

As a result of the removal of monopoly, it is not unlikely that a railway may be constructed to the Montana boundary in southwestern Alberta. It is understood the Galt company have been anxious to reach the Montana markets with their coal, and it will be remembered that application was previously made for a charter to construct a road from Lethbridge to the boundary. A charter for such a road could not of course be granted whilst the C.P.R. monopoly remained in force. Now, however, that the monopoly has been bought off, application for the charter will be renewed, with every probability of its being granted. The new company, in which Sir A. T. Galt is interested, will be known as the Alberta Railway Company. It is proposed to connect Calgary, Macleod and Lethbridge by rail, and on to Benton, Montana.

Now that the monopoly question has been settled to the satisfaction of the people of Manitoba and the West generally, attention is being drawn to the various railway projects which have from time to time been under consideration. The first of course to provoke discussion is the Red River Valley road. Regarding this road it is apparently the intention of the Local Government to go on and complete the work at once. Indeed, it has been definitely announced that the road will be completed by the 1st of July next. The Government has spent a considerable sum already on this road, and in order that this outlay may not be lost to the Province, it may be necessary for the Government to complete the work. The road should form a valuable asset of the Province. Public opinion would not likely favor the operation of the road by the Government, but rather that it should be leased or sold, under such restrictions as would prevent its becoming useless as a competing line, and in this way that the Province should be recouped for the outlay. The people of Manitoba as a whole would undoubtedly strongly oppose the turning of the road over to a private corporation under any other condition than one which would fully recoup the Province for the cost of building the road. It would, no doubt, be better if a private company could be induced to purchase and complete the Red River Valley road, but the Government should not make any sacrifice of expenditure already incurred in any arrangement to that end. The road should form a source of profit to the Province, if the Government is compelled to complete in order, as before mentioned, to protect the Province in the expenditure incurred by the late Norquay Government. As to the extension of the Southwestern branches of the C. P. R., no announcement has yet been made, though it is believed prospects in this direction are more favorable. Seed time is now at hand, and if definite assurance is not at once given, the acreage sown to grain in the district beyond the termini of these branches will be small, in comparison with what it would be were it now known that the roads would be extended this season. It is not yet known what the Northwestern Railway will do this season, though it is generally believed the road will be extended from Portage la Prairie to Winnipeg. The Northwest Central, it is claimed, will complete at least fifty miles at once. Several other

charters for railways will be asked for, with varying prospects of the proposed work being undertaken. The Hudson's Bay railway scheme has so far remained in the background. No doubt there will be considerable demand upon the Government for assistance in undertaking a number of the proposed roads, though it is evident the Province is not in a position to go into the business of railway bonusing to any extent. Whilst the disallowance policy was in force, it was a matter of necessity that the Province should undertake the breaking up of monopoly by the construction of the Red River Valley road. But now that freedom in railway building has been proclaimed, the work of providing the country with railways should be carried out by private companies.

The Salmon Canneries.

The cannery men are actively at work preparing for the approaching season's operations. So far as can be ascertained but few contracts for future delivery have been closed. There is considerable dickering going on between cannery men, their agents and buyers in the east and elsewhere. It is understood their ideas as to figures are still quite removed from each other and the probabilities are that it will be some time before they close and conclude contracts. From London it is learned that the market is not glutted. The supposed loss of another vessel now long over due has stiffened prices in Britain very materially. From San Francisco comes the report that the market there is without an essential change. There is a 'good inquiry but buyers' views are below sellers. Several canners on the Columbia and also in Alaska have contracted from one-half to their full expected pack, with the proviso in each contract if packed, and are now awaiting developments. There are, on the other hand, some large canners who have neither sold nor will they for future delivery, preferring to await future developments. For an entire pack of Alaska fish \$1.25 to \$1.30 are the best figures obtainable, but for carload lots an advance on these figures are said to be paid. For Columbia River packs we are unable to hear of any bids.

The latest news from London is to the effect that since last month there has been an advance in prices of from 6d to 1s. per case.

The following canneries will be operated this year. The firms named are their Victoria and San Francisco Agents. On the Skeena river the British American Packing Co., represented by Wm. T. Coleman & Co., San Francisco; Inverness Canning Co., by Turner, Beeton & Co., Victoria; Windsor Canning Co., by Henry Saunders, Victoria; Metlakatlah Canning Co., by Turner, Beeton & Co., Victoria; Robert Cunningham, by Welsh, Rithet & Co., Victoria.

Fraser River District—British American Packing Co., by Wm. T. Coleman & Co., San Francisco; British Columbia Packing Company, by Wm. T. Coleman & Company, San Francisco; Accord Fishing Company, by Robert Ward & Company, Victoria; Delta Canning Company, by Welch Rithet & Company, Victoria; English & Company, by Welch, Rithet & Company, Victoria; Ewen & Company, by Robt Ward & Company, Victoria; Findlay, Durham & Brodie,

by Findlay, Durham & Brodie, Victoria; Laidlaw & Company, by Welsh, Rithet & Company, Victoria; Richmond Canning Company, by J. H. Todd & Son; River's Inlet Canning Company, Thomas Shotbolt, Victoria; Wadhams, E. A., by D. L. Beck & Sons, San Francisco; Wellington Packing Company, by Welch, Rithet & Company.

On the Naas river—Naas River Fishing Co. by Findlay, Durham & Brodie, Victoria; Douglas Packing Co., by J. D. Warren, Victoria.

Alert Bay—Nimkish Cannery Co., by Thos. Earle, Victoria.

Rivers' Inlet Wharrock Cannery Company, Cowan, Shaw & Co.

There are one or two other canneries to be operated whose names we have not ascertained, one of them being that of Mr. A. J. McLellan on the Naas. If the run will be a fair one, the present season promises to be one of the best our cannery men have yet enjoyed.—*Victoria Times*.

DUNCALF & Co. are going into the drug business at Morden, Man.

A cheese factory will be operated at St. Jean Baptiste, Man., this season.

GEO. THOMAS is erecting a shop at Brandon where he will open a machine business.

HOLLAND has purchased the fruit and confectionery business of Todd, of Brandon.

A cheese factory is to be erected at Asessippi, Man., this spring by the farmers of that neighborhood, who have formed a joint stock company.

Brandon *Times*: We understand that T. T. Atkinson, after disposing of his business in this city, is going in with J. H. Hughes in the lumber business at Rat Portage.

BRANDON *Times*: There is probably no branch railway so much need in Manitoba as the proposed line from Brandon southwest to the coal fields. The people in the Souris or Plum Creek neighborhood are badly in need of this line. They raised so much grain out there last year that it has taken the farmers all winter to haul it to market and even now many a granary is still overflowing with No. 1 hard wheat. Many farmers would increase their operations if there was any prospect of a railway this year, but without a railway more wheat to them, would be a calamity.

OTTAWA *Free Press*: The Government have now got to compel their followers to swallow all they said last year against the proposal to abandon the Northwest railway monopoly. Last session the Tories declared that to discontinue the monopoly and disallowance policy would divert all the trade of the Northwest away from Canada and utterly ruin the country. Now they have not only got to swallow all their declarations of last year and adopt the policy which they described as ruinous, but they will have to pay twenty millions or so for the liberty to do so.

The firm of Vipond, McBride & Co., wholesale fruit merchants, Montreal, has been dissolved, George Vipond and James McBride continuing the business under the old name and style.