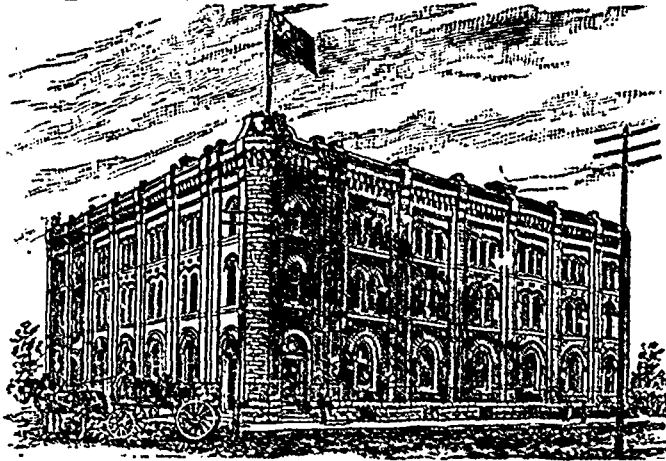


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE Philadelphia Board of Trade has lately made a move which is worthy of taking pattern after, and which should prove a source of satisfaction to its members. This is nothing less than the establishment of a court of arbitration for the prompt settlement of business disputes. A judge has been appointed, and the parties to any controversy may submit it to him alone, or may each select an arbitrator, who, together with the judge, shall constitute the court. In either case the decision of the tribunal is to be final and without appeal. This should be the means of settling many little disputes among business men in an amicable way. Many law suits which have cost thousands of dollars, might have been settled to the greater satisfaction of all parties concerned, within a few minutes, or hours at least, by the exercise of a little common sense. Plain, practical common sense, could certainly be utilized in settling the majority of disputes among business men, and when exercised in a business way, should often be capable of attaining more desirable results in a brief time, than could be accomplished by long sieges of expensive litigation. By all means let us have disputes among business men settled by arbitration, and by business men, whenever practicable.

EVIDENTLY it is the intention of the Manitoba Government to ignore the offer of the C. P. R. Co., to give running powers over its line between Winnipeg and Portage la Prairie, with the object of connecting the Red River Valley and Manitoba & Northwestern Railways. The Government, it seems, has determined upon the construction of an independent line between the points named, judging from its advertisement calling for proposals for the construction of such a road. The Government is seeking to carry out its intention in this respect in a somewhat novel way. The advertisement reads:—"Proposals will be received up to June 9th, from companies, or proposed companies, for the construction of a line of railway from Winnipeg to Portage la Prairie. Companies will state how much cash bonus, or guarantee of bonds they require from the Government for such construction." The idea evidently is that a private

company should construct, own and operate the road, receiving as an inducement to undertake the work, a bonus from the Province. By calling for tenders it is supposed the minimum bonus will be obtained. No doubt this is preferable to the construction of the road by the Province. But in undertaking the work the Government seems to be placing itself in a somewhat peculiar position. Other parts of the Province are badly in need of railways, and why should not the Government undertake the work in the same way? The Manitoba Northwestern railway has everything to gain and nothing to lose from a continuation