

selling goods on credit to every one that asked for accommodation in that direction.

There is only one basis upon which business can be done in this country and that is to sell only to responsible men, and not encourage adventurers in speculative ideas of running a store carrying ten thousand dollars of stock on a capital of less than as many hundreds. They cannot weather the storm. The population is as yet too limited to allow of business being extended much beyond its present limits, and if the wholesale houses do in the future encourage such trade and lose money thereby they do so with their eyes open to the consequences. The country is all right, but this rushing business must be done away with. A steady growth, such as has been the case in all other countries, is the only thing that will assure success, and anything outside of that in the shape of what is generally known as a "boom," can only be looked upon as a fatality to the spot upon which it strikes. Winnipeg has had satisfaction in that way, and our advice to every business man is this: "Do business in a legitimate matter; and sell as little on credit as possible."

RIVER NAVIGATION IN THE NORTH-WEST.

The necessity for the improvement of the great water routes in the North-west never impressed itself more forcibly upon the people of this country than at present. This season the water in the rivers has reached a lower level than has ever been known at this time of the year. Navigation on the Red and Assiniboine rivers has been already seriously interfered with, and should the season be one of little rain there is a possibility of an almost entire block in traffic. The obstructions to navigation occur only at a few points where rapids occur on the streams, and those conversant with the matter say that the expenditure required to remove them would not be heavy. Last year the Dominion Government made an appropriation for the purpose of improving the rapids on the Red River, between Winnipeg and the Lake, but so far nothing has been done. The consequence is that a great deal of extra work is caused by the necessity of having to tranship freight and passengers from vessels of draught light enough to run on the river to the heavier craft to bear them across the Lake. This means time and money which with the

limited period of navigation amounts to a great deal.

The whole district up the Saskatchewan, as far as Edmonton, relies to a great extent upon the boats as a means of transport, and the barrier thus placed upon speedy navigation must interfere seriously with the regular course of trade in all the commercial centres rapidly rising up throughout the North-west. The Government, in justice to the people of the North-west and to those who have invested a large amount of capital in establishing lines of boats on these waters, should act promptly in this matter, and see that another summer is not allowed to pass without some substantial work being done in the direction mentioned. On the Assiniboine, the same difficulty prevails this season, and the cost of removing the principal obstructions would not be heavy.

FUTURE GRAIN CENTRE OF AMERICA.

From the first settlement of the continent of North America, the grain producing section of the same has been gradually making its way northward and westward, the Rocky Mountains being evidently the limit in the latter direction, while in the former the limit has been steadily extending, until the great prairies that slope northward to the Arctic circle are now looked upon as the most valuable fields. The Gulf States had their day as grain producers. The Empire and Keystone States had theirs, and the Mississippi valley still holds a prominent place in that line, and is well supplemented by the great country lying between that river and the Missouri. With the movement of the grain-producing districts of the continent, the grain centre of the same has not remained motionless. From the time when the old Dutch settlers of New Amsterdam (now New York) centered their grain market in that port, the grain centre has been steadily following the course of production. For a time it lingered at Buffalo, then moved onward to the lake ports of Ohio, and latterly centered in the systems of Chicago and Milwaukee. Here it has rested for years, as if having reached the head of the great chain of American waterways, by which cheap transportation is secured, and at Chicago bidding defiance to all further westward movement. While the great bulk of American grain came from the Western and South-western States, Chi-

cago was in a position to say to the march of grain centering, as Canute of old said to the advancing tide, "Thus far and no further shalt thou come," and say it with less fear of disobedience than was manifested towards the old English monarch's command. But with the rapid northward march of grain raising during the past few years, that city's control of the grain trade is becoming every day less tenable. The western ports of Lake Superior fed by the Northern Pacific railway and its tributaries on the American side, and the Canadian Pacific on the Canadian side, promise soon to direct a heavy share of the grain trade by that lake instead of Lake Michigan, and a grain centre for the vast prairies of the North-west will be found much nearer than on the shores of the latter lake. While national trade restrictions continue there must necessarily exist two North-western grain centres, one on the Canadian and another on the American side. But these restrictions are steadily approaching their end, and the now divided grain interests of the North-west must soon become united, and banded together on a route for their shipments to the seaboard. With no common route but the bosom of Lake Superior for the carrying of their exports the grain interests of the Canadian and American North-west must eventually combine in one centre, if only as a matter of protection against competitors.

But every arrangement of nature dictates, that the years are few until these North-western grain fields will find their outlet to the seaboard by the Hudson's Bay. The flow of the rivers, and the whole geography of the country both on the Canadian and American side point straight to the great northern bay as the natural outlet of the North-west. For a time this outlet may be held closed by the financial power of those interested in holding it so, but the growth of the North-west, and the necessity for its natural outlet will eventually burst open these obstructions; and the imaginary terrors which have been portrayed of the navigation of the Hudson's Bay and Straits will vanish as do the "Raw head and bloody bones" of our infancy before the knowledge which experience brings. Under such circumstances, and with the immense grain development of the North-west which a few years will bring, a great wheat centre, the greatest on this conti-