

the heat began, the heat might have been very disastrous; even as it is, the ripening process has been too rapid. This must deteriorate the quality of our wheat crop for 1868, but we still feel convinced that, in point of quantity, the present yield of fall wheat is decidedly above the average. In some parts samples have already been brought to the mill, and these fully bear out our views. The spring crops—such as barley, oats and peas—are, we hear, seriously injured in many counties, in some of which there has not been a shower for a month. We hope for the best, but short crops are to be feared in some or all of the above products. The same remark also applies to garden stuffs, which have been almost burnt up, when not daily watered. This has been impossible in all cases, and much injury has undoubtedly resulted. The hot weather of this summer is not only likely to be long remembered on account of its disagreeableness, and even fatality, to our inhabitants, but also for marring, to some extent, one of the finest harvest prospects which ever gladdened the hearts of the people of this country.

OUR NORTH-WEST COUNTRY!

ARTICLE I.

THE TRADE REVIEW has frequently directed attention to the importance of the North-Western country belonging to our Dominion, particularly that portion of it which hems in the clear and sparkling waters of Lake Superior. We recently enjoyed the pleasure of a visit to that "hyperborean region," as Colonel Prince (now judge of the Algoma district) used to call it, and can now speak with more confidence of its appearance and capabilities.

As a summer trip, we predict that this route will soon become most popular. It possesses many attractions for tourists. The entire distance from Collingwood to the Western shores of Lake Superior can be traversed by steamer, passing over the finest body of water in the world; cool breezes fan the cheek on that lake during the hottest of the "dog days," and grand old bluffs, innumerable picturesque islands, beautiful bays and rapid rivers, line the coasts. To Canadians, in particular, this should, and we believe will, become the popular summer trip, not only on account of its many natural attractions, but also because it is Nature's highway towards that great North-West Territory, to the possession of which we look forward with so much hope.

Killarney! This is the first stopping place of the steamer after leaving Owen Sound, and is 120 miles distant. It can hardly claim to be designated a village, as it consists only of a small store and Post Office, and a few scattered habitations of Indians and fishermen. The water channel is not over 100 yards wide at this point, both sides being studded by rocks, surrounded by stunted vegetation. Several villages most of them similar to Killarney, lie between there and the Sault Ste. Marie. Their names, and the distances from each other, are as follows:—

To—	Miles.
Little Current.....	27
Spanish River.....	30
Bruce Mines.....	100
Hilton, St. Joseph's Island.....	7
Garden River.....	35
Sault Ste. Marie.....	12

Little Current is situated on the Mantoulin Island. It boasts of two stores and a church, and there are a considerable number of white settlers back of it, who are said to be succeeding very well. Mr. John White, M.P., and others, have purchased extensive limits in this neighborhood, and are about to commence lumbering on an extensive scale. Messrs. A. M. Smith and Wyatt, of Toronto, have a very large and well equipped steam saw-mill at Spanish River, giving employment to a large number of workmen. It is very rocky and barren where the mill is situated. The timber is procured up the Spanish River and floated down.

At all the stopping places, and frequently paddling from island to island, the unfortunate but contented "red man," with his squaws and papooses may be seen in all his aboriginal glory.

Bruce Mines is the largest village in this part of our North-West country. It is important, also, as being the most extensively worked, and the most successful copper district of which we can boast. The village is situated on a very pretty little bay, and contains about 1,300 inhabitants. The whole support of the inhabitants comes from the mines, which give employment on an average, to 400 men during all the year round Taylor & Sons, of London, England, and the Messrs.

Baring, are said to be principal proprietors. The works of the Company must cover nearly 50 acres of ground—which is, however, but a small part of their claim, which embraces several thousands of acres.

Great indignation is felt at Bruce Mines, as indeed all over the Lake Superior region, at the Royalty tax imposed by the Ontario Government, and all engaged in or connected with mining are not slow in expressing their feeling. It is to be hoped this folly will be remedied next Session, and that the development of the vast Mineral resources of this part of the Dominion will not be retarded by an exploded system of restrictive legislation. When a wiser policy is pursued, we hope to see smart, prosperous villages like Bruce Mines springing up at many points in the "North-West."

