

NORTH WEST DEVELOPMENTS.

The settlement of the North-West is making satisfactory progress. From this fact we learn from many quarters. A correspondent writes to the Windsor Free Press, pointing out the wonderful advancement that has been made during each of the last three years. Having come out as far as Poplar City recently he says that three years ago there was scarcely any settlement west of that place. Now, however, he points out, or a distance of thirty-five miles west there is an almost vacant land ready to be had, and the class who have settled in that section of the country are generally well to do. We cannot do better than quote from the correspondent: "There are a great many English and Scotch settlers in that part, all of whom came into the country with plenty of the material to start farming in a very comfortable way. In the course of my first day's travel, I called on a friend of mine, a Scotch settler, who had arrived here with his family last fall, but who had previously to that came out to this country from Scotland, located his homestead, and returned home the same winter, and immediately set about to prepare for taking his departure with his family from 'Auld Scotia' for the 'anation North-West, and now he is comfortably settled on his farm, just three miles east of Oak River, on section 12, township 14, range 21 west. We took a walk around his farm. He was very particular in showing me everything that he had accumulated since his arrival. Mr. Stewart has to show for his few months labour in this country probably as much as any other settler in the North-West. He has thirty acres of a crop, fourteen acres of oats, twelve of wheat, and the remainder in barley, all of which was coming on finely, and showing good signs of a very large yield. In addition to what land he has under crop, there is in the same field forty acres of 'brusking,' all this he will have 'backed' and ready for the seed as soon as the snow is off in the spring. Mr. S. has also twelve head of cattle, three horses, five pigs, a good stock of poultry, and one wild turkey. He has a large frame house built regardless of expense, stables and sheds built in a square from 50 feet by 90 feet, sixty tons of hay in the stack, a well of good water under his kitchen—which is a plain evidence that Mr. Stewart considers comfort as necessary as money. His farm, I believe, is, in appearance, one of the prettiest in this whole country; it is laid out, as it were, in three ridges, sloping beautifully from top to valley, with a large ravine flowing through the centre, furnishing a never failing supply of water, and pasture for many head of cattle the summer through." The rest of the correspondent's long letter is replete with similar information, illustrative of the progress of the settlement of the country. If Mr. L. B. COCHRAN, of Truth, and the other society journal assailants of Canada generally and the North-West in particular, could see the country for themselves and learn the exact state of affairs from practical observation they might be induced to see the folly of endeavouring to create prejudice in the minds of intending agricultural emigrants. The testimony of those who have left the "old country," and have made their home in the far-off North-West will at any time far outweigh the misrepresentations—possibly paid for misrepresentations—of Truth and the World; and it is gratifying to know that such testimony can be had in abundance. For many years the Western States have had almost a monopoly in England in the matter of being represented as a desirable country for the British agriculturist with a little capital who may not be satisfied with his condition at home. Now, however, a change has set in. Canada has acquired one of the most magnificent and fertile territories in the world, and general attention is being directed to it. The British press, we are pleased to note, is advocating the claims of the colonies as against those of foreign countries, and are pointing out the desirability of British emigrants going to British colonies rather than to a foreign country to become subjects of an alien flag. We do not believe in the policy of giving exaggerated accounts of the resources and fertility of the country. The truth in the case of Canada's great North-West is sufficient; and it is only by generally disseminated desirable results may be anticipated. While the repre-

sentations of visitors are valuable, and the circulation of information by agents of the Government cannot fail to do good service, no testimony, after all, is so conclusive and acceptable as that of men who have come from the Mother Country and now settled on the land. If they are satisfied with the change, if they do not find the climate too rigorous, if they have demonstrated that the soil is remarkably productive, no more eloquent and powerful testimony can be obtained, and such testimony should be widely circulated. There is every reason to believe that with the rapid progress of Pacific Railway construction and the sale of lands, the influx of population into the North-West during the ten years will be up to the highest expectations of the most sanguine believers of the great future in store for that important portion of the Dominion.

