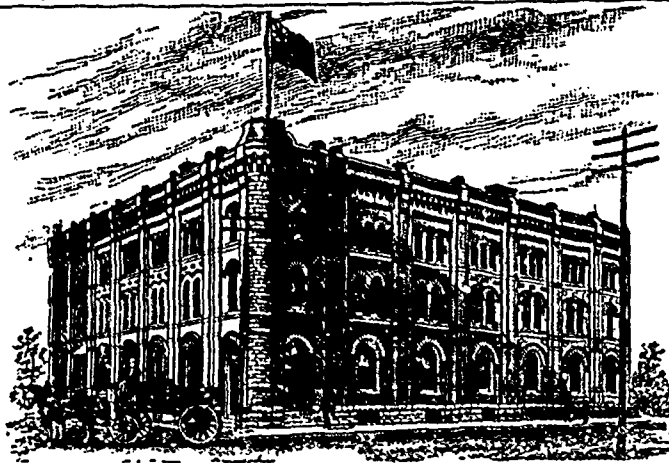


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE anti-bucket shop legislation, passed at the last session of Parliament, is now on trial. For a time after the coming in force of the act, the bucket shops closed up. Later, however, it was believed that the law could be successfully evaded, and some of the shops were again opened. The law has been put in motion against these and convictions in the lower courts have been secured. No doubt the bucket shop men will thoroughly test the law by carrying some of the cases to the higher courts. Whilst recognizing the evils of gambling in margins, it has frequently been considered that it would be a very difficult matter to make a law sufficiently practical and free from annoying technicalities to completely suppress the bucket shops. It is to be hoped, however, that the new law will be found effectual in dealing with the matter.

GOVERNOR ROYAL'S order allowing the sale of beer in the Territories, is likely to cause no end of trouble, especially to the members of the Territorial Assembly. The licenses are to be granted subject to certain conditions, only to persons named by the members of the Assembly. This is certainly a very objectionable system, and one which places the members of the assembly in a very awkward position. In the first place, it makes possible the display of favoritism, as the member can recommend that his friends be given licenses, whilst withholding the names of those to whom he may be personally opposed. In many parts of the Territories there is a strong temperance element, which is strongly opposed to the granting of the licenses. The member will therefore be obliged to stand between the fire of the temperance people and those favorable to the license system, thus rendering the lot of many members an unhappy one. At Moose Jaw, J. H. Ross, member of the Assembly, called a public meeting, to gain the advice of the people as to the course to pursue in the matter. The result of the meeting is that petitions are being circulated throughout the district, calling upon the member to name persons for licenses, and other petitions are being circulated, to exactly the opposite effect.

THE *Winnipeg Call* says: "The Montreal *Trade Bulletin* may be well informed in regard to commercial matters generally, but it "certainly is not an authority in regard to "Manitoba matters. It has on several occasions exhibited a marked bias against this "country and is constantly taking occasion to "say something that must have an injurious "effect and without any foundation or truth. "The latest effort in this line was last week, "when it referred to the "unfavorable prospect of the wheat crop in Manitoba." If the "*Bulletin* had read carefully the reports in "regard to the crops throughout this country "it would have seen how absolutely misleading "its statements are." THE COMMERCIAL hastens to defend its Montreal contemporary against the charge made by the *Call*. Instead of being the enemy of Manitoba, the *Trade Bulletin* has always been the firm friend of this province, and in this respect it has been a marked exception to every other trade journal published in Eastern Canada. When all other Eastern trade journals were endeavoring to perpetuate monopoly in the West, the *Trade Bulletin* stood alone in standing up for the rights of this country, and it was instrumental in bringing to view many injustices practiced against Manitoba, in the direction of discriminating rates, etc. What the *Trade Bulletin* said about the crop outlook here was true, every word of it. The West has certainly lately experienced a spell of unfavorable weather for the crops, as every journal in Manitoba has shown. The greatest fault the *Trade Bulletin* has is the disagreeable one of hurrying out the truth on the least provocation, when perhaps a more reticent disposition would tend to conserve the popularity of the journal.

THE recent change in the management of the C. P. Railway is generally favorably commented upon. Even here in the West, where Mr. Van Horne has a good many enemies, the change is generally noticed with satisfaction. There is this to say of the new president of the great railway corporation, that he is a practical railway man, and it is expected that henceforth the business of the company will be confined

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 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 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. MacLenaghan, Managing Director.

more closely to strictly railway matters. It is to be hoped that this expectation will be realized, and that grain deals "in the interest of Manitoba farmers," etc., and such like innovations will be left alone in the future. It is understood that the change has been made with a view to conducting the road more closely on business principles. The company doubtless realizes that the day for receiving further Government aid has passed away, and henceforth the company will have to rely upon its own exertions to carry out its various undertakings. The new president certainly stands at the head of a gigantic corporation. Though only established within the present decade, the Canadian Pacific Railway Company is already known as the greatest and most aggressive railway corporation in the world. In addition to completing and operating its main line across the continent from ocean to ocean, the company has contracted or purchased a net work of railways all over Ontario, and is still contemplating new additions to its mileage in that province. The latest announcement regarding railway construction in Ontario is, that the company will push a line through from London to the Detroit river, where connections will be made with Chicago. In Quebec the company's system is being steadily extended, and a road is being pushed across the state of Maine to connect with the Maritime provinces. New York, Boston, Portland, etc., are reached by independent lines. In the West the company has very recently obtained control of two railways which gives the road an entrance into the great grain and flour cities of Duluth and Minneapolis. Further extensions of these lines are said to be contemplated, and it is almost certain that the Duluth road will be extended to Winnipeg. In the far west an agreement has been made to connect the main line at Vancouver with the Puget Sound cities and general system of railways of the Pacific coast. This will necessitate the construction of a railway, which it is understood will be commenced next season. In Manitoba the company has control of six branch roads, in addition to its main line through the province. A line of steamships has been established between Vancouver and China and Japan