

Wheat Inspection at Winnipeg.

David Horn, grain inspector, Winnipeg, has made a report of the grain inspected by him for the six months ending Dec. 31. It is as follows:

	CARS.	BUSHEL.	PROPORTION.
Extra Manitoba Hard ...	51	33,150	2½ per c.
One hard	718	466,700	38 "
Two hard	481	312,650	25½ "
One Northern	15	9,750	¾ "
Two Northern	229	148,850	19½ "
Three Northern	31	20,160	1½ "
One white soft	24	15,600	1¼ "
One rejected	108	70,200	5½ "
Rejected	245	159,250	12½ "
	1,902	1,236,300	100

This represents only the wheat inspected at the port of Winnipeg, and is exclusive of the Port Arthur inspection which in all probability is somewhat larger than this. It fully bears out the belief as to the superior quality of last year's crop, as it shows that 60 per cent. graded No. 2 hard or better.

The inspection of wheat for Winnipeg during the last six months of 1888 was 1,444 cars, equivalent to 938,600 bushels, or about 300,000 bushels less than the 1889 record. This is accounted for by the fact that the movement of wheat was earlier this season than last, and a much larger percentage found its way out of the country before January than on preceding years.

Lumber Cuttings.

Geo. Rogers, has sold his interest in the lumber business at the Gregor, Man., to R. H. Wisch.

The British barge, *Gloaming*, has been towed to sea from Hasting's Sawmill, Vancouver, B.C., with 1,031,000 feet of lumber for Calao, Peru.

Capt. J. Jonasson, one of the most extensive lumber shippers on Lake Winnipeg, says the various companies are taking out a greater number of logs than they first calculated upon. The season has turned out more favorable for lumbering than was expected.

G. Housser, who for some years has been book-keeper for Dick, Banning & Co., lumbermen, Winnipeg, leaves for Portage la Prairie, Man., where it is understood he will take charge of Dick, Banning & Co.'s branch business at that place. His place will be filled by Wm. Goodridge, of Springfield, formerly cashier of the Hudson Bay store.

The reports of the Dominion Minister of Crown Lands, recently issued, states that there are 25 saw mills in the province of British Columbia, with a daily capacity of the aggregate of 970,000, or about 275,000,000 per annum. The acreage of timber leases held from the Provincial Government amounts to 135,063 acres, and on Crown Lands 10,930,490; timber leasehold, 9,429,565; private property, 3,342,352; total, 31,878,334; royalty collected, \$12,575.59; rebate on timber exported, \$3,051.48.

Mississippi Valley Lumberman: The exports of lumber from Pacific coast points, during 1889, amounted to 141,396,564 feet, which was more than the export during the previous year. There is a slow increase from year to year in the foreign demand for lumber, but in the opinion of the San Francisco Wood and Iron the production of lumber on the Pacific coast is in excess of the demand. The capacity of the pine mills is estimated to be 1,200,000-

000 feet annually, and of the redwood mills 2,500,000.

The old chestnut about Canadian lumbermen stealing timber from northern Minnesota, bordering on the Rainy river, has been again revived. When this report was circulated last fall it was shown to be utter trash and nonsense. Here is the way the story is now repeated, in a telegram from Washington: "Canadian lumbermen are stealing billions of feet of lumber from the greatest northern pine timber belt of America. Northwestern representatives in Congress will immediately urge that measures may be taken to provide at least one revenue cutter and place garrisons at two points to watch the district and stop several thousand Canadians who are cutting and hauling timber without fear of molestation. Ex-Senator Henry M. Rice, who spent five months in the northern portion of Minnesota treating with the Indians as a member of the Red Lake commission, says this timber cutting is going on for forty miles up the Beaudette, north and south Fork rivers, and the Indians declare it has been carried on for more than twelve years. No less than twenty steamers and tugs ply from early spring till late in the fall on Rainy river and its branches and the Lake of the Woods conveying this stolen timber to Rat Portage, Keewatin, and even to Winnipeg." Last summer it was only millions of feet. Now nothing less than billions will do, and the hundreds of deprecators have grown to thousands. The story is simply manufactured out of whole cloth throughout. All the timber taken out of the entire district and cut legally or otherwise on each side of the boundary, since the first saw mill was established, will not amount to a billion feet. Canadian lumbermen do not cut a stick of timber in Minnesota, but they buy logs from contractors and others, citizens of the United States, who claim to own the lands whence the timber is cut. If some of these Yankees steal timber off Government or Indian lands and sell it to the Canadian lumbermen, who purchase in good faith, it is none of our funeral. The charge that Canadian lumbermen steal timber from Minnesota is simply a lie.