PRODUCTS OF MANITOBA.

The annual report of the Minister of Agriculture for the Province of Manitoba for the year 1880, furnishes some valuable information regarding the productive qualities of that Province. The average yield of wheat per acre from 1877 to 1880, inclusive, was as follows:

Table with 4 columns: Year (1877, 1878, 1879, 1880), and 4 rows of bushels per acre for different crops.

The comparison between the Canadian North-West and the North-West of the American States is as follows: Canadian North-West, average; Minnesota, Iowa, Ohio.

The following is a comparative statement of the barley production of our North-West and that of some of the American States: Canadian North West, Minnesota, Iowa, Ohio, Illinois.

In regard to peas the report says that the general complaint of farmers in Manitoba is, that the soil is so rich that the vines grow too rank, and are, therefore, not productive. The average yield during the four years named was 32, 34, 32, and 33 bushels per acre. Little rye has been grown in the Province, but products show that it can be grown to advantage. The average yield per acre was, in 1877, thirty bushels; in 1878, thirty bushels; in 1879, forty bushels, and in 1880, forty bushels. The yield of potatoes varied very much, according to the report points out, to the nature of the cultivation, the ground in which the seed was planted and the date on which it was put in the ground. The average yield per acre was: 1877, 304 bushels; 1878, 308 bushels; 1879, 302 bushels; 1880, 318 bushels. In order to show the yield in particular localities we make a few notes from the report, the figures representing the number of bushels per acre: Locality, 1877, 1878, 1879, 1880. High Bluff, 30, 30, 30, 30. Portage la Prairie, 40, 40, 40, 40. Nelsonville, 40, 40, 40, 40. High Bluff, 50, 50, 50, 50.

Chemistry. In the University of Edinburgh, is furnished: Molar, Organic matter, certain, but equal to animals, Sulfur matter, Phosphate, Carbonate of lime, Carbonate of magnesia, Alkaline salts, Siliceous matter, Sand and shells, Alumina.

The soil is rich in organic matter, and contains the full amount of the fertilizing matter found in all soils of a good farming quality.

In regard to the health of the Province, out of 117 statements received from farmers not one was adverse. Respecting the effect of winter weather upon cattle the experience of resident farmers disposes of the erroneous statements that have been published. We select a few from many testimonies. Mr. HAYWOOD SWAIN, of Morris, says: "Cattle do not suffer more than in other parts of Canada." Mr. GEORGE CADMAN, of High Bluff: "The winter is not severe on animals." Mr. JAMES STEWART, Meadow Lea: "Cattle thrive well in winter." Mr. JAMES AIRN, Stonewall: "Animals do well in winter." Mr. R. E. MURPHY, Cook's Creek: "If animals are properly cared for they do not suffer from cold." Mr. SIMON BALLANTYNE, West Lynne: "Although last winter was exceptionally cold, stock wintered well."

The contents of the report should be widely circulated. The information supplied is valuable, and it generally disseminated at home and abroad would do much towards removing the mistaken impressions which have been formed in regard to the country, while those who have endeavoured to make out that the productive qualities of the North-Western States of the Union are superior to those of Manitoba and the Canadian North-West will find their representations disproved.

THE REVENUE.

The following is a comparative statement of revenue received by the Finance Department from 1st July to 30th September during the years 1880 and 1881:

Table with 2 columns: Year (1880, 1881) and 3 rows: Customs, Excise, Other sources, and Increase over 1880.

INSPECTION OF HULLS.

