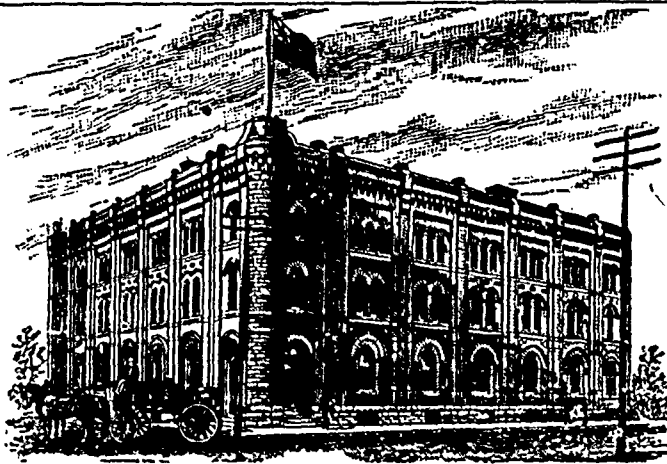


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
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G. F. & J. GALT,

DIRECT IMPORTERS

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

THE appointment of Senator Schultz to the Lieutenant-Governorship of Manitoba, has been received with general favor. It is a departure from the hitherto universal custom of selecting eastern men for western positions, and on this account has given satisfaction, but not on this account alone. Dr. Schultz has proved himself a tireless worker in the interests of the West, and his efforts have lately proved effective in calling attention to the great Mackenzie country. In this work he has revealed to Canadians a glimpse of a vast region about which hitherto little or nothing was known, and which was heretofore hardly taken into account in considering the extent of the Dominion. In this matter Mr. Schultz has done the country a service which will live after him.

THE recent utterances of Sir Charles Tupper in London, England, favorable to the Hudson's Bay Railway scheme, will prove quite an agreeable surprise to Manitobans. Heretofore the *Canadian Gazette*, which was supposed to be largely under the influence of Sir Charles, has not given the Hudson's Bay railway project favorable attention. It is to be hoped that the change in Sir Charles Tupper also means a similar change on the part of the Dominion Government. The Government has always considered the Hudson's Bay Railway schemes in a sort of lukewarm spirit, if not often with coldness. Any assistance given has been of a forced nature, rendered in a half-hearted way. Sir Charles has been telling them in England that the Hudson's Bay railway will be needed soon to move the rapidly increasing products of this country. Furthermore he spoke very highly of the proposed route for immigration travel. In speaking of the Hudson's Bay railway, it worthy of note that the *Montreal Herald*, formerly one of the strongest opponents of the scheme, admits that many who formerly considered the scheme impracticable, are now changing their minds. The *Herald* does not say it has changed its mind, but the statement is significant.

It is announced that the Government, by order-in-council, has granted the sum of \$3,200

per mile to the Shuswap & Okanagan railway. This road is intended to open up communication with the Kootenay country in southern British Columbia. The road will connect navigable inland waters of considerable extent. The road will be over 50 miles in length. The country which will be opened to settlement by this railway, is the largest arable district in British Columbia. A great deal of the land is adapted to agriculture, without irrigation, and other portions afford excellent facilities for ranching. Other portions can be made very productive by irrigation. In some of the fertile valleys of this part of British Columbia, wheat does exceedingly well. The only roller flour mill in the province is located in the Enderby district, which will be tributary to the proposed road. The climate is dry and healthful, and the winters shorter and less severe than on the prairie. In addition to the assistance from the Dominion, the provincial Government has given the company a land grant. It is understood the work will be commenced at once and pushed forward to completion.

THE recent advance in wheat and flour in this country, has brought about a new feature in the flour trade. With the duty of 50 cents per barrel in their favor Manitoba millers were enabled to drive Minneapolis and St. Louis flour out of Eastern Canada markets. The recent advance in flour, however, has again enabled the United States millers to ship flour into Canada. It is perhaps possible that Canadian millers have pushed up prices a little too far, and they will now have to back down a few notches, if Minneapolis is to be kept out. Minnesota strong bakers has been offering in Montreal at from \$4.25 to \$4.50, at which price it is able to compete actively with Manitoba grades of a similar quality, and a number of car lots have already been received. Of course, the Minneapolis millers have a decided advantage in freight rates, over the Manitoba manufacturers, which helps to neutralize the effects of the duty in favor of the latter. With equal freights and free markets in both countries, the Manitoba millers should be able to compete to good advantage with all comers. The new C.

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 on 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 275 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 would 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.

P. R. line via Sault Ste. Marie, from Minneapolis, gives the Minnesota men the advantage of a very cheap route for the shipment of their product. Thus the C. P. R., the great Canadian national road, built specially for the development of Western Canada, is furnishing the chief means of competition against the principal commodity of Manitoba. Of course no fault can be found with the C. P. R. for handling Minneapolis traffic when it can do so to advantage, and this traffic passing through the country will also be a benefit to Eastern Canadian towns. The company should, however give at least as favorable rates to Western Canadian traffic, as it does to Minnesota traffic, especially in view of the vast source of expenditure which the road has been to this country. In affording a cheap competing route to Minnesota, as against Manitoba, the company also deprives itself of the right to lay claim to any special privileges as a national road.

SCOTCHMEN are generally supposed to be rather chary about affording charity, but this does not always mean that Scotchmen are opposed to the principle of charity. On the other hand, there are few people who are more willing to help their countrymen in time of need, and a comparison of Scottish institutions which are supported by contributions, with those of other nationalities of a similar nature, will usually show the former to be in a flourishing condition. But Scotchmen desire that their charity shall be given in a practical manner, and not extended to unworthy objects, hence the amount of thought expended frequently before affording assistance. The pitiable tales of the numerous class of professional beggars so common in some nationalities, which will frequently move tender-hearted people, will not affect the average Scott. So rarely a suppliant for charity himself, he is more apt to despise than pity the mendicant. And who will say that this is a worthy way of bestowing charity? But in a worthy and practical cause, Scotchmen cannot be said to lag in extending relief to the suffering. One of the greatest, if not the very greatest feat of charity accomplished in modern times, has just been carried to a successful