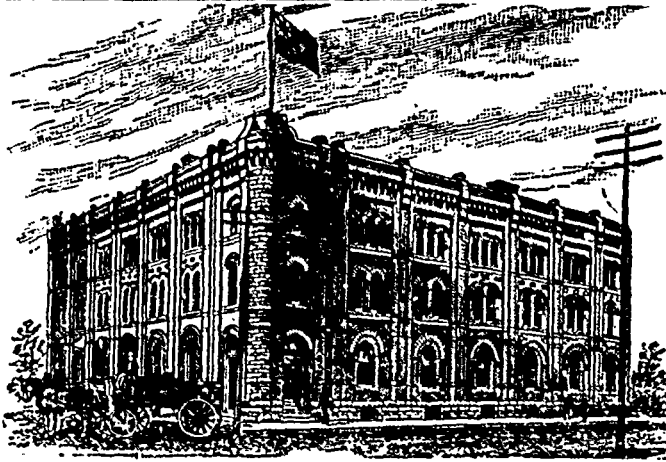


GOODS SOLD TO THE  
TRADE ONLY.GOODS SOLD TO THE  
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## G. F. & J. GALT,

### DIRECT IMPORTERS

#### TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE Torrens system of land-transfer is causing a good deal of agitation in the territories, on the same grounds that developed so much opposition to the measures in Manitoba, namely; expense. A number of the expensive features of the Torrens Act are being strongly objected to, and efforts are being made to have the fees considerably reduced. Before the Torrens Act was introduced, people were led to believe that it would provide an exceedingly simple and inexpensive mode of transferring real property, but practical experience has shown the system to be an expensive luxury. It really seems strange that so many restrictions and expensive fees should be attached to the purchase of land, beyond the ordinary procedure in the sale of other property. The Torrens system, it was understood, would make the transfer of the ownership of land as simple as the sale of a horse, but the great expense attached to the introduction of the system is a most serious drawback to its usefulness. By all means let us have the measure simplified if possible, and the expensive fees reduced to a reasonable limit.

WINNIPEG will soon be assured of an additional passenger route south. Mr. McFee, general passenger agent of the Northern Pacific, states that as soon as the R.R.V.R. is completed to Winnipeg his company will run a daily passenger train into the city, and will have dining cars, sleepers and palace cars attached. This service will be between Winnipeg and St. Paul, in competition with the M. & M. road. Through connection will no doubt also be established with Duluth. Manitobans going East will then have the choice of the following routes. C.P.R. all rail, C.P.R. rail and lake, M. & M. and connections, via Chicago, N. P. and connections via Chicago, N. P. via Duluth and the lakes. To these routes will certainly be added in the not very distant future, a through all rail route via Duluth, the south shore and Sault Ste. Marie or Mackinaw. It is to be hoped the N. P. will give a better service between Winnipeg and St. Paul, than the slow coach service which has been maintained heretofore by the M. & M. There is room for improvement in both the quality and price.

Now that matters are in a fair way for the construction of a railway from Westminster, B. C., southward to Seattle, by an independent company, the C.P.R. has shown an inclination to undertake the same work. It has been understood for some time that the C.P.R. Company has been desirous of reaching the cities of Puget Sound by a branch railway from its main line at or near Vancouver. Such a road would of necessity touch at Westminster. It is understood that the C.P.R. has an agreement with the Seattle, Lake Shore and Southern, whereby the two roads would meet at the international boundary, south of Westminster. The crossing of the Fraser river, would be made by a railway ferry. Surveys for the proposed line will be commenced at once, and it is understood an effort will be made to build the road next summer. When on the coast recently Mr. Van Horne visited Westminster, with the object of inducing the Westminster people to interest themselves in the C.P.R. scheme, instead of giving the bonus to the proposed Westminster, Bellingham Bay and Seattle railway. From the sentiment prevailing at Westminster, however, it is more than likely that the latter road will get the bonus.

THE act passed at the last session of the Manitoba Legislature, providing for the early closing of shops, is now in force, the necessary time having elapsed since the passage of the act to bring it into force. The act came into force on 17th of July, and proceedings can now be taken under the provisions of the measure to bring it into full effect in any of the towns of Manitoba. The necessary course is to secure the signatures of two-thirds of the dealers to a petition asking that the act be brought into effect. Upon presentation of a petition so signed to the municipal council, the by-laws bringing the act into effect may be passed. In Winnipeg the clerks' early closing association have taken up the matter, and the signatures of the merchants to the petition are now being obtained. There is no question but that the requisite number of signatures will be obtained, and in a short time the act will be given a

practical test in this city. Some defects may be found in the measure, but it is to be hoped it will be given a fair trial. Public opinion here is undoubtedly largely in sympathy with the early closing cause, and on this account it would be a matter for regret should some technical point arise to interfere with the working of the act. This journal ventures to predict that early closing will become popular with the better class of merchants, if the system can be given a fair trial. Besides, it is a question of justice and right. The successful working of the measure will therefore be a matter for satisfaction.

It has all along been evident that the threats of moving the C. P. Railway workshops from Winnipeg, were put forward as a bluff. The geographical situation of the city renders it imperative that the principal shops between Lake Superior and the mountains should be located here. The company now has seven railway lines centering at Winnipeg, upon which traffic is being augmented almost daily. There is no other point on the line west of Montreal where there is anything like the amount of traffic centering, as at Winnipeg, and the company has a far greater railway mileage tributary to Winnipeg than to any other point on its entire system. The shops are already established here, and the plant is being steadily increased, and the force of men employed must continue to be increased with the rapidly growing traffic on the lines tributary to the city. Of course it is not nor never has been expected that the company would establish shops here for the extensive manufacture of new work; but the repairing and other work necessary for the operation of the lines immediately tributary to the city, will require the continuation of the shops here, on at least the present scale of magnitude. This work could not be done elsewhere without great expense and loss of time. Mr. Van Horne tacitly admitted in a recent interview at Montreal, that the question of moving the workshops from Winnipeg had not been seriously considered. The bluff did not work and it is not necessary to carry on the farce longer.

### Local Crop Reports.

Hartney, of Souris, says that the crop last year was no comparison with that of this year, and he looks for an average anywhere between 30 and 40 bushels to the acre. He says some of the land that has been cropped three years in succession is better than back-setting was last year.

Moose Jaw correspondent: The reports coming from the different districts are almost like fairy tales, and beyond a doubt this year's crop will eclipse even the greatest expectations. The growth this year is something marvelous and we hope to record some large yields of grain before the season ends.

Calgary Tribune, July 20. A sample of Lodoga wheat nicely headed out, 44 inches high, left in our office to-day. This is the highest sample yet received.

Manitou Mercury, July 13th: The crops are growing splendidly and if favorable weather continues it is believed the harvest will be even