

the matter stand until it could be more fully discussed in Manitoba.

Mayor Arbuthnot and D. W. Bole, of Winnipeg, spoke at length in opposition to the bills, expressing the views of the Board of Trade of Winnipeg and of public meetings held in different places throughout the Province which had petitioned against the bills.

Considerable discussion followed, in the course of which Mr. Puttee, M.P. for Winnipeg, asked that consideration of the bills be postponed until a proper expression of the public opinion of Manitoba could be had; and Mr. Richardson, M.P. for Lisgar, asked that the mortgage be laid before the committee before a vote was taken.

The preamble was passed without a vote on May 1, and the different clauses passed the same evening, the only amendment being to clause 3, to which was added the proviso that the Lieut.-Governor-in-Council may, if deemed necessary, make other terms, though they may be at variance with the provisions of the agreement.

The amalgamated bills were then ordered to be reported to the Commons, and are now before the Committee of the whole House, a motion by Mr. Puttee that they be not passed until they had been approved by a direct reference to the people of Manitoba, and another by Mr. Richardson referring them back to the Manitoba Legislature having been defeated May 6.

Industrial Canada, which is issued by the Canadian Manufacturers' Association, says:—"We are glad to place on our mailing list this month **THE RAILWAY AND SHIPPING WORLD**, with which is incorporated **The Western World**, published at Toronto; and can recommend it to our readers as a valuable publication, dealing with matters of common interest to all manufacturers in the field of transportation."

The Barrett Jacks.—In the U.S. Circuit Court for the Western District of Michigan, on April 3, a decree was granted in the case of the Duff Mfg. Co. against the Kalamazoo Ry. Supply Co., enjoining the latter Co. from using the handle and pawl construction covered in the Barrett, no. 312316, and which has been used for a many years in the Barrett jacks. This refers to the trip jacks recently put upon the market by the Kalamazoo Co., which are substantial copies of the Barrett jacks.

From Winnipeg to Hudson's Bay.—A special consignment of 20 carloads of flour has been made by the Hudson's Bay Company from Winnipeg to Montreal, for shipment to England by the St. Lawrence route. A large portion of this shipment will be transhipped to the Co.'s vessels in London for despatch to its trading posts on Hudson's Bay. Winnipeg, not so very long ago, received via Hudson's Bay, its supplies from England, when the surrounding country pro-

duced very little else than buffalos, and imported all its requirements. What a change is now seen, when, from selected no. 1 hard wheat, Winnipeg manufactures its own bread-stuffs, and the Hudson's Bay Co. forwards flour of its own make to its trading post in the Bay, via the C.P.R. and Atlantic liners across the ocean and back again, thus successfully competing with flour made in England, and hitherto purchased there by the Co.

The St. Lawrence Lloyds.—F. H. Clergue, and E. V. Clergue, of Sault Ste. Marie, Ont.; E. V. Douglas and F. S. Lewis, of Philadelphia, Pa.; Hon. R. Mackay, Hon. R. Dandurand, H. A. Allan, D. W. Campbell, G. E. Drummond, R. Reford and J. Torrance, of Montreal, have been incorporated under the name of the St. Lawrence Lloyds, with a capital of \$5,000,000, and its head office in Montreal, for the purpose of insuring vessels on the inland waters of Canada, as well as of vessels leaving any port in Canada, not above Montreal for any British or foreign port, and vessels leaving any British or foreign port for any Canadian port, not above Montreal. The Co. may also carry on a business of fire insurance. It may own, maintain and navigate on the lakes and rivers of Canada, ice-breakers, and wreck-relieving steamers, provided that the amount to be so invested shall not exceed 25% of the capital stock of the Co. It may carry on the business of a wrecking Co. and collect charges therefor.



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MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.

ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,136	38.80 "	22,318,378 "
Barley.....182,912	29.4 "	5,379,156 "
Potatoes...19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address
HON. R. P. ROBLIN, Minister of Agriculture
and Immigration, Winnipeg, Manitoba.
Or JAMES HARTNEY, Manitoba Emigration Agt.,
Union Station, Toronto, Ont.

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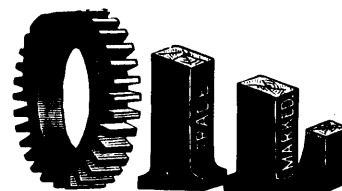
They also sell prepaid tickets to passengers coming from the old country, cheaper than the rate obtainable in Europe, and on favorable terms.

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