

to be hoped that current rumor will prove true, and that capitalists, whose contemplated investments go up into the millions, will soon have assurances that they can go to work upon. Then the great "boom" will come, most undoubtedly; the large expansion of old industries and the creation of new ones. The Government would be well warranted in taking extra measures for hurrying things forward. Give us assurance, give us confidence; the business community cannot have too much of it, nor can they have it any too soon, either.

#### FROM THUNDER BAY TO WINNIPEG.

The last rail on the Thunder Bay and Winnipeg section of the Pacific Road has been laid, and traffic will be opened through on Dominion Day. For the Sault Ste. Marie connection we may yet have to wait some time, and still longer for the section north of Lake Superior, but with the road completed from Prince Arthur's Landing to Winnipeg, thence two hundred and fifty miles beyond, and progressing towards the Rocky Mountains at a rapid rate, we are not badly off. It is now possible to carry freight from the heart of Manitoba to Halifax, or *vice versa*, all the way through on Canadian soil, or afloat in Canadian bottoms, and this for the greater part of the year. The lines of vessels sailing the long stretch from Sarnia and Collingwood to the head of the great lake, will do a larger business than ever before, while the Grand Trunk will certainly make "a big push" to develop traffic by the rising port of Midland City, on the Georgian Bay, which makes a short cut between Winnipeg and Montreal. The Syndicate will not be behindhand in pushing things, either, and between the two the country ought to be well served.

Probably few, even among our business men, have yet sufficiently realized what the future importance may be of the long inland link of deep water navigation between the foot of Lake Huron and of the Georgian Bay to the east, and the head of Lake Superior to the west. For about seven months of the year this connection can be used, but, until the iron link was completed to Winnipeg on land, the value of this long water route did not half appear. There ought to be an immediate cheapening of freight through to the Gate City of the west. It should be quite possible for the Dominion Government to secure this, either by arrangements with both the Grand Trunk and the Canadian Pacific, or in virtue of laws now on the statute book. The Syndicate's charter leaves larger powers in the hands of the Government than most people are aware of, and there are in the Consolidated Statutes of Canada railway powers reserved to the Government amply sufficient for most practical purposes. These powers have never yet been acted upon, but they legally exist, nevertheless, and they can be acted upon if the Government so decides. May we offer the suggestion that probably now would be a very good time to act upon the powers aforesaid? The Government, be it remembered, already revises the Syndicate's table of fares and freights; why not those of the Grand Trunk and other roads, too? With fares and freights through to Winnipeg reduced as they might be now, under the new circumstances that have supervened, there ought to be a wonderful expansion of this very travel and traffic before the present season is over.

#### SOME INTERESTING FIGURES.

We find in the *American Protectionist* the table given below, arranged from a census report for the New York *Herald*, which was intended to show as forcibly as possible the preponderance of New York and vicinity as the chief manufacturing centre of the Union. The reader will be able to see at a glance that of twenty cities New York heads the list in the number of manufacturers, the number of hands engaged, the wages paid, and the value of the product; while, with the suburban cities across the North and East rivers, without counting Paterson and Elizabeth, the figures more than double those of Philadelphia, the next greatest manufacturing centre. Here is the table:—

Cities	Establishments.	Capital.	Wages Paid.
New York.....	11,102	\$164,917,856	\$ 93,378,806
Brooklyn.....	5,089	56,621,399	21,072,051
Newark.....	1,299	23,919,115	12,809,011
Jersey City.....	555	11,329,915	4,347,034
Total.....	18,105	\$256,788,285	\$131,606,902

Philadelphia.....	8,377	170,495,191	60,606,287
Chicago.....	3,479	64,177,335	33,795,486
Boston.....	3,521	45,750,134	23,715,140
St. Louis.....	2,886	45,385,785	16,714,917
Cincinnati.....	3,231	43,278,732	18,571,687
Baltimore.....	3,790	35,760,108	14,467,852
Pittsburg.....	1,071	50,976,901	16,918,420
San Francisco.....	2,860	29,417,246	13,595,010
Cleveland.....	1,033	18,134,789	8,577,081
Buffalo.....	1,137	24,188,562	6,913,702
Providence.....	1,186	23,573,934	8,903,720
Milwaukee.....	821	13,811,405	6,305,487
Louisville.....	1,066	19,583,013	5,496,521
Detroit.....	875	14,202,159	5,841,426
New Orleans.....	906	8,401,390	3,658,152
Washington.....	961	5,381,226	3,897,120

Cities.	Hands Employed.	Material.	Products.
New York.....	217,977	\$275,097,236	\$448,209,248
Brooklyn.....	45,266	124,951,203	169,757,590
Newark.....	29,232	42,940,817	66,234,525
Jersey City.....	10,688	49,320,099	59,581,141
Total.....	303,163	\$490,309,355	\$743,782,504

Philadelphia.....	173,362	187,169,375	304,591,723
Chicago.....	77,601	174,244,364	241,045,607
Boston.....	56,813	77,586,607	123,366,117
St. Louis.....	39,724	68,154,990	104,383,557
Cincinnati.....	52,184	55,939,133	84,869,105
Baltimore.....	55,201	46,468,244	75,621,388
Pittsburg.....	34,465	41,201,998	74,241,880
San Francisco.....	26,062	44,537,430	71,613,385
Cleveland.....	21,499	30,850,977	47,352,269
Buffalo.....	16,838	25,888,263	40,003,205
Providence.....	21,336	21,376,467	39,596,653
Milwaukee.....	19,620	26,462,740	38,955,138
Louisville.....	16,569	19,190,212	32,381,733
Detroit.....	15,062	17,143,490	18,303,580
New Orleans.....	9,439	10,475,022	18,341,000
Washington.....	7,116	5,234,611	11,641,185

The city of New York, as is well known, receives the far larger part of all the foreign importations coming into the