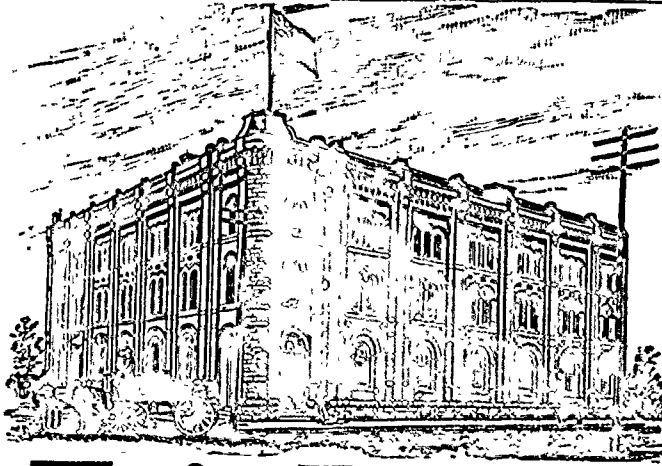


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

DURING the past two or three weeks there has been quite a boom on the South-eastern railway question. Even when a liberal discount is taken off the surface appearance of affairs and placed to the credit of interested efforts, there is still considerable public interest manifested in the effort to secure an air line from Winnipeg to Duluth. Undoubtedly the the main point in connection with our connections with the east, is to secure the shortest possible route to a Lake Superior port, and undoubtedly the Winnipeg and South-eastern, with proper connections on the American side to Duluth would furnish this. There is this additional recommendation to the proposed road, that it is not one of those railway schemes meant to benefit Winnipeg at the expense of other portions of the province. An air line from Winnipeg to Duluth would benefit every person in the province interested in its progress, and would injure no one except the railway monopolists, and it is questionable if eventually that class would not be benefited. But duty to a large number of settlers and natives of this province would suggest the construction of some such road as the South-eastern. From Winnipeg south to the boundary line there is no railroad east of the Emerson branch of the C. P. R., which hugs the river all the way south. Only those who have driven through La Verandrye and Carillon are aware of the extent of progress and settlement in South-eastern Manitoba, and with all there are numbers of settlers, who have to drive over thirty miles to their nearest railway point, which in the majority of instances is Winnipeg itself. Thus while strenuous efforts have been made in the past, to secure in outlying portions of the province railway facilities for our farmers, those quite close to the capital have been overlooked and neglected. It is time something was done for these people, and the proposed South-eastern road will supply their railway wants better than any other single line of railway can, if as we hope, it will soon be constructed. To the construction of this projected line, therefore, all Manitobans are not only bound to wish success, but are in duty bound to aid in its con-

struction, and thus give a measure of justice to a large number of our hitherto neglected fellow citizens.

THE advisability of holding the land of the western portion of the Territories under lease for ranching purposes, is a question which is frequently discussed in the Territorial press. A return brought down at Ottawa during the late session of Parliament, showed that out of 46 lessees of grazing lands in the Territories, 21 had carried out the terms of the lease, while 25 had partially carried them out. The sum of \$9,979.32 is owed by some of the delinquents for rent. Some of these lessees have not one-sixth of the stock on their ranches that the term of the lease require, while in more than one case the lands are unoccupied altogether and no rent has been paid for three years. It appears that, while in one case there are 12,000 head of cattle on one ranche, there are quite a proportion which have not as many cattle as decent-sized Ontario farms. The question is, whether or not the Government should cancel the leases of those who have not fulfilled the terms of agreement. There are two classes of leases in existence. The bulk of the land is leased under what is known as the old lease system, and upon lands held in this way, settlers are not allowed to locate. Under the new lease system, settlers can homestead on the lands leased, independent of the lease-holder. As it is desirable to have all lands open to settlement, it would seem advisable to cancel lands held under the old leases, wherever the conditions are not being fulfilled. In such cases, if desirable, new leases could be given, under the new system. Leaseholders are supposed, under the conditions of the leases, to place one animal on each twenty acres of land, which is certainly a liberal arrangement for the rancher. Where the terms are so liberal, it would not seem an injustice to enforce the conditions of the lease. By having large tracts of land under lease, without stocking, others who perhaps would stock the land, are kept out.

ACCORDING to the *Trade Bulletin*, the Mon-

JAMES PYE, FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.
218 Third Avenue South,
MINNEAPOLIS, - MINN.

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec 8th, 1887

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.

DEAR SIR, - In handing you our check for \$1,301 24, in full for balance on your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 75 barrels, we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person requiring anything in the mill building or mill furnishing line. Wishing you the success that awaits all successful men, we are

Yours very truly,

THE PORTAGE MILLING CO
Jas. MacLenaghan, Managing Director.

trepreneurial syndicate which undertook to corner the canned tomato market, has got badly left in its corner. It is said the syndicate commenced buying last fall at from \$1.05 to \$1.30 and \$1.40, to which must be added storage, bank, and other incidental carrying charges, but now is obliged to close out the stock at 85 and 90 cents. This will net the syndicate a heavy loss, and no doubt its members have lost faith in the practice of attempting to corner a market. The corner was attempted on the belief that there was a great shortage in the tomato pack, but evidently there was either some miscalculation as to available stocks, or else consumption has been curtailed. It very often happens that when some particular crop turns out very short, prices do not advance in accordance with expectations, and not infrequently quite a surplus of the product remains on hand. This is owing to the curtailment of consumption, consequent upon advanced prices. In an article like canned tomatoes, which is by no means a necessary commodity for consumption, it does not do to expect any remarkable advance in prices on account of a short supply. Even in commodities of far more general and even necessary consumption, high prices will often curtail consumption to such an extent as to leave a surplus at the end of a very short supply year.

A REPORT has been received regarding the Canadian ranche cattle which were shipped to Liverpool and Glasgow last fall. This was a new feature in the cattle trade between Canada and Britain. John Duke, of Liverpool, reports that there was some prejudice against the cattle, at first, but they were generally admired when seen. One dealer declared they were superior to any range cattle ever landed at Liverpool from the United States, both in breed and condition. They averaged 800 lbs. of dressed beef, and of good color. Another dealer said that they were highly approved of by butchers. Thos. Graham, of Glasgow, reports that the animals were of good size and fair quality, but difficult to handle, being very wild. He says: "From the long distance which they had travelled on land before the sea voyage, they were very