

act of sites, \$163,281; fuel, \$26,850; repairs, cleaning and care of school houses \$38,572; salaries of secretaries, treasurers, \$13,159. The expenditure in 1897 amounted to \$895,417.

The assets are placed at \$2,057,453, against, \$1,754,875 in 1897; of these assets \$418,598 is taxes due from municipal councils and \$1,394,906 the value of the school houses, sites and furniture. The liabilities aggregate \$1,309,876, of which \$84,892 is due teachers and \$841,103 debenture indebtedness. In 1897 the liabilities were placed at \$1,018,568.

The legislative grant was expended as follows: Payment to schools, \$175,874.73; inspection of schools, \$10,966.50; examination of teachers, \$2,255.90; normal school, \$8,202.46; office, \$3,926.12; total \$201,557.87.

New Laws.

Before the adjournment of the Manitoba legislature, the following bills were assented to:

An act respecting the winding up of joint stock companies.

An act to amend the public schools act.

An act to amend the livery stable keepers' act.

An act respecting a portion of the proceeds arising from the sales of school lands in the province of Manitoba.

An act to amend the provincial lands act.

An act to amend the church lands act.

An act respecting road allowances upon Dominion timber reserves in the province of Manitoba.

An act to amend the act respecting drainage.

An act to amend the children's protection act of Manitoba.

An act to amend the sale of goods act.

An act respecting the study of anatomy.

An act to incorporate the Western Manitoba Railway company.

An act vesting in the city of Winnipeg the property, franchises and effects of the Winnipeg Waterworks Co.

An act to amend the act of incorporation of the Winnipeg and Fort Alexander Railway company.

An act respecting the corporation of the town of Morris.

An act to amend an act empowering municipalities to borrow money to pay their indebtedness to the provincial treasurer for seed grain loans.

An act respecting the corporation of the town of Selkirk.

An act to amend the Manitoba joint stock companies act.

An act to amend chapter 19,760 Vle being an act respecting the town of Minnedosa.

An act to amend the act respecting aid to creameries and cheese factories.

An act to amend the act of incorporation of the Northwest Commercial Travellers Association of Canada.

An act to incorporate the Waskada and Eastern Railway company.

An act to incorporate the Winnipeg General Trusts company.

An act respecting the Manitoba Midland and Western Railway company.

An act for granting certain sums of money required for defraying certain expenses of the civil government, etc.

An act respecting the Portage and Northwestern Railway company.

An act to amend an act to confer additional powers on the executors under the will of the late Alexander McIntyre.

BRITISH COLUMBIA

OFFICE OF THE COMMERCIAL

BUSINESS AT VANCOUVER.

Vancouver, April 17, 1899.

The market has been active this week and the mining camp trade more than usually brisk, many steamers having sailed for the north heavily laden. In the produce market, although potatoes are coming in more freely it is generally understood the demand is limited, and the price is well sustained. California creamery butter, besides the small quantity of local make, is the only butter on the market. It is of good quality and the price is firm. Dairy is about out, that on hand being very inferior. Washington and local eggs are quoted at the same price, and the market is well supplied. Case eggs are out. Grain is very firm at present prices. Flour and feed is steady.

Trade circles have been very much agitated by the tailors' strike this week. The journeymen tailors asked the boss tailors of the city of Vancouver to sign their union ticket, binding them to employ none but union men and pay union prices. All the tailors in the city but one refused to sign. The time chosen by the journeymen was opportune, as the tram conductors in the city, as well as the police and firemen were to have new suits immediately. The first move of the merchant tailors was an attempt to secure journeymen from Seattle; this failing, an attempt is being made to secure working tailors from Winnipeg. In the meantime the Trades and Labor council have endorsed the action of the strikers and urged all those connected with trades unions, in the province, to boycott the merchant tailors of Vancouver.

A mass meeting was held this week to discuss the question of shorter hours for clerks. A strong resolution was passed at a well attended meeting favoring the six o'clock closing of all stores, and a full half holiday on Saturday. The Trades and Labor Council have endorsed this resolution.

A very important decision has been given in the case of Taggart vs. Mortimer Lamb. Lamb published an article in his journal—The Mining Record—to the effect that Taggart was running a sort of bucket shop. Lamb said he meant by that, that Taggart was a broker not dealing on a legitimate exchange, his object being to discredit Taggart as not being a fit person to belong to the Mining Institute, an organization of which he was a member. His lawyer interpreted a bucket shop to mean a place where stock was ostensibly bought and sold from blackboard quotation, but never delivered. The term "bucket shop" meaning that you could carry away all the stock in the place, in a bucket. The justice asked the jury to decide whether the article published was harmful to Taggart, and whether it was true that he was running a bucket shop, understanding that no stock had been delivered in two years since Taggart had opened his office. The jury decided that the published statement was harmful and that Taggart wasn't running a bucket shop as they understood it (presumably a gambling house). If this verdict is established as a precedent, Taggart in the course of the next few years, will have many rivals in business as this case was in a measure a test case, and looked upon as such in the province among mining brokers.

ince among mining brokers.

The salmon canning regulations as recently revised are not at all satisfactory to the canners, and at a recent meeting they expressed themselves very forcibly in the matter. They are angry at the government's tardy recognition of their alleged rights, and point to the fact that while all is activity on the American side in preparation for the season, the Canadian government policy is tending to cripple the industry. They ask for more hatcheries, free salmon from the American traps, and more licenses for the canners.

Vancouver is to have a big sawmill on Dead Man's Island after all. The Canadian government having sustained Ludgate in his lease. Some time ago Chicago people through Ludgate, of Peterboro, applied for Dead Man's Island for a saw mill site. The island is a part of Stanley park, very picturesque and in full view of the swell west end residences. The Canadian government leased the island to the Yaukees for \$500 a year. The owners of the west end residences were very wrathful naturally, and the city council fell in with them, as owing to their trying to get the island themselves without success, they felt they had been snubbed. The board of trade also objected, as most of them were rich westenders. Mr. Maxwell, who was instrumental as member for Vancouver, in getting the island for Ludgate, told the council that the city was favorable to the lease as a whole. A monster meeting was called, and it was found that about eight citizens out of ten, were willing to sacrifice scenery for substance, that they preferred the mill and the money it would bring the city to the indulgence of any sentiment. The fact that the island was a British naval reserve, or Stanley Park, or west end scenery, did not carry any weight with the east end, and a great many of the west enders not residents on the water front, so that on the whole the government have conformed to the wishes of the greater mass of the people in sustaining Ludgate in the lease. Sir Hibbert Tupper, however, looking at it from a political standpoint claims that the government will be sorry they gave the lease, as they had no business to do so, the ownership of Dead Man's Island being vested in the imperial government, not the Canadian government.

The building boom is still on in Vancouver it is estimated that in the past twelve months 500 dwelling houses have been erected, but it is impossible to-day to get a rented house except in the far east end. In the west end, where the boom has developed in its most acute stage, there is not a vacant house or store to be had, but there are so many buildings going up that the warning is being continually given by outsiders, "Vancouver is overbuilding: going ahead too fast. There will be a reaction."

THE CORBIN RAILWAY.

A correspondent from British Columbia who asks that his name be withheld, writes to The Commercial as follows:

As a subscriber and constant reader of your paper, which for many years has very accurately reflected the commercial conditions of this province, I have been interested in your remarks on the recent action of the Winnipeg Board of Trade in throwing