

En Route to Yukon.

Wrangel, Alaska, May 13.—The opening of navigation on the Stikine river is an event of great importance to Wrangel and to those who favor the Stikine-Teslin route into the Yukon. After the ice went out a few days ago, the sternwheel steamer Monte Christo and the Courser started up the river. An accident to the machinery of the latter, disabled her about one hundred miles from the coast. The other boat carrying a good load of supplies reached Glenora and made a clean run down again. The Canadian Pacific railway's steamer Hamlin, which had arrived from Vancouver, went up the river in a couple of days, tying up at night, spent a day unloading at Glenora, and made the down trip in a little over twelve hours. She made the up trip without any assistance, but her own wheel. She proved to be a fine river boat in a strong current. Her length is 140 feet, gross tonnage 514 tons and will carry one hundred passengers. Her commander, Capt. Wisley, is a veteran in river navigation.

The sternwheeler Elwood was the next arrival from Victoria and took a load of supplies up to Glenora. She is 165 feet long and has a speed of 14 miles per hour. The Ogilvie, the flagship of the C. P. R. river squadron, is the last to arrive and is an elegantly furnished vessel. She is larger than the Hamlin and speeds along at the rate of 16 miles per hour when hurried. More of the Stikine fleet are expected daily and when all are in there will be over a score of them in commission on this run.

The present rates quoted from Wrangel to Glenora, 150 miles, are, freight \$40 per ton, passengers \$20. It is a pity that the success of this route should be jeopardized by such rates, but no doubt they will shortly be cut in two. As to rates from Glenora overland to Teslin Lake, there are practically no available transport animals there as yet and until they begin to arrive, freighting will be done for speculative prices. Orders are said to be in for more than a thousand horses for the wagon road.

The provincial government engineer at Glenora was endeavoring to hire two hundred men to bridge the Tal Tan river, 25 miles north of Glenora, and a smaller one farther on, where it crosses the trail. He has a force of men improving the latter as fast as possible. The manager of MacKenzie, Mann & Co., has as many men as he can secure at the work of cutting out the right of way along the new railway line. There is every confidence that the line will be built this summer. The trouble is that it is late in being opened for traffic. There is little doubt that it will be much travelled as soon as the summer is well on. Snow still lies on the higher parts of the trail, but in the valleys the grass is already springing up. There is a good deal of feed along the way in season, but grain will have to be brought in from the coast.

Most of the argonauts who built small boats at Wrangel and undertook to go up the river in them with their outfits, have had to give up the task and wait for steamers to take them on. The water is too high for the present to make successful polling and tracking a possibility. Dozens of these boats have been abandoned along the way and will be left to rot or be picked up by the natives. The wood

choppers on the Stikine formed a combine and asked \$10 a cord for wood. The steamer men heard of it and started in to use coal. The price of wood will tumble to five or six dollars per cord.

Everything in Wrangel is at a standstill awaiting the outcome of the railway negotiations now pending between the government of British Columbia and MacKenzie, Mann & Co., except in cases where the parties seem to have a sure feeling that the line will be built. The Dunsmuirs, of Victoria, are having a large pile wharf built northwest of the town. Other people are carrying on the work of construction on buildings, etc. The "shell men" who remember the rich harvest reaped from the innocents this spring, are returning by twos and threes. It is said, and let us hope it is true, that the new United States marshals will not allow them to operate here.

The spirit of patriotism has burnt up in this far off spot and a company of volunteers is being organized to defend home and country against the Spanish foe. It is raised by Lieutenant Powell, who served with the British army in the Sudan, and later with the Illinois National Guard in 1893. The course of the war is watched with intense interest by these self-exiles from their natives states. It is of more interest than the latest rumor of a find.

