

Capitol. This fact is beginning to be recognized by those most interested, and during the next year an even more rapid increase to the volume of trade is expected, than has taken place during 1882. It is not to be expected that eastern wholesale houses will retire from such a valuable field, and the increase in the business done will leave plenty of scope for their efforts, besides taxing those of the local houses to their utmost. They will find keen competition on the ground, however, and competition that will compel a good market for the purchasers of the North-west.

THE MANCHESTER CANAL.

The *Chester Guardian* of Decem-23rd, contains the gist of the bill now before the Imperial Parliament, asking powers for the construction of the great ship canal between that city and Liverpool. This scheme has been talked of for a quarter of a century, and was by many ranked as one of the great dreams of crazy engineers. It has steadily gained favor, however, even among the Englishmen of the most conservative ideas, and there can be little doubt but the great work will be commenced and completed before the present generation passes away.

Parliamentary powers for such an undertaking are not so easily obtained in England, as in our Western Hemisphere, and the greatest and most stubborn fight will no doubt be to secure the sanction of the House of Commons, and House of Lords. Unfortunately the existing rights of every obstructive crank who opposes the scheme will meet with an amount of consideration before the committee of the House of Commons, which to the progressive resident of this western land would seem unreasonable. The work will no doubt be hampered with many conditions, which will prove a great source of annoyance to its projectors, and when parliamentary powers are secured, it would be difficult to find one in a new country like our own, who would look upon the scheme and prophesy success to it financially. But Englishmen are accustomed to such obstructions, and the enterprising portion of them are prepared to meet them in the most philosophical manner; and treat them only as difficulties that must be overcome.

The figures connected with this short canal loom up in the eyes of a western

pioneer to a magnitude, that makes him wonder if the whole affair is not a pleasant little piece of romance. The capital of the company undertaking the work is to be six million pounds, or nearly one-third of the now increased capital of the Canadian Pacific Railway Company, who are to build a railway from the Atlantic to the Pacific seaboard. The shares too are to be only ten pounds each, so that they will be within the purchase power of the artizan classes. Such figures in connection with the construction of a canal between two cities in the same county, (and counties are not overly large in England) are certainly astounding to the resident of Western America, but they go to prove that Britain has still the power and enterprise to accomplish huge undertakings in the interests of commerce, of which she has been the guardian and pioneer in bygone centuries.

There are many schemes spoken of regarding a waterway between Manitoba and the Atlantic or Hudson's Bay shores, none of which have probably yet taken definite or practical form. The scheme is practical in many ways, and would certainly be accomplished at a much less expense than the Manchester Canal. It is by no means likely that capital for such an undertaking will be plentiful enough in the North-west for years to come. It is more than possible, however, that before the close of the present century goods will be shipped by an all water route between Winnipeg, the centre of wheat, and Manchester, the centre of cotton manufactures. The most improbable link in the connection is completed, when the canal from the River Mersey to Manchester is constructed and in operation.

A BOARD OF TRADE.

Such an institution as a Board of Trade seems to be indispensable in a western city or town of moderate size, and the formation of one in a new town is considered a big step towards its commercial progress. The influence of such a board should be felt throughout the city or town's whole business system, and its actions should be framed so as to put a check upon any movement that would injure the prospects of trade, while it should be prepared to lend a helping hand to any that would further the interests of the same.

There are numerous instances where

the title, Board of Trade, has been sadly misapplied, and under that name some very questionable institutions have been represented to the people, as guarding commercial interests. In Chicago, for instance, the Board of Trade is an institution which regulates a system of gambling in the products of the country, and in Milwaukee and other cities the institutions known as Boards of Trade, are very little better than that of Chicago, and their committees settle and arrange disputes connected with purely gambling transactions, and not unfrequently have their decisions declared by state supreme courts to be within the reach of criminal law. Yet such institutions have been started with the best intentions, and if properly guided, might have been valuable guardians of trade.

Winnipeg has a Board of Trade, and it is well to make the fact known, as a resident of at least three months in the city, and a close inquiry is necessary to discover the fact; and as a resident of San Francisco recently said while visiting here, it would require a sheriff's warrant to find it. This institution cannot be accused of misdirecting the trade affairs of the city, as for months it has been a purely ornamental concern, not a meeting of any description having been held or action of any kind having been taken on any trade matter, although numerous subjects of great interest to the city demand its prompt attention and action. Even the annual meeting for the election of officers for the ensuing year has been forgotten, although it should have taken place a week ago. Such an institution is certainly not fulfilling its mission, and cannot be said to guard the trade interests of Winnipeg. A Board of Trade in this city should be thoroughly aggressive in its policy, and its officers should be ever watchful to see where the influence of the Board could be made to tell in the interests of trade. When the next annual meeting takes place therefore (if it ever does) it is to be hoped that new life will be infused into it, and that officers will be selected, who will keep the board the moving power in all matters of commercial progress. No city in the world has more necessity for an active Board, and none offers a wider field for the labors of one, than Winnipeg. There is no lack of energy among the business men of the city, if guarded by a well organized and managed Board,