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THE CANADIAN ANACONDA.

There is trouble in Manitoba. There is no man in Ottawa to cure it. The Dominion invites settlers, but the settlers want railway outlets for their surplus produce, and the Dominion having abdicated its powers in favor of a great corporation, cannot respond to the demand of the settlers and the corporation positively refuses to do so. The settlers threaten emigration to the United States, and are even talking about revolution and secession, unless the Ottawa authorities shall constrain the corporation anaconda of their creation to relax its crushing coils. This is about the situation: The distance from Winnipeg, the capital of Manitoba, is 2500 miles from the mouth of the St. Lawrence. Three-fifths of this distance is traversed by the anaconda's railway, and the company insists that all the surplus produce of "the great lone land" shall be shipped by this long railroad route. But to ship it so will leave no profit to the producers, who are naturally desirous of a short route to the sea and the ship. Nature has supplied this shorter route by way of Nelson's river and Hudson's bay. They have learned from the little volume published by W. Frazer Rea three years ago, and from divers other sources, that "for two centuries the Hudson's Bay Company sent their stores into what is now the Canadian far west and took their furs out in sailing ships, which plied between England and the bay." They understand that a railroad 370 miles long—a third of the distance from St. Louis to New York and not more than a fifth of the distance from Winnipeg to Montreal—would connect the Hudson's Bay Company with the Nelson river, at a point 100 miles nearer to Liverpool than New York is, and they insist that it is the duty of the Ottawa government to give them such an outlet for their produce. But the Ottawa government cannot, because in its enthusiasm in the creation and endorsement of the great railway corporation it had intended to give them a monopoly of the railway business, and the anaconda refuses to build the short route road to Hudson's bay because its future profits lie in compelling the settlers in "the great lone land" to use the longer route by way of the St. Lawrence. It is by no means sure that the Dominion government could grant the request even if it had not given away the power to do so, for the provinces on the St. Lawrence have a very large majority in both houses of the parliament and have an interest in thus harnessing Manitoba to the corporation. It is inconceivable why the government should have endowed the railway as it did, but upon the assumption that it wanted to make the corporation an all-powerful ally in this business of enriching Ontario and Quebec at the expense of the great northwest and to relieve itself of responsibility. We have made some stunning grants in favor of transcontinental railway companies, but none like this one. First, the Dominion government gave the anaconda 712 miles of railway already built and in operation. This was estimated to be worth \$28,000,000. Next it gave \$25,000,000 to be paid by instalments, to aid the company in the construction of 2,000 miles of road. In addition to this it gave them 25,000,000 acres of land, valued at \$1 per acre, but really worth \$5. At the lowest valuation the land gift is equal to \$25,000,000; at the five dollar average it is worth \$125,000,000, and a good deal of it has been sold in large blocks at from \$2 to \$4 per acre. The actual gifts to the company's estimate of an amount to \$78,000,000, and at a fair estimate \$178,000,000. And still they are not satisfied, but are asking guarantees for further credits. All their railway property, including depots and rolling stock, and all their land grants are exempt forever from taxation, general and local, and the terms of the contract permit them to select their land anywhere they may see fit over an area almost as large as that of all the United States. Foreign landholders they encourage. The large sales have all so far been to the English aristocracy, who never intend to live in the country. All these things combined have deeply incensed the people of Manitoba, who discover that they have been practically handed over by the Dominion to the government of a heartless and grasping corporation and that no power short of revolution or emigration can help them out of the difficulty.

Henry Villard at Home.

John Muir, general manager of the Oregon Improvement Company, will leave St. Paul today for Portland. Mr. Muir has been east, in consultation with the general officers of his company. The most important matter requiring his attention was the negotiations pending between his company and the Northern Pacific regarding some valuable Washington Territory and Oregon coal lands; but of these negotiations, or anything else pertaining to the company which he represents, Mr. Muir would not talk. Speaking of the extreme western country generally, Mr. Muir said everything was at present extremely dull. The towns of Portland, Seattle and Tacoma, as well as the whole Pacific coast, were suffering greatly from dull times. The boom which has existed in the towns mentioned has died out, and as a consequence the reversion has brought with it a stagnation of business. This state of affairs is likely to continue for some time, and until Portland, Seattle and Tacoma have resumed the even tenor of their way, business will not recuperate. While in New York Mr. Muir had frequent consultations with Henry Villard, the ex-king of the Northern Pacific is living quietly at his country seat at Bogg's Ferry, on the Hudson. While not in want, he is not living in affluence. His health is slowly improving, and his time is spent in doing what he can to adjust the many difficulties affecting the interests of the various companies of which he was so recently the head center. Mr. Villard, Mr. Muir avers, is an

exceedingly poor man. Everything he possessed went to meet the obligations he incurred when the president of the several railroad companies related, directly and indirectly, to the Northern Pacific. His Fifth avenue mansion is the property of the Oregon Railway and Navigation Company, and the only real estate left him is the house at Bogg's Ferry, and in which he now resides. This place was intended for his summer residence, and had his original intentions been carried out, would have surpassed in beauty and elegance any like residence on the Hudson. In the work of fitting up the place, Mr. Villard devoted much attention, even to the most minute details, and as a consequence what has been done has been well done. The several drives leading to and from the residence proper are unsurpassed. They are of serpentine structure, and with their many windings remind one more of a grapevine than anything else. All are macadamized, and riding over them is as pleasant as a drive could be.

"Last fall," said Mr. Muir, "I paid my first visit to Bogg's Ferry. Then Mr. Villard had fully fifty men at work on these roads. He was accustomed to watch them working almost daily, and apparently derived much comfort from his peregrinations among the men. He was asked one day why he had such a large number of men at work on the roads alone, and replied: 'Oh, it gives them work, and the pleasure to see them work.'"

Pioneer Press.

Ahead a Cool \$1,000.

Conductor Hezekiah McKinney, who was killed in Connecticut recently, was the man who had a little episode with the supposed Northampton bank burglars the night after the robbery. A passenger in the smoking car handed him what was supposed to be a \$100 bill in payment for fare. When he went to the baggage car for change McKinney found that it was a \$1,000 bill, and returning gave it back to the man he supposed he got it from. The man denied giving him any bill, and as no owner could be found, he turned it over to the railroad, which deposited it in a Hartford bank, and some four years afterward gave it to McKinney.

I often hear people say that all business is overdone, and that there is no room for a poor young man in any of the large cities. Gaze dear friends, upon Mr. Ferdinand Ward, and take heart. He came to New York in 1873, a rough-shod, horny-handed, awkward country boy. His father was a poor clergyman in Geneva, New York, and the son was not unused to manual labor. To-day the attention of the commercial world is on Mr. Ward. In ten years and six months the country clodhopper has grown to set the styles for rapid New York. He has "lived" enough for ten men. And now he has failed for \$8,000,000, and dragged down with him one of the best known men in the world to-day—General Grant. It is fortunate that few people are so very successful as Mr. Fred Ward. Yet he is a capital proof of my favorite creed—that there is always room for one more.—Zet.

Of ninety members of the House of Representatives whose opinions on the subject have recently been obtained by the Washington correspondent of the St. Paul Pioneer Press, thirty were in favor of forfeiting the lands granted the Northern Pacific except those appertaining to that portion of the line which was completed prior to July 4, 1879; thirty-nine thought only the land co-terminus with the portions of the system as yet uncompleted should be forfeited; six were in favor of forfeiting the lands belonging to that part of the system built by the O. R. & N. Co., but would permit the Northern Pacific to earn the land pertaining to the Cascade branch by finishing the latter; while fifteen thought that the subject should not be acted upon during the present session.

In Sweden workmen are paid 10 to 25 cents for twelve hours' labor. But they do not have the awful responsibility that workmen in this country have of managing the government.

Jones has been in the habit of taking physic in the spring for twenty years. He says he does not know as it does him any good, but he thinks it shows his physical endurance.

No girl in Norway is allowed to have a beau until she can make bread. In this connection it may be stated that Norwegian girls learn to make bread at a very early age.

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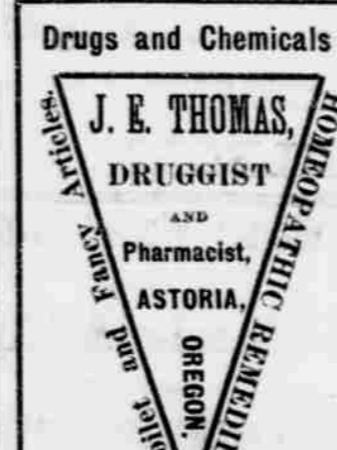
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