at Brandon, Regina, Moose Jaw, and other places along the Canadian Pacific Railway line, there are establishments springing up which are already in a position to meet the want of the crowd of settlers who are flocking into the country and streaming out along the line of railway. And, no doubt, it is better for the country as a whole that it should be so; though, for the time, those who have calculated on keeping the trade confined to Winnipeg may find that their miscalculation has cost them dearly, and that they have overstocked themselves with goods, while their expected customers pass through the capital many of them having even, by adding a cwt. or so to their baggage stocked themselves with provisions and groceries for more immediate use—and, on arriving on their allotments, find it

not only possible but profitable to deal with traders in their own immediate neighborhood.

This, then, seems to be the situation in Winnipeg, and, while it may temporarily prove awkward for some of the smaller traders who find themselves burdened with heavier stocks than they can carry, it neither materially affects the standing of the larger importing houses, nor the true position of Winnipeg itself, which from its situation and the good start it has obtained, must long retain its prominence in the North-west as a wholesale centre of trade.—*Canadian Gazette.*

Business Worry.

The destroyer of most business men is worry. It is the characteristic disease of American brain workers. Constant warnings are being given against overwork and its concomitant worry, but they are generally misapplied. Yet the brain can be tried by prolonged activity, just as may happen with a muscle. But we find that hard and persistent muscular work does not cause muscular collapse. Each day the reserve forces of nutrition renew the wasted protoplasm, and the frame keeps as strong as ever. So there is no more reason why there should be brain collapse from systematic, though severe brain work, than there is for paralysis to strike down athletes or day laborers. And we do, indeed, find that brain workers are, as a rule, long-lived.

The cause of frequent breaking down of men engaged in the active work of life must be referred, therefore, to another source, and that is worry. Doubtless it is no new thing for the reader to be told that it is not work but worry which kills. But it is often useful to have general impressions fixed upon a definite and more or less scientific basis.

It may be assumed that, as the contraction of a muscle is caused by successive waves of nerve impulses, so the mental activities are made up, after an analogous fashion, or undulations of the nerve impulses. In ordinary work, however hard, these impulses are sent out in a regular and rhythmical manner. It is the worry which comes in and disturbs this rhythm, exhausts the nerve force, exhausts further the reserve or recuperative power and breaks down the man. The strength does not weary of digesting digestible food; but add an unmastered bolus of tough beefsteak three times a day, and bolt food as our business men are in the habit of doing, and there will be trouble eventually. Worry produces a kind of dyspepsia of the mind. It is to the brain what a restaurant pie is to the stomach.

The first inference from this presentation of the matter is, we think, easy and natural. It is that we should not worry. Worry never heals a trouble, nor clears up a difficulty, nor opens a way of escape, nor gives strength, but always adds to, enhances distress. Therefore, do not worry. Such advice is perhaps the most fruitless that can be possibly given. Nevertheless, a diligent inculcation of it, and especially its application in educating young business men, may not be without some avail.

India as a Wheat Producing Country.

India is rapidly coming to the front as a wheat producing country, and judging from present indications will soon prove a formidable competitor with America for the supply of the British market. The total area under wheat crop in India is now estimated to be equal to the area under the same crop in the United States. As regards the quality, it is said on good authority to be high enough to satisfy the wants of English millers, "Calcutta Club No. 1," commanding a price in Mark Lane not much below the best Australian or California grades. The great wheat-growing region of India is in the North-west provinces, where 57 per cent. of the food-grain area is under that crop. It does not thrive anywhere south of the Deccan. The annual production has attained an average of 240,000,000 bushels, according to an estimate based on local returns. The export for the last five years was as follows: | 1887-78, 12,175,863 bushels; 1878-79, 2,170,631; 1879-80, 3,412,418; 1880-81, 14,012,291; 1881-82, 37,135,481. The fall indicated in these figures in the two years following 1877-78 was due to the famine which invaded the country, and not only interfered with the prosperity of the growing trade, but desolated whole districts. How completely the ground lost has been recovered may be seen by comparing the exports for the last year with those of the two years preceding. Of the total amount Great Britain received 17,507,907 bushels, or considerably above the half, while France bought 9,908,403. The success which has of late attended Indian wheat-growing has been largely due to an extension of the system of artificial irrigation—a new canal, built mainly by prison labor, capable of irrigating 780,000 acres, through 2,500 miles of channeling, having been just completed. The impetus to the trade was given by the abolition in 1873 of the old Indian export duty on wheat. The chief drawback is the lack of facilities for handling the grain, there being no elevators or other means of shipping in bulk. The cost of ocean freight fluctuates very much, so that exporters are unable to make any calculations in advance. Most of it is despatched by steamers through the Suez canal, and the time required for transport to London varies from 28 to 46 days, according to the port of shipping. The weevil sometimes does damage on the inland transit or during storage, unless great care is taken to maintain a moderate temperature. There are trunk lines in operation from all the wheat centres to the chief seaports, and several branches are either built, undergoing construction or projected. The rate of freight is fair, and fixed by the Government. The distance traversed overland is sometimes 800 miles. There are additional expenses for middlemen and for bagging, commission and insurance, which run up the cost to from \$1.16 to \$1.28 a bushel for the grain laid down in London. The export goes through Calcutta, Bombay and Kurrachee in the proportion of seven, eleven and two-twentieths respectively.

The system of agriculture is very rude, the mode of living being such that farmers get along with very little. The best authorities do not consider that there is much likelihood of the cost of production being farther reduced, but