Under a law at present in force, a law that is, we are glad to say, strictly carried out, the boilers of all steamboats on our inland waters are examined from time to time. No steamer is allowed to engage in traffic without a certificate from the examining officer, certifying as to the soundness of the boiler and machinery. This is an excellent and proper arrangement so far as it goes; but it does not go far enough. Why insist on an inspection of the boiler and machinery and neglect the hull which holds them? What would be the use of the best steam engines that were ever made when placed in a rotten bottom that might fall to pieces before the first puff of wind? Our great lakes and rivers are not pools and creeks. Those who sail thereon have to face all the dangers of the ocean, and it is therefore the duty of those in authority to protect the travelling public in every possible way. This has been a sad year on our lakes and rivers, as many know to their grief. We have all had occasion to mourn over a personal or a general calamity, and in nearly every instance, as we now know, the calamity might have been averted by the exercise of care and caution. If we inspect the boilers of steamers, why not inspect the hulls? Why should not the Government appoint capable and experienced men to examine the body of every vessel on our lakes and rivers? None should be allowed to sail without a certificate as to her soundness. So far as it goes the law is good, but it should go further.

Human life is too precious to be risked in the execution of things that are now on our water. We have about us the widows and orphans of those who went out on our lakes and never came back. They went down in rotten ships. This can, in a measure, be prevented. Let the hulls of all ships be inspected by competent men. It is well to look after the boiler, but let us look after the hulls at the same time.

EDITORIAL COMMENTS.

It is estimated that the production of beet root sugar in Europe this year will be, by countries, as follows—Germany, 570,000 to 600,000 tons; Austria, 475,000 tons; France, 37,000 tons; Russia, 225,000 tons; Belgium and Holland, 50,000 tons.

It is announced that a sum of over \$20,000,000 is now lying in the United States Treasury waiting for the holders of just day and called bonds to ask for it. On this amount it is represented about \$10,000,000 is for matured bonds, on which interest ceased at various dates from before January 1st, 1877, to July 1st, 1881. The other \$10,000,000 is for called bonds on which interest will cease October 31st, but which, with interest to October 31st, will be paid on presentation.

The constitutional situation in the United States at present is unique. It is thus stated by a prominent journal:—

"Mr. Arthur having become President of the United States, the office of Vice-President and President of the Senate becomes vacant. To-day there is no Vice-President and no President of the Senate. The Senate ought to have chosen a President pro tem. at its special session last spring, but it neglected the duty. The situation, therefore, is peculiar, and in a certain contingency would be most unfortunate. If President Arthur should die there would be no one to take his place. The President of the Senate is the officer indicated to succeed him as acting Executive, but there is no President of the Senate. The Speaker of the House is the next in succession, but there is also no Speaker of the House, because the new House of Representatives chosen last fall has never met and organized. Congress does not meet in regular session till the first Monday in December, seventy-four days hence. In the event of President Arthur's death in this state of things, therefore, the Government would be without a head—no President, no Vice-President, no President of the Senate, no Speaker of the House, no organized Congress. What would follow we do not care to conjecture."

The French Government having consented to the further prolongation of the commercial treaty between England and France for three months from the 8th of November, general satisfaction is expressed in England, and the hope is entertained that the new negotiations may result in the framing of a new treaty which will be acceptable to both countries. A correspondent of the London Standard, writing from Paris on the subject, says:—"Contrary to its first interpretation of the law, the French Cabinet has agreed to the demand made by England with regard to the prolongation for three months of the treaty expiring on the 8th of November next. On the other hand, the British Government has accepted the principle of the substitution of specific for ad valorem duties, which it originally regarded as disastrous for English commerce. As regards cotton and iron, it has consented to an average duty, provided, however, that it does not entail for inferior qualities the payment of higher duties than those specified in the present treaty. This concession has not been made by the English Cabinet without any compensation. With regard to wool, it has obtained an exception to its concession. Concerning specific duties, England has also demanded and obtained the same exception in favour of cutlery and hardware."

A report on the products of the French Celluloid Company has been drawn up by M. Vincent. The author states that celluloid must be preserved from any great elevation of temperature, even for a short time, in order to avoid the conditions which may produce very serious accidents, and, with a further view of insuring safety, he says that only limited quantities of it ought to be stored up. He found that cold mineral acids have but a very slight effect on it, but that hot nitric and sulphuric acid destroy it very quickly. A mixture of alcohol and ether will rapidly destroy it, even in the cold. The nitro-cellulose, which is the basis of celluloid, tested, it is added, is prepared from cigarette paper.

PHILADELPHIA.

Philadelphia Improvement... Aroused Commercial Spirit... Latest Market Quotations.

Philadelphia, Pa., Oct. 4th. The commercial battle wages hotly. The business authorities are not beating the drums as loudly or as often as they have done between Montreal and Winnipeg. The fight is now for position for freight, for best and most of the best judges and business men. The tunneling of the St. Lawrence, the proposed construction of a through line from this water to the lakes, the proposed construction of United States roads, the proposed construction of elevator capacity, all indicate that the trunk lines in the sea will have to do more than they are doing to retain their percentage of sea-bound traffic. The railroad war is now largely from Lake and Mississippi traffic. Garrett, of the Baltimore & Annapolis, wants to know of Vanderbilt who \$1,000,000 of dividends must be given in a useless effort. The answer to the question shows to the satisfaction of the weakness of the railroad problem. The B. & O. millan holder in further business. They still prefer a contract at \$24 and be sure of supply than to defer negotiations until next spring with the risk of obtaining supplies at \$25. I. A. King upon a report that during the week past projected roads were submitted, in Philadelphia up to two hundred. Reference to the railway paper gives a general idea of the enormous requirements. If Illinois keep on as they are, rails will go to \$25. Instead of falling, as they ought, and eventually will, to \$20, or even \$15. The eleven companies do not care to sell any further ahead. They have left such small capacity which to meet transient business. The world's rail capacity cannot make rail fast enough to meet the wants of buyers if all roads projected are to be prosecuted.

At no time was it more necessary than at present that the governmental affairs should be properly administered. Capital has more at stake. Lack of wisdom in those who know little else than politics might precipitate conditions which would destroy confidence and jeopardize the safety of investments. Business interests demand permanency. Content changes do no good, except to remedy supposed wrongs. Twenty years ago it was safe to let politicians have pretty much control. It is not so now. Business interests must control the acts and policy of the Government, and keep politicians where they belong. Congress can do nothing without consulting the banking interests. The manufacturing interests are combining in order that they can exert similar influence on Congress and use their united power to the work of raising free trade movements. There is too much of politics in Government and too little of business. More attention will be given to this matter. The Government of Great Britain is administered for the advancement, largely, of the commercial and industrial interests. The Government of this republic is administered for the benefit of office holders and class interests.

The trunk lines are doing an enormous business. The Pennsylvania R.R. cannot handle all the freight, and shippers are blocked for miles at times. Cars are scarce, and shippers are unfortunate. Building operations are actively prosecuted. Two hundred and eighty-five new buildings were started during September. Labour of every sort is sought and wages are quietly advancing. Combinations of labourers are being formed in a great many branches.

A new underground telegraph wire is being laid through Market street, and the city will soon be possessed of vastly increased and greatly improved telegraphic facilities. A new electric light company has been organized here known as the Max Im Electric Light and Power Company with a capital of \$1,000,000. Some of the hoaviest men, financially, in the city are in it, and they have possession of several valuable patents. The wire will run under the streets.

Another grand enterprise is an elevated railway system to cover the city at a cost of several million dollars. Much hostility has been worked up against the horse car system because of its late and the political ring behind it. The public is ready for the road, and all the steel has been taken.

The Pennsylvania R.R. elevated road will be running to the centre of the city by January 1st.

Shipping interests are flourishing. Several new vessels have been launched—a 400 ton iron steamer for Great Britain is one of the last. The yards are crowded.

Bank loans declare a million and quarter over last week. The drain on currency to the interior is met by government purchases. A feeling of uncertainty crops up which cannot be defined. Short crops have reduced exports. The inflow of gold has been partially arrested. The enormous investments of capital will be time to tell. The enhanced cost of raw materials has made strikes probable if demands for higher wages are not crushed. If cost of production is unduly enhanced, heavy importations will be the result. A boom, especially in iron and