

Progress in Manitoba.

Under the above heading the *Northwest Magazine*, published at St. Paul, Minnesota, has the following excellent article on Manitoba:—The province of Manitoba, our near neighbor on the north, is beginning to show marked progress in population and industrial development under the stimulus of new railway building. After the boom period, which culminated about 1883, matters were for a time at a standstill. The large element of speculators and adventurers, which had been attracted by the opportunities for rapid gain afforded by the building of the Canadian Pacific and its branches and by the growth of new towns and the heavy movement of farming immigration, drifted away to fresh fields. The towns severely felt the effects of this reflux tide and for several years general dullness reigned. The people who went to the great prairies drained by the Saskatchewan, the Assiniboine and the Red to make a living by productive industries remained and were well satisfied with the country and their surplus of agricultural staples increased year by year. Persistent efforts on the part of the Provincial Government kept up a small inflow of new settlers, mainly from the older Provinces of the Dominion, but to some extent from England, Scotland, Germany, Ireland, etc. About a year ago the towns began to show the effects of the growing prosperity of the farmers and at the same time the long-continued struggle of the people to release themselves from the monopoly of a single railway system was crowned with complete success. An arrangement was made with a number of capitalists largely interested in the Northern Pacific road, by which a sort of partnership was formed between them and the Government and a corporation created under the name of the Northern Pacific and Manitoba. This corporation took over at once the unfinished line of the Government from the boundary at Rembina to Winnipeg and speedily completed it and put it in operation. The same company is now well advanced in the work of building lines from Morris westward to Brandon and from Winnipeg to Portage la Prairie. Its present negotiations with other companies promise soon to give it possession of lines running to the extreme northwest part of Manitoba, which will be pushed on to the Rocky Mountains and ultimately to the Pacific Coast. In face of this formidable competition the Canadian Pacific Company which formerly owned every mile of railroad in the Province, has made concessions which are of material benefit to the producers and merchants along its lines.

All conditions are now favorable for another important forward movement in Manitoba. The new railway system opens extensive new regions to settlement. Freight rates have been considerably reduced on the old system. Immigration is steadily increasing in volume. New business activity is apparent in all the towns. There are in Winnipeg and at several other points successful beginnings in local manufacturing. Wheat is not a large crop this year but it is not a short crop. The grade of the grain will be unusually high and the price compensates for the moderate yield. The raising of cattle and sheep has been demon-

strated by years of experience to be profitable and there is a marked increase year by year in the number of livestock in the Province. Manitoba is the natural outlet for the overflow of the population of the old Canadian Provinces, where there is no more good land to occupy and where towns and country are already crowded. It is an exceedingly fertile country, resembling Dakota in its general features and differing from Dakota chiefly in having a good deal more timber and a little more rainfall. The winters are no longer than in Quebec or Montreal, and although the extreme range of the thermometer is a little lower, the cold is not as severely felt, by reason of the dryness of the atmosphere. The present population is probably about 175,000, with room for at least a million more before the Province will be nearly as thickly settled as Ontario. There is practically no waste land, for the belts of timber are more valuable to the settlers than the open prairies and there are no extensive marshes and no areas of sterile soil.

Grain Crops of the United States.

Of our six cereal products, namely corn, wheat, rye, oats, buckwheat and barley, says Mr. Dodge, of the United States Agricultural Department, we raise enough of each excepting the last for home consumption, but of the last we imported 10,831,461 bushels, although the import duty was 10 cents per bushel. This condition shows that the import duty on barley is insufficient and should be raised to insure our farmers the benefit of our home market now so largely supplied by foreigners.

Of this grain less is grown than is consumed. It has increased materially in breadth and product, and still the imports have increased in quite as large a proportion. It gives a better return in value per acre than any cereal. The rate of yield varies annually, but averages nearly twice as much as wheat. California is the greatest producer, her crop in 1887 having been 15,291,000 bushels, while the product of the whole country was but 56,812,000 bushels, showing that California's product was nearly thirty per cent. of the nation's total harvest of barley.

ROBINSON BROS. & Co., general storekeepers, Brandon, have dissolved partnership. J. C. Robinson will carry on the business; J. M. Robinson has gone into partnership with G. J. Jackson under the firm name of Jackson & Robinson, and will carry on an organ and sewing machine business.

MR. R. R. GRINDLEY, General Manager of the Bank of British North America, was among the visitors of Winnipeg last week, and is now on a tour to Brandon and other western points. He expresses freely his admiration for the prairie province, and will carry home with him strong impressions of the progress being made here.

THE firm of J. E. Saucier & Co., dealers in watches and jewelry, retire from business in Revelstoke, and are succeeded by J. Guy Barber. He has taken the building erected by L. H. Doll who instead of filling it with his own stock, as was the original intention, leaves the entire business in the hands of Barber.

Special Excursion Rates.

Minneapolis Exposition and Minnesota State Fair

NORTHERN PACIFIC RAILWAY

Excursion Tickets will be sold to Minneapolis and return for the Exposition on the following dates at ONE FARE for the round trip; tickets good to return to destination until Monday following date of sale, viz:

August 24th, 27th, 29th and 31st, and September 3rd, 5th, 17th, 19th, 21st, 24th, 26th and 28th.

Every day from September 6th to 14th inclusive, tickets will be sold to either St. Paul or Minneapolis at One Minneapolis Fare for the round trip, good to return to destination one day after being stamped at St. Paul or Minneapolis, but not later than Sept. 16th.

On account of the Minnesota State Fair tickets will be sold to either St. Paul or Minneapolis and return every day on Sept. 6th to 14th inclusive, good to return one day after being stamped at St. Paul or Minneapolis, but not later than Sept. 16th.

All exposition and State Fair Tickets will include admission coupons at twenty-five cents each for the exposition and fifty cents each for the State Fair, which will be added to the railroad rates.

For rates inquire of ticket agents Northern Pacific Railway.

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