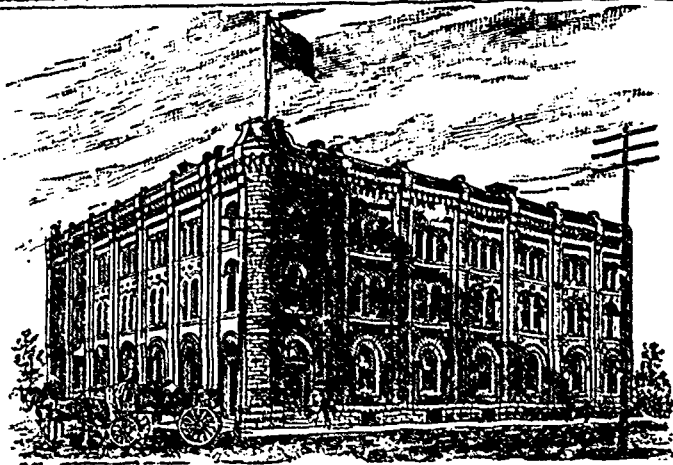


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
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G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

WATER communication invariably plays an important part in the early days of settlement of any new country, wherever such communication of even an indifferent nature can be had. The waterways of these western prairies have been of great service in times past, and in the northern portions of the country yet afford the only means of communication other than with wheels. Not many years ago the Red and the Assiniboine rivers were the only highways of commerce, save the serpentine trails made by the Metise with their Red River carts, in what is now the prosperous and rapidly developing Province of Manitoba. Though these water ways have now largely fallen into disuse since the advent of railways, yet with the carrying out of a system of improvements they could then be rendered very valuable to the country. The great waterway of the Saskatchewan system is still the only highway (other than prairie trails) of a vast region of country stretching a thousand miles to the northwest of Manitoba. Along this great natural highway of northern commerce, thriving settlements have grown up. But for the existence of this waterway, the settlements of the Saskatchewan would not now be in existence. Beyond the Saskatchewan, with its almost thousands of miles of navigation, is another and far greater system of inland navigation. This is the great Mackenzie River system, which is just beginning to be utilized, and which affords a commercial highway for that vast northern region, estimated at something like 4,000 miles of navigable waters. Through the enterprise of the Hudson's Bay Company, steamers are now navigating portions of these waters. Bishop Clut says of the Mackenzie:—"It is the finest river in the world for length, depth and navigation in summer. It is a good deal larger than the St. Lawrence in depth and volume of water." The Mackenzie, with its tributaries, the Athabasca, Peace, Slave, Liard and other rivers, with several large lakes in their course, undoubtedly forms a system of inland navigation in northern Canada whose vastness is almost beyond comprehension. In British Columbia the construction of the C. P. R. promises to have the effect of assisting in the development of inland navigation, The

mountain fastness of the interior of this large province is broken by many fine stretches of navigable waters. Some of these waters have not heretofore been utilized to any extent, from the fact that, so to speak, they commenced and ended nowhere, so far as settlement was concerned. Now, however, the great solitude has been broken by the construction of the railway, which, at several points touches some of these navigable water stretches, and they will henceforth be brought into use as connecting links between the railway and the districts north and south of the road. At Golden, 140 miles west of Calgary, where the C. P. R. first enters the Columbia valley, there is a fine stretch of water, which is now being utilized for steam navigation. A trip up the Columbia from Golden will afford a continuous scene of wonders to the tourist. Spreading along between two great snow-capped ranges of mountains, and with its grand scenery, the Columbia valley forms a most romantic region. Across the Selkirk range of mountains the railway touches another fine stretch of navigable water on the Columbia River, and westward again are reached the Shuswap lakes and the Thompson and Fraser Rivers, all of which are made serviceable to some extent as highways of commerce, and which are destined to play an important part in the development of the interior of British Columbia.

The immense value of the Canadian fisheries may be imagined from the statement that Nova Scotia's fish harvest in 1887 was eight and a half millions of dollars, of which the cod contributed no less than four and a half millions. This is considerably more valuable than the wheat crop of Manitoba. With Newfoundland added to the Dominion, as it is likely to be in time, the total wealth derived annually from the fisheries of this country would be something enormous. Then there is the vast fishery wealth of British Columbia and Hudson's Bay, which have not yet been developed to any great extent. It is therefore of the utmost importance that the fishery rights of the country should be fully maintained and protected.

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 275 barrels, we find considerably under the mark, as we are at present making over 300 barrels, and the quantity 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 straight dealing merits, we are

Yours very truly,

THE PORTAGE MILLING CO
Jas. MacLenaghan, Managing Director.

The British Columbia papers lately expressed great dissatisfaction with some Norwegian colonists who lately located in that province, with a view to engaging in fishing. They took up a location at Plumper's Pass, but although it is said fish were plentiful, yet they became dissatisfied and returned to the immigrant shed at Westminster, for the reason, as alleged by a local paper, that the "rent is low and an occasional day's work suffices to keep them in food." In addition to being lazy they are charged with being quarrelsome, vicious and a nuisance generally. Altogether, British Columbians do not seem to be pleased with the Norwegians as settlers. The sample they have been favored with, cannot justly represent the average Norwegian. In Manitoba the Scandinavian people are always welcome, and are looked upon as among the most steady, industrious and persevering of our immigrants.

The co-operative style of conducting retail stores does not seem to work well in Toronto. In 1880 the Central Co-Operative of Toronto commenced business, and after an eventful and precarious existence the institution is now being wound up. Notwithstanding that the society was bound under the act of incorporation to transact its business on a cash basis, it has been gradually, but surely running into debt for some years. It is now discovered that the accounts are short about \$6,000. The shareholders, who are mostly poor people, will lose their investments. The society was managed by a committee of twelve. An audit of the accounts has shown that the reports given the shareholders were misleading. Though advantageously located, the store has not been doing a good business for some time, and even shareholders have been in the habit of doing their trading to a considerable extent with private merchants. Though nothing can be said against the principle of co-operation, yet in practice there seems to be a great difficulty in making the co-operative store a success.

LEATHER tanning is an industry which in time should be carried on in the West on a