The country behind Bruce Mines is utterly unfit for agricultural purposes. But at St. Joseph's Island, a few miles further on, there is some good farming land, and several farmers who have settled upon it are doing well. The land on this island has been surveyed, and settlers can obtain it, we are informed at 20c. per acre. At the present time it looks quite attractive, whatever it may do at other seasons of the year. The agent for the sale of Crown Lands in this district, is Mr. Willson, Customs-officer at the Sault Ste. Marie, who can furnish any information which may be required.

Garden River contains three churches, and is very pleasantly situated, the surrounding country appears well adapted for settlement. From there to the Sault Ste. Marie, and beyond it, the rocks become scarcer, and it requires no very fertile imagination to picture the Canadian side of the St. Mary River dotted with farm houses, flocks, and crops. At present, neither the American nor Canadian side is settled as they ought to be. We are sure the future will—at no distant day—change all this. The sooner the better.

EMIGRATION TO CANADA.

NEW ST. SPRING GARDENS, S. W. }
London, June 2, 1868.

MY DEAR SIR,—I received your letter of the 23rd May last, upon the subject of emigration with much satisfaction, and had pleasure in getting it published in the *Daily Telegraph* of June 27th last.

It appears to me that there is no subject of greater importance to the welfare of the poor amongst our population than that of emigration under proper management.

I have had a great deal to do with the poorer class in this country, and from the time I have spent in Canada, I cannot be struck with the immense difference in their condition which must follow upon the emigration of the family of a labouring man and their settlement in Upper Canada.

I think that the proposals contained in your letter are thoroughly practical, and the publication of the matter will tend very greatly to bring the subject prominently forward.

No effort shall be wanting on my part to carry out your suggestions on this side so soon as the necessary initiative has been taken in Canada.

I am, my dear sir,

Yours faithfully,

CHARLES DOUGLAS FOX.

G. LAIDLAW, Esq.

EMIGRATION TO CANADA.

(From the *London Telegraph*.)

THE following letter on the important subject of emigration, has been addressed to Sir Charles Fox by a friend in Toronto:—

TORONTO, May 23, 1868.

DEAR SIR,—In reply to your enquiry with reference to the question of emigration considered in relation to the extension of our railway system and the opening up of the back country, and your desire that I should suggest some plan by which a class of emigrants who would or could not otherwise emigrate, could be assisted to come here and work on the railroads and settle in the country. I have in the following communication given the result of much consideration upon this most important subject. To create a self-sustaining system of emigration of the poor laboring classes from the United Kingdom to Canada would be to accomplish the solution of a problem perhaps not so difficult as to deter the Governments of both countries from taking it up and giving it a fair trial. The consequences of the successful working of such a scheme on the destinies of the Dominion must be carefully weighed to be fully appreciated.

There exists at the present moment both here and in Great Britain, various conditions eminently favorable to a consideration of the most prudent and effective means whereby the surplus labourers or the industrious poor who desire to emigrate to the Dominion should be enabled to do so. On the one hand, in Britain the "very poor" as a class see nothing before them but continued comparative poverty, unfavourable prospects for marriage, in fact, lives of toil, without more than five chances in a hundred of gaining an independence, in the humblest acceptance

of the term. It is needless to refer to the times of great depression and want which are inevitable in a densely-peopled country relying so much on the success of its traders for the food of its population; such times stimulate the desire but decrease the power to emigrate.

It may be said that passages are so cheap as to be within the reach of everybody now-a-days. They are cheap; but it takes a long time to save enough to pay off all the little scores, buy clothes, and make a fair start with a family of young or grown children. Many young men work for years before they can finally leave home and their parents in a creditable manner, and pay all the expenses incidental to a change of residence from Britain to Canada. On the other hand, those who have been able to emigrate to the United States and Canada, and who have means to buy comparatively cheap farms, send back to their relatives and former acquaintances accounts which never fail to awaken the desire to share in such plenty and prosperity. Even this condition of affairs has been greatly modified in favor of the poor and indigent emigrants by the adoption of the Free Grant system by the Government of Ontario, under which not only does every actual settler get a farm of 100 acres of land—his own choice—of the public domain set apart for free grants, but he is freed from seizure for debt. The shield of a liberal homestead law is thrown over these free grants, so that neither the sheriff nor hunger can assail those who will till enough ground to grow food for themselves and families. This must be joyful news to all "poor Britishers;" now indeed may they congratulate themselves on being Britons, since every one can have a farm in Canada at the price of living and working on it. This is a very substantial proof of the advantage of belonging to the "*Flag that braved a thousand years the battle and the breeze.*" Bread and cheese as well as glory. Now is the opportunity for the poor husbandmen and labourers of the United Kingdom. Send them here, and, so to speak, their fortune is made. The poorer they come the more certain their ultimate success. There is more faith here in "brains, bones and muscle," than in "blood lineage or education." There is an overstock of clerks, lawyers and doctors; many mechanics earn a good deal more than do one half of those in the professions. Those who fail at home are welcome here to a free homestead.

Besides the inducements offered by the Free Grants, there are great public works in operation, or about to be commenced. The most important is the Intercolonial Railway, to connect the Province of Quebec with the Provinces of New Brunswick and Nova Scotia. There are also the fortifications at Quebec, Montreal and Kingston. There are also the railways with which you are connected, one of which is destined to penetrate through the country set apart for free grants. Suppose that our local government should grant every alternate 100 acres for a reasonable distance on either side of the railways. Companies undertaking to build these roads would be empowered to issue stock, with land warrants attached, the proceeds of the sale of which would be the means employed to build the roads into the heart of the new country, with the help of the emigrants, who would take the money acquired by payment for their labour and settle down alongside the railway, thus provided by their summer's earnings, with a fund to sustain them while clearing land in winter to grow crops the following summer. In many cases the wood thus cut near the line would be bought for fuel for the cities. In this way the "opening up" and "settlement" of the country would be simultaneous.

There can be no objection to a large emigration to Canada on the score of decreasing manufactures or their consumers in the United Kingdom, as every labourer, carpenter, coal-heaver, &c., converted into a prosperous Canadian settler, the owner of his own freehold, would be a source of greater gain to Britain here, as himself and family could consume ten times as much British manufactures as they or the average of their class consume at home.

Now, if the British Government would organize an "Emigrant Transport Service" out of idle transports or old wooden men-of-war, and give free passages, less cost of food, to decent labourers, artisans, &c., to the colonies, the fare on board such ships to be reduced to the plainest necessities of life, the colonies could then make arrangements to meet this plan half way, and pay for the food, the cost of which from Britain to Ontario would not exceed 14s. sterling, which together, with half as much more for inland transport, could be met on behalf of the emigrant by his employer in the Dominion. Requisitions from municipal authorities, such as wardens and mayors, and from railway companies, for so many labourers, mechanics and maid-servants, boys and girls, could be sent home through the local agent here to the Dominion emigration agent, who could in winter advertise particulars of such requisitions, including the kind of employment and wages offered, the authorities making such requisitions in all cases guaranteeing employment for at least one year. An active agent during the winter months would be able to select and engage many parties who could not emigrate unless under conditions of secured employment and assisted passages.

The emigrant agent at the port of Toronto, for instance, would hold to the credit of each municipality or railway company the amounts paid in with the requisitions, which would pay, say, the cost of food on the Atlantic passage—say 14s. sterling—and 6s. for passage from Montreal to Toronto; the local agents would then forward the emigrants to their destination in accordance with their engagements. One month's or at least two month's wages would reimburse to the requisitionists the amount of their expenses in connection with the emigrants, who would, except in rare cases, if the business were properly managed, undoubtedly carry out their engagements. This is merely the crude outline of a principle upon which our emigration might be based, and which if properly developed and judiciously administered, would lead