If Canadians wish to get and to hold any of the trade of their own Yukon territory, they must have an all-Canadian route into the interior. It is perfectly true that the customs rings at Dyea and Skagway are making it so irksome and costly for those who buy their outfits in Canada that, those who have an experience with them tell me frankly that it will pay to buy the American goods at the same duty into Canada, than to pay the convoys and custom charges which the officials make on Canadian goods bonded across the strip of Alaska. They have every means of evading the spirit of the customs laws. Americans themselves will tell you that these officials are perfectly corrupt and can only be placated by bribes. I have no doubt it is perfectly true. It is said that the same vexatious regulations are now to be put in force in Wrangel, over the Stikine route. A railway from Port Simpson to Glenora and on to Teslin Lake is the only remedy. If Canada cannot build it she may as well drift out of the Yukon trade at once and hand it over to the Americans.

H. J. WOODSIDE.

The World's Wheat.

The latest Mark Lane Express prints the following indicating that the wheat yields and supplies about balance, but that the deficit is reducing stocks on hand to very low totals. The exhibit is given in quarters of eight bushels:

	Average crops.	Average wants.
	Quarters.	Quarters.
United Kingdom ..	7,000,000	30,000,000
France	40,000,000	43,000,000
Italy	15,000,000	19,000,000
Germany	14,000,000	17,000,000
Austria-Hungary ..	24,000,000	22,000,000
Russia	45,000,000	30,000,000
Roumania	7,000,000	4,000,000
United States	60,000,000	44,000,000
India	27,000,000	25,000,000
Argentina	8,000,000	5,000,000
Netherlands	4,000,000	8,000,000
Spain, Portugal, Greece	14,000,000	18,000,000
Totals	265,000,000	255,000,000

	Crops in 1897.	Promises for 1898.
	Quarters.	Quarters.
United Kingdom ..	6,880,000	7,250,000
France	34,000,000	42,000,000
Italy	14,000,000	16,000,000
Germany	13,500,000	14,000,000
Austria-Hungary ..	21,000,000	23,000,000
Russia	42,500,000	45,000,000
Roumania	7,500,000	7,000,000
United States	60,000,000	65,000,000
India	25,000,000	27,000,000
Argentina	6,000,000	9,000,000
Netherlands	4,000,000	4,000,000
Spain, Portugal, Greece	14,000,000	14,000,000

Totals 248,380,000 273,350,000

RESUME.

Two year's wants, 1897-98...530,000,000
Two year's crops, 1897-98...621,630,000
Pre-announced reduction in stocks. 8,370,000

"It may be added," says the Express, "that returns of granary stocks both at home and abroad fully bear out the above presumption. The figures for the crops of 1897 are not estimates made before the harvest, but according for 1898 are of course estimates on present promises in all cases except those to subsequent deliveries. The figures of Argentina and India, where the yields have quite recently been secured."

Current History.

While the war with Spain is absorbing the attention of the newspaper press Current History (that excellent periodical for the busy business man who wishes to keep posted on public matters) remains true to its purpose of presenting a faithful record of the world's doings along all lines, without undue exaggeration or distortion. The present number, 1st quarter, 1898 reviews the Cuban imbroglio up to the time of the submission of the report of the "Maine" court of inquiry; and also covers the usual world-wide range of topics, giving a complete handbook of easy reference on all questions and events of the day. The political developments in the far east, the Hawaiian question, Behring Sea dispute, the problems arising out of the Greco-Turkish war, the Dreyfus case, currency reform, the Klondike, the Dingley tariff and reciprocity, the relations of the powers in Africa, United States and Canadian politics, the general business situation, progress of science and mechanical invention, etc., etc., are among the other prominent topics presented in this valuable number. Illustrations are very abundant. Current History, edited by A. S. Johnson; \$1.50 a year; single numbers 40 cents. Specimen pages free. New England Publishing Co., 3 Somerset street, Boston, Mass.

Prosperous Manitoba.

There is no surer indication of the prosperity of the people in a community than when mortgages are paid off and improvements made to premises. More money was spent on the Portage Plains the past two years for new buildings, improvements and enlargements than for many previous seasons, yet the number of mortgages discharged last fall was largely in excess of the record of corresponding months. In the month of October the number of mortgages relieved was the largest since establishment of the land titles office here and were more than three times the number discharged in the corresponding month of 1896.—Portage la Prairie Liberal.