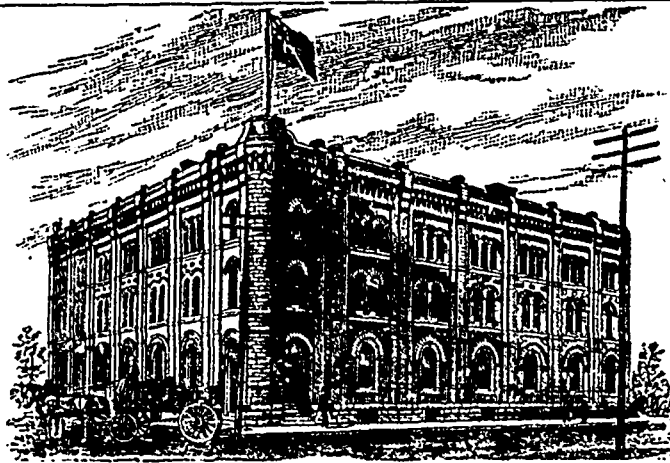


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

Lumber Cuttings.

D. Ross, Whitemouth, Man., started his saw mill last week.

Jas. Forman is opening a lumber yard at Alexander, Man.

The Lake of the Woods and other mills are beginning to run their planers.

The new McLaren-Ross Lumber Co., which will operate in B. C., has a capital of \$500,000, of which \$350,000 is paid up.

The Dominion Government has paid out \$16,152 to cover costs in the suit for the possession of lumber limits carried on with the Province of Ontario, in the name of the St. Catharines Milling Company.

The partnership existing between James Anderson and John Grady, under the name and style of the Vancouver Lumber Company, Vancouver, B. C., has been dissolved, J. Grady retiring from the business.

The new company which has taken the Che-manus mill, B. C., is appointed a Mr. Peabody as manager. It is said to be the intention of the new company to erect three large saw mills in different parts of the province during the coming summer.

The *Mississippi Valley Lumberman* thinks that the construction of the Duluth & Winnipeg and other proposed railroads in Northern Minnesota, will have the effect of diverting a portion of the timber southward that now goes north to the Rainy River and thence to the Lake of the Woods mills.

A bill is before the British Columbia Legislature to incorporate the Victoria Lumber and Manufacturing Company. The capital stock of the company will be \$1,000,000, divided into 10,000 shares of \$100 each. The principal shareholders are W. J. Macaulay, of the city of Victoria, John E. Glover, W. H. Phipps and J. A. Humbird, of Wisconsin.

The machinery in the mill of the Winnipeg Lumber Company, Winnipeg, has been sold to Ross, Hall & Brown, who will move it to Rat Portage, for their new mill there. The machinery purchased consists mainly of engine,

boilers, etc., and is in good order. This mill was established just about the time the real estate boom was collapsing, which proved particularly depressing to the lumber trade. The mill shortly after its construction, passed into the hands of a bank, and it has not been operated since. It was the largest and best mill ever established in Winnipeg, having a capacity of about 100,000 feet per day, and first-class fittings throughout.

The Canadian Pacific Railway has made a material reduction in the rates of freight on lumber and shingles in carload lots from British Columbia coast points to Manitoba and the Territories. The new schedule of rates is as follows:

TO	NEW.	OLD.
Calgary.....	35c.	40c. per 100 lbs.
Dunmore.....	40c.	45c. "
Maple Creek.....	42½c.	45c. "
Regina.....	47c.	55c. "
Winnipeg.....	50c.	60c. "

The location of the proposed big saw mill in British Columbia, by the Ross-McLaren company, is still in dispute. The company purchased a site on the Fraser River, near Westminster, some time ago, but the agent of the company declares that the mill will not be built on this property, unless the council of Westminster agrees to locate the proposed railway bridge across the Fraser at some point above the mill. It is claimed that the bridge would interfere with the passage of large vessels to the mill. The council objects to locating the bridge above the mill, as the bridge is to be used for general traffic as well as railway purposes, and such a location would be too far from the city to render the bridge valuable or convenient for general traffic.

Mississippi Valley Lumberman:—The logging season in the white pine states has been brought abruptly to an end by the mild weather which occurred last week. The cut of logs has undoubtedly been materially curtailed in consequence, though reports differ somewhat as to whether the cut will fall very far short of what it was the intention to put in. The season has been an exceedingly short one, but as a whole

JAMES PYE,

FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.
218 Third Avenue South,
MINNEAPOLIS, - MINN.

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.:
DEAR SIR,—In handing you our check for \$1,301.24, in full for balance of your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 276 barrels we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person requiring anything in the mill building or mill furnishing line. Wishing you the success that straight dealing merits, we are
Yours very truly,

THE PORTAGE MILLING CO.
Jas. MacLennan, Managing Director.

decidedly favorable for the loggers. The snow fall came at the right time—just when the skidways were loaded—and from that time until the break-up the work has gone forward, particularly in Minnesota and Wisconsin, under conditions as favorable as they have ever been. There was neither too much nor too little snow. A good deal of work has, therefore, been done in a short time, and at the minimum of expense to the loggers. It is probably true that had the season been protracted the log market would have been overstocked. Without going into details or attempting to sift reports which do not entirely agree, it can safely be said that there are enough logs to keep the mills busy during the summer.

The Sault Route.

It is the Sault Ste. Marie Canal, together with the St. Clair Flats Canal and the improvement of the Grossepoint Channel and of Detroit River, which furnish a water route check on all railway freights between Buffalo and points as far west as St. Paul. Especially will this through water route between Lake Erie and Duluth and Manitoba control, in a great measure, the rates of freight that can be charged upon the fully completed Canadian Pacific road.

It is still doubtful whether the commerce of Manitoba and the Saskatchewan Valley, of the British Columbia and even of the Hudson Bay region will not trend through this canal to Cleveland and New York, rather than be diverted by costly railway routes around the rough and mountainous circuit to the north of Lake Superior and Huron, and down by rail to Toronto and Montreal. The natural tendency, therefore, of the commerce of the entire Western British America must be through the Sault Ste. Marie and St. Clair Flats Canals and the Detroit River so far as it does not find a still more western outlet at St. Paul.

WALTERS & BAKER, general merchants, Prince Albert, Saskatchewan Territory, have dissolved partnership. H. Walters retires, and F. C. Baker will continue the business.