

In an article last week reference was made to the exports from this province during the year, a partial list of which were enumerated. Each succeeding year developments have been made, which, for a young country, are extraordinary, and it is to be hoped that before many more have passed a still greater number will be made, and any great stimulus to manufacture would soon place a ban upon the manufactured goods which now find such a lucrative market in the Northwest. There is, however, one branch of industry that successfully holds its own—that of lumber, being a premier import. The domestic supply of spruce is the scrub of the trade, although it fills a place which saves it from being a total outcast and materially reduces the cost of building where a rough article can be used to advantage. The bulk of the trade for some time back has been done with the Keewatin district; in fact, until this season there was no other competition available, and as it was the point of supply the readiest of access to Manitoba, a large business has been built up between that portion of Ontario. British Columbia now asserts its claims to the consideration of the Northwestern trade, and although the shipments made have had something of the tinge of experiment, the beautiful cedar and Douglas fir have made a market for themselves as a valuable finish and high-grade material, whose use will be more extensively made until it will occupy the place where the Rat Portage product stood in comparison with the Lake Winnipeg spruce. The house in Winnipeg who placed it on this market have supplied to the local trade 185,000 feet of lumber and 571,000 shingles, with about a similar amount scattered through the province and the territories. Had the requirements of the trade been more fully understood by the manufacturers or a larger amount properly seasoned, a far larger business would have been transacted, the demand having exceeded the amount available at the height of the season, although considerable business will yet be done in finishing material, doors, etc. Next season has promises of a large business being done, there now being a mill specially engaged in the manufacture of the article adapted to Northwestern trade, under the supervision of a Winnipeg firm, who are now cutting and preparing two million feet ready for the opening of the spring. The wood is also susceptible of being stained and polished, the specimens shown having a splendid finish, while the natural wood finished in oil also shows to advantage. This trade has a promising future.

The gigantic humbug of the country for some years past has been in the shape of the North-west Central, that assumed its form from the Souris and Rocky Mountain road. There are few roads on the continent whose construction has been burdened and hampered to such a great extent with the machinations of the political shyster and trickster, in whose workings and manipulations in the lobby of the House, the ominous name of "boodler" was perhaps heard for the first time. Yet through all a ray of light is appearing, and we welcome the start made on the construction of the twenty-four miles of road to Rapid City. True, the season has far advanced for a reasonable expectation

of the ironing or even grading of so much of the line, although the engineer expresses a great amount of sanguinity as to the amount they are going to complete before being checked by the fast approaching winter season; but the anomalous position of the creditors of the old road bed is something that calls for an immediate settlement. Time after time meetings have been held, with the object of arriving at some satisfactory financial basis, and as often adjourned without a definite action being taken. During the time the charter was being reconstructed in the House, while in the slippery hands of the Beatty syndicate and before finally being transferred to Clemow, we pointed out the urgent need for a full and satisfactory guarantee being made by the new company to the creditors of the old road bed, and which the Dominion Government made, but as yet it has failed to materialize. It was generally understood before the active prosecution of the present work, that something definite, in the shape of an offer of fifty cents on the dollar had been made and accepted, but up to this time it still remains in the same unsatisfactory state of indecision. We now hear that the creditors are to sign an agreement to take fifty cents on the dollar, provided it is paid within a certain limit; and as they have long since placed their accounts in the matter to the profit and loss side of their ledgers, the final receipt of even this amount will be a source of gratification.

"We had hoped that the kingdom of Israel would be restored" were words used many years ago, with a political significance which was a source of disappointment; and while not placing the two cases as parallels, yet we were hoping better things were in prospect preceding the trial of the Scarth petition. We cannot say someone has blundered, no matter to what extent we would wish to, it comes down to a thing somewhat more definite. "Who is the Judas?" is the question that each elector is pondering over, and who many place as the parties to whom the contesting of the petition was entrusted. If the substitution of a new petitioner is not allowed by the Courts, and there is strong probability that such will be the case, we will be in the somewhat unenviable position of having a man representing the city of Winnipeg in the Dominion House of Commons, who has not the confidence of a corporal's guard of the electors, to whom we can but look to as something worse than a machine, not having the mechanism to start himself, and by whom, for the next four years, we will be bartered away for the proverbial forty pieces of silver. Delusions rudely dispelled sometimes bring wisdom where nothing else will avail, and we trust that in this case it will be in some measure the means of restoring to this city an elevating influence to our politics that for a considerable time has been sadly lacking. In the counter petition Mr. Tupper admitted lack of evidence, which was the only thing needed to show clearly that there was an understood arrangement or collusion.

The subject of utilizing the Assiniboine River as a motive power is a subject by no means new as a theory, and gradually efforts are being directed to carry it into practical effect. The

immense advantage to a city in having such cannot be overestimated, and the results experienced by other places we feel sure would follow in this particular. If there is any one thing lacking in the composition of Winnipeg as a metropolis, it is the one of manufacture, and until such time as manufacturing is more extensively engaged in, so long will we remain a secondary centre. The City Engineer placed before the Council at a recent meeting an interesting report as to the availability and extent of power that could be obtained, and not only would the proposed works give a mill power, but would be a great stride in the development of a great extent of inland navigation, the whole country tributary to the Saskatchewan River being brought into direct communication with Winnipeg. By constructing a dam at the St. James rapids, it is expected that at low water 5,000 horse power could be obtained, and at high water something in the neighborhood of 15,000, the water being conducted in flumes to the mills on either side of the river, and which could be extended as desired. The cost of this dam would be about \$200,000. A canal twelve miles in length would have to be constructed to connect the Assiniboine with Lake Manitoba, to furnish sufficient water power at Winnipeg of 10,000 horse, with the probability, in a closer examination being made, of this power being largely increased. The cost of the whole work would aggregate about \$1,900,000, which is a comparative trifle in comparison to the advantages which would accrue. The canal would be of a capacity ample for the largest steamers navigating the Saskatchewan River, and direct connection could be made with that river by canoes at Meadow Portage, three-quarters of a mile long, and Mossy Portage, about four miles in length. Of course, comparing the power that could be obtained with that available at the Lake of the Woods, the first cost appears somewhat large; but there is a reasonable amount of certainty that the water would be at least worth \$1,000 per day more than that of steam power, and this power would readily let at a price which would pay the interest on the cost of construction and leave a handsome surplus. It is probable that the Government will be asked to assist in an accurate survey, when a greater degree of certainty will make the project even more feasible.

Gladstone Aye: We would say to the mortgage companies or others don't worry your debtors too much, as a little thoughtfulness will do far more good than harshness. A recoil is sure to come where least expected, leaving an ugly mark for the world to notice and laugh at. Threshing is getting on slow here and plowing is being looked after till it freezes up, for upon it depends the farmers ability to rid himself from debt. So we say again don't cripple him by exacting too much. If he has had a big crop this year, it has cost him extra to take it off, as hire was dear and the price for grain is less than last year. If he has a full hand it will be quite in order not to allow grab to make a fool of it.

The Regina Journal celebrated its first birthday last week by publishing a twelve page number.