

THE success of the C. P. R. in its suit in the Port Moody injunction case, has given real estate at Vancouver another boom. It is said that building lots were again in active demand, and many sales were immediately closed on receipt of the news. The C. P. R. is reported to have already expended \$225,000 in improvements within the corporation limits.

A CONVENTION has lately been in session at Columbus, Ohio, composed of representatives from the trades unions of Canada and the United States. The feeling of the convention did not seem to be in favor of the Knights of Labor, but rather to the formation of a federal union of the different labor organizations which would recognize the individual integrity of each branch of such federation. The branch unions would continue to work on a basis of similarity in employment, and each would be independent in matters directly concerning its own trade. The opinion of the convention seemed to be very general in favor of an eight-hour law.

THE Hungarians who were lately taken to Medicine Hat to work in the coal mine there, are still in trouble. They lately arrived at White wood, Assiniboia, but were unable to take up land during the winter. They state that Count Esterhazy had promised them work, land, provisions, etc., before they left Hungary, but they are now without work or money, in a strange country. It is not unlikely that the government will yet be obliged to provide for these people. No matter what objections may be urged to their immigration to this country, they cannot be left to starve when they are here. Esterhazy has already hinted that the government should assume charge of his protegee, and this will likely be the result of bringing this undesirable class of people into the country.

THE movement for some time going on at Montreal, for an amalgamation of the Board of Trade and the Corn Exchange, has been brought to a successful issue. Some time since an act of Parliament was passed, providing for a union of the two bodies, but it was subsequently discovered that such an arrangement would interfere with certain official appointments under the patronage of the Board of Trade, consequently the union was never consummated. Now, however, these difficulties have been adjusted, and at a late meeting of the Board a resolution in favor of amalgamation was unanimously carried. It is hoped that the change will have the effect of producing one very strong commercial organization, instead of two weak ones. Such has been the experience in Toronto since the amalgamation of the two similar bodies, where the membership has rapidly increased to over 1,000, notwithstanding that the membership fee had been raised to \$100, and will shortly be increased to \$200. An effort will be made at Montreal to erect a building exclusively for the use of the united organization.

THE Northern Pacific Railway has been gradually extending down the Red River valley

for some time, and has now arrived at East Grand Forks, Minnesota, opposite Grand Forks, Dakota, a point about half way between Winnipeg and the main line of the N. P. railway. It is said that the company propose extending the Grand Forks branch to the Manitoba boundary at St. Vincent at an early date. Once at St. Vincent, within a couple of hours' ride of Winnipeg, it is not at all likely that the N. P. Co. would care to remain there. The road would be bound to reach this trade centre by some means. Stopping at St. Vincent would be to remain just beyond the grasp of the trade of this city, which would be the chief desideratum for any railway building northwards to the boundary in that locality. It is not likely that the N. P. would care to long rely on its great rival, the C. P. R., for connection with this city. Besides, the latter company would make it as uncomfortable as possible, for the N. P. to do business with Winnipeg, and would no doubt favor its ally, the St. Paul and Manitoba road as much as possible. As early as 1881 the Northern Pacific authorities declared their desire to build into this city, and their determination to extend their line to St. Vincent looks as though they were about to make a strenuous attempt to put that desire into force. The Northern Pacific authorities can depend upon the earnest sympathy and support of the people of this city, in any effort which they may put forth in this direction.

THE British policy in Egypt seems at length to be bearing fruit. In this unfortunate country, long in a state of bankruptcy, and where annual deficits had become chronic, it has lately been announced that the financial affairs are assuming a state of solvency. Egypt appears to be a country of considerable natural wealth, and capable of great commercial and industrial resources. The land of the Pharaohs would seem to be as capable of supporting a large and wealthy population as it was in the days of antiquity, and but for a long succession of misrule, it might now be occupying an honorable position among the nations. Under British direction the commerce of the country has gone on expanding, industry has been stimulated, railways have been built, and the country bids fair to assume a respectable, if not a distinguished position. Will history repeat itself in the case of Egypt? And will that country ever attain the proud position which it held in the days when the earth was yet moist from the flood, when as the mother of arts and the mistress of nations she ruled supreme over the known world? Whether or not any such future be in store for the country, Egyptian bondholders will be the gainers by the prospect of a return of the country to a state of solvency. In the meantime France has become intensely jealous (and by the way jealousy seems to be a pervading sentiment of the French, individually and collectively) of the success of the British policy in Egypt, and has been manifesting her chagrin in a variety of ways of late. However, as France has her hands full in straining her resources to keep pace with the military expansion of Germany, Great Britain will doubtless be left to work out the Egyptian problem without molestation.

THE last of the ill-fated Northwest Central Railway scheme has not yet been heard. The directors are now about to proceed against Beatty for some of his doings in connection with the undertaking, and some nasty revelations are promised. It is even hinted that Beatty was working against the building of the road, at the same time that he was supposed to be furthering schemes for the building of the same, for some object known only to himself. It appears that Beatty was taken in by the original company on account of the influence which he was supposed to possess with the government, and which could be turned to good account in securing the land grant. Beatty subsequently managed under various pretenses to get possession of the major portion of the stock of the company, and then proceeded in such an arbitrary manner as to balk several partially matured schemes for raising funds to prosecute the work. What motive could have prompted such action, it is hard to imagine, unless, as is hinted by the directors, there was something in the line of a double retainer at the bottom of it. The latest report in connection with the Northwest Central is to the effect that Toronto capitalists have been endeavoring to secure an interest in the scheme, and that they were willing to advance a sum sufficient to construct a portion of the road. The syndicate now holding the charter are said to have refused the offer of the Toronto parties, but they were willing to sell the charter to the Toronto syndicate for \$500 per mile to cover 450 miles. However, as a portion of the Northwest Central territory is now covered by another railway, with a probability of a further extension next summer, it is unlikely that any very serious attempts will be made to construct the road.

TRACKLAYING is progressing rather slowly on the Hudson's Bay railway, in comparison with the rapid manner in which the grading was performed. This, however, is not owing to any fault of the company, but to the inability of the C. P. R. to furnish the rails as fast as they are wanted. However, the rails are being laid as fast as they arrive, and the graded portion of the road will be completed and equipped by the spring. It is stated on official authority that ten locomotives and a full complement of cars and other rolling stock has been ordered, and that early next season the company will be in a position to handle local traffic. In this respect the company expect to work up considerable local traffic as soon as the portion of the road at present under construction is completed. A traffic department will shortly be organized, and every attention will be given to ensure the successful working of the same. The timber districts which the road will tap will no doubt furnish considerable traffic in cordwood, ties, posts, telegraph poles, etc., whilst the considerable settlement already along the first fifty miles of the road will provide a good carrying trade in produce, grain, etc. The road will prove a great convenience to such settlers, whilst it will open another source of supply for this city in cordwood, and perhaps may result in materially reducing prices of wood fuel. In connection with the organization of a traffic department, it has been rumored that Mr. William Harder, manager of the Transfer Co., and formerly traffic manager for the western division of the C. P. Ry., will be offered a position in connection with the Hudson's Bay Railway. It is also understood that the management will pursue the policy as closely as possible, of appointing resident Manitobans to positions upon the official staff of the company.