

below the line, mark a period of liquidation, the throwing off of an immense load of debt. Whether Canada is, for some years to come, to be a borrower to an extent that will sensibly swell her imports, or whether her annual loans would not more than balance the interest she has to remit, is a matter which it concerns the public to know, and the information should not be needlessly withheld.

THE TRADE OF MANITOBA.

There are some features about the trade of Manitoba which merit attention from our wholesale houses at this time. It is a suggestive fact that the population of the province has quadrupled within six years. The extensive settlements which are being formed to the westward in the Saskatchewan district, and the present indications of an unusually large immigration into the province during the present summer, justify some attention to the results which may be thence expected.

Probably the greatest drawback to the commerce of that region has been—and indeed continues to be—the high cost of transportation to and from it. This high cost has been mainly caused by the steamboat monopoly upon the Red River. This steamboat company has the sole transport of goods and passengers between Fort Garry and Moorehead, the point where the Northern Pacific Railway crosses the Red River; and its rates of freight have been such as to enable it to declare last year a dividend of eighty per cent. upon its stock. Being a St. Paul organization, the company arranged its tariff to discriminate in favour of that city, which drove Winnipeg merchants to purchase heavy goods in St. Paul.

With a view to remedy this state of things, a deputation, consisting of all the Senators and members of the House of Commons from Manitoba, waited upon the Premier lately, and requested that in order to give to the cities of our central provinces the trade that is properly theirs the Government would lay the rails, which are now at Winnipeg, down upon the Pembina branch of the Canada Pacific Railway, the grading of which was finished two years ago. This accomplished, a break of only fifty-five miles would be wanting in through railway communication between the Canadian cities and Winnipeg. It was argued by the deputation that even if goods were transported in waggons over this fifty-five miles, their freight, all rail, would cost less by \$70 per ton, say from Toronto, than the prevailing rates. A very large quantity of

supplies are now bought in the United States for our Northwest Mounted Police, and for other Government purposes, which under altered circumstances of transportation would be purchased in Ontario and Quebec.

Meantime the country is fast filling up. Whole communities have moved in from the United States, and some thousands of Mennonites and Icelanders are already comfortably established there. The pressure of State, county, township, and school taxes is severely felt by settlers across the lines; and Canadians who moved to the States to take advantage of their free grant system, and the easier cultivation of the prairie lands, have felt these taxes so heavy a burden that whole settlements have gone thence to Manitoba. Witness the recent removal *en masse* of the Canadian colony from Emerson in Southern Iowa to Manitoba. In our prairie province they have no taxes to pay except the school tax, and another consideration for new settlers is that the term of residence there required to constitute them voters is less by two years than is needed in the States.

Quite a number of Canadians from Iowa, Wisconsin and other Western States have moved in, and more are on the way from the French settlements of Michigan and Massachusetts, who are induced thereto by the satisfactory accounts of the country they receive from their compatriots already there. The good crop harvested last year, and the immunity of the province from the grasshopper plague, has attracted many from neighbouring States.

“ROLLING STONES GATHER NO MOSS.”

There is a marked tendency among the native population of this continent to “go west.” There, amidst new lands and new society, many hope for new and better opportunities. In a very large proportion of cases, these hopes are not realized; nevertheless, a considerable number even of young Canadians, from one cause or another, are constantly passing over into the United States. The number is far less now than before Confederation, and we obtain besides some recruits from the United States in return; but we are sorry to have any of our native population pass from under the flag of the Dominion, for men who are willing to engage energetically in those occupations which lead most directly to independence, have opportunities for advancement and success in their own country not surpassed by those to be met with in any other part of the continent. And if they are not content to remain in the old-

settled parts of Canada, they can find in the North-west and British Columbia an ample field in which to seek fortune or adventure.

Not a few of our young men who go to the United States do so simply from love of change and adventure. Nothing can prevent this. The youth of every nation and every age have been seized, about the date of their majority, with a strong impulse to “see the world,” and Canadians would be an exception to all other races if some of them were not led abroad by this impulse. Seldom, however, do such persons lose their love for Canada, and many of them return after a few years and settle down into our most steady-going citizens.

Some are attracted to the United States by two other reasons: (1) Under the expectation that they can do better in the American cities, and (2) because it is supposed that somehow or other they will have easier employments. We ought not to lose a single Canadian from these causes. Information, through the press and otherwise, attests that nearly all the United States cities are overcrowded. The supply of labour generally far exceeds the demand, and in the great commercial centres thousands are at present out of employment. This is particularly the case in several branches of mechanics, and also in such occupations as clerking in stores, telegraphing, book-keeping, and similar so-called easy employments.

Not a few Canadians have found themselves in American cities, since the hard times set in, without money, friends, or work; and not a few have fallen into the snares and vices which there abound.

The old saying—“rolling stones gather no moss”—applies to persons who are constantly making changes at home, not less than those who go abroad. So far as the latter are concerned, we do not anticipate that anything we have said will deter young men determined to rove and have a look at the great world from doing so. We hope, however, we have advanced sufficient reasons to prevent any from going to the United States under the belief that they can make money easier or obtain lighter employment. Love of adventure, or shall we say dissipation, may be gratified more readily in the densely populated cities of the Republic, but the majority of young men, all things being equal, can acquire wealth and position as quickly in Canada as in any other part of the world.

THE NIAGARA DISTRICT MUTUAL FIRE INSURANCE COMPANY.—About three weeks since the Ontario Government ordered an investigation into the affairs of this company. The gentleman charged with that