

most North-western point of that lake as runs northward from the United States boundary, and from the most north-western point of Lake-of-the-Woods a line drawn due north until it strikes the middle line of the course of the river discharging the waters of the lake called Lake Seul or the Lonely Lake, whether above or below its confluence with the stream flowing from the Lake-of-the-Woods towards Lake Winnipeg, and their Lordships find the true boundary between the same two Provinces to the north of Ontario and to the south of Manitoba, proceeding eastward from the point at which the before-mentioned line strikes the middle line of the course of the same river last aforesaid to be along the middle line of the course of the same river (whether called by the name of the English River or as to the part below the confluence by the name of the River Winnipeg) up to Lake Seul or the Lonely Lake, and thence along the middle line of Lake Seul or the Lonely Lake, to the head of that lake, and thence by a straight line to the nearest point of the middle line of the waters of Lake St. Joseph, and thence along that middle line until it reaches the foot or outlet of that lake, and thence along the middle line of the river by which the waters of Lake St. Joseph discharge themselves until it reaches a line due north from a line drawn due north from the confluence of the Rivers Mississippi and Ohio which forms the boundary eastward of the Province of Manitoba."

No opinion as to the necessity of concurrent legislation by the Dominion of Canada and the provinces of Ontario and Manitoba, is expressed, but the passing of an act by the Imperial Parliament to make the decision binding and effectual, is recommended. The Crown, acting on the advice of the Privy Council, approved their lordships' report.

The most north-western point of the Lake of the Woods is one which cannot be difficult to find; and that point once settled, the line is to be drawn due north until it strikes either English river or Winnipeg river, for it is not known, in the absence of a survey, where it will strike. The English river is an affluent of the Winnipeg, and the junction makes something like a right angle. But whether the line strike below or above the junction, it is to follow the middle of the stream to Lake Seul or Lonely Lake, through the middle of that lake to its head, when the height of land between the water-courses that discharge into Lake Winnipeg, and those which flow into James' Bay, is reached. Over the portages to the middle of Lake Joseph, the line is to take the shortest course; the middle of Lake Joseph to the point of discharge into Albany river is to be followed; thence the line to be followed is the middle of Albany river "until it reaches a line due north from a line drawn due north from the confluence of the rivers Mississippi and Ohio, which forms the boundary eastward of the province of Manitoba." And there the delineation ends. So far the due north line of the Quebec Act is recognized; but it skips Ontario, and is only made to do duty to the north of that Province, when it becomes the eastern boundary of Manitoba. Manitoba gets, in this way, an extension on the east, of some seven degrees of longitude. This due north line, if continued to Hudson's Bay, would strike that water some fifty miles east of the mouth of the Severn. Ontario gets substantially, all that was awarded to her in

the west, and incidentally she gets a definition of something less than half the length of the northern boundary. The territory thus secured is not the widest part of that in dispute, but it is the best.

This country definitely becomes acknowledged as a part of Ontario just at a time when it is being made accessible by the construction through it of the Canadian Pacific railway. Branch lines will, in time, when the nature of the country and the progress of settlement warrant the outlay, be built in various directions. This extensive region contains innumerable lakes; the soil varies from good to muskeg, and the timber from good merchantable to poor and small; there are many possibilities in the way of minerals. Many parts of this region are more than a thousand feet, some fourteen hundred feet, higher than the mouth of the Albany river; and the Arctic flora sometimes found to the north of Lake Superior, is due to the fact that every 300 or 400 feet of elevation is equal to one degree further north. We do not concur in the opinion that the country is worthless; but allowing that a good deal of it answers this description, there must be a large area capable of being put to economic uses, and ministering to the wants of man.

### THE HARVEST.

For two or three weeks past, the satisfactory nature of the current harvest has been a topic of general remark. The yield of wheat, which is unusually good in Ontario, has, in the popular estimate, seemed to overshadow that of every other cereal. But there is no serious shortage any where, and the harvest may, it appears, be generally regarded as an abundant one. The Ontario Bureau of Industries has made a summary of the probable yield, and sends us a bulletin, dated the middle of August, from which we take the following:

The total yield of grain in Ontario for 1884, according to the conclusions of the Bureau, was 113,710,600 bushels, taken off 4,448,785 acres land, as compared with 108,048,977 bushels out from 4,588,909 acres in the previous year, a gain of 5,666,623 bushels on an acreage 140,000 less. An average of 20 bushels of wheat per acre is gratifying, surpassing as it does the census year, and the estimated Ontario average drawn therefrom. The fall wheat, says the bureau, shows 21½ bushels to the acre and the spring wheat 18½ bushels, the total quantity of wheat exceeding 1883 in the proportion of 31,730,840 bushels to 21,370,068 bushels. Barley, though sown somewhat less broadly, shows a rather better yield per acre, and nearly 18 millions of bushels are expected, against 18½ millions last year. The grain is heavy, but in certain districts somewhat dark in color. Close upon fifty million bushels of oats are expected, as compared with fifty-four and a half millions in 1883. It is not unlikely, considering the good effect of late rains in July, that this crop may "better expectation." The acreage of rye is limited, and the expected crop not much more than half that of 1883. Peas are a good crop, a "bountiful crop" says Mr. Blue, the pea bug having done much less harm this year than usual.

We append the table of probable yield for the two years.

	1884 Bushels.	1883 Bushels.
Wheat.....	31,730,844	21,370,068
Barley.....	17,860,777	18,414,337
Oats.....	49,883,000	54,573,609
Rye.....	1,630,417	8,012,240
Peas.....	13,106,062	10,673,728

"The hay crop was injured to some extent by the frosts of the last week in May, and more seriously by the drought of June. The yield is estimated at 3,044,912 tons, or about 1,000,000 tons less than last year. The appearance of the corn crop is not promising, due partly to inferior seed, and partly to the low temperature prevailing throughout June and July. The fortune of the crop depends on the weather of August and September. The area planted is 174,834 acres. Beans have suffered from the drought and the cool weather, and they will mature a week or ten days later than usual. The plants, however, are strong and healthy, and being well loaded a good crop is likely to be gathered—the estimate being 552,953 bushels from an area of 24,877 acres. The reports of the root crops are generally favorable. Potatoes are excellent, and mangolds and carrots are fairly good. Turnips made slow growth at first, owing to the dry weather, but the recent rains have been very beneficial. The area in potatoes is 168,862 acres; in mangolds, 18,341 acres; in carrots, 10,980 acres; and in turnips 104,108 acres. The total area in roots is 302,291 acres, or about 8,500 more than last year."

### NEWFOUNDLAND TRADE.

A good deal of attention has lately been directed to Newfoundland in connection with the important railway enterprise recently projected there. The traffic upon that portion of the line already completed, both with respect to goods and passengers, exceeds, we are told, expectations; and it is anticipated that the portion from St. John to Carbonear, 80 miles, will be finished this year. As to the population of the country to be served by this railway, we learn that while St. John's is close upon 30,000, that of the districts and towns, which the road will put in connection with the capital exceeds 40,000. It is English capital, it appears, which is building the line, and the statement is made that "the Newfoundland Railway has passed from the hands of the American syndicate, which obtained the charter, to those of the English bondholders."

While it is true that the exports of Newfoundland consist most largely of fishery products, it is also true that mining and agriculture are growing industries. Although it may be the case to-day, that, as in a previous century, Newfoundland is known to the average reader as

"Some place far abroad,  
Where sailors gang to fish for cod."  
its capabilities of export include other things than fish and their products. A recent statement of the outwards trade for the year ended with the 1st of July, 1883, given by a correspondent of the *Montreal Gazette*, shows that the policy of the present Government takes the direction of developing the other resources of the island, so as to provide for the increasing population. "The country is more prosperous than it has ever been previously, and the people, as a whole, are in more comfortable circumstances. Home industries have been fostered and are rapidly advancing; a railway, now in course of construction, will open up the fertile lands for settlement; the splendid dock, advancing rapidly towards completion, will greatly promote the interests of the capital, and mining