The *Victoria Colonist* says:—"The shipments of lumber from British Columbia during the past year approximate some 32,000,000 feet, valued at nearly half a million dollars, and about fifty ships having an aggregate tonnage of about 43,000 tons, were employed. This industry has been fairly active, although several of the leading mills shut down temporarily early in the season during the progress of extensive additions to buildings, plant and modern machinery, (notably in the case of the Moodyville Sawmill at Burrard Inlet), and the capacity of these establishments have been so enlarged that they are now in a better position to fill orders than heretofore. We are glad also to note the largely increased demand from eastern points for the products of our mills, including flooring, windows, sashes, doors, &c., the quality of which is being rapidly appreciated. The future of this industry cannot be otherwise than encouraging to our mill owners, in view of the large and valuable timber limits within the province, a value to which is greatly enhanced by the fact that our neighbors across the border are exhausting their supply far more rapidly than we are on this side. Doubtless, then, this has proved not unattractive to our

important acquisition to the lumber manufacturing industry during the past year; the huge milling establishments of the Ross McIlwren Co., now in progress on Frazer river and at Port Moody, the large extensions of W. J. Macaulay's interest at Chomimus and elsewhere on Vancouver Island, being not the least among them. The convenient position, too, of Royal Roads for vessels engaged in the lumber trade has not been lost sight of, and we are assured that the erection and equipment of an extensive sawmill in the vicinity of Esquimalt will ere long assume a practical shape. The advantages of such a position are many, and we feel confident that ship-owners will not overlook them in realizing the saving in time, towing, pilotage and many other incidentals in connection with employment of their vessels in this trade."

Mr. Warout, president of the Winnipeg and Duluth railway, and Mr. Fisher, general manager of the same railway, were in Winnipeg last week. They came here to confer with the Winnipeg and Southeastern people, with whom they have been carrying on negotiations with that company, as they expect to reach this city over the line which the latter have a charter for building from here to the boundary. They also desired to look over Winnipeg and size up its importance as a railway town, and as a result of their visit they are more than ever impressed with the desirability of tapping this city, and through it the great Northwest, for trade for their new road. There is said to be an agreement between the two companies that the Winnipeg and Duluth railway is to be at the International boundary as soon as the Winnipeg and Southeastern is there. A direct or of the latter enterprise was asked now long a time that would represent, and the reply was that before the present year was out they hoped to have a railway running from here to Duluth. Work on the Southeastern will be renewed as soon as the spring comes.—*Free Press*.

The St. Paul, Minneapolis & Manitoba railway will hereafter be known as the Great Northern. A few weeks hence, it is said, the company will improve their passenger service between here and St. Paul by running a dining car right through from Winnipeg, and putting on a new equipment of day coaches and sleepers. The running time will also be reduced considerably. The St. Paul, Minneapolis & Manitoba railway, or the Manitoba road, as it is generally called for short, has been a familiar name throughout this region for years, and the change of name will come awkward to a great many. It was the first road to invade the great prairie region north and west of St. Paul, and provided Winnipeg and Manitoba with its first railway connection with the outside world.

The *Free Press* did not long hold its monopoly in the daily press here in Winnipeg. A new evening daily, called the *Tribune*, has already appeared on the scene. The new paper is under the editorial management of R. L. Richardson, late of the *Sun*, with D. L. McIntyre, formerly connected with the business department of the *Free Press*, and more recently with the Port Arthur *Sentinel*, as business manager. J. Mouscrief, of the *Sun*, is city editor. The *Tribune* is something after the pattern of the defunct *Sun* in appearance, and the first numbers issued are up to the general standard of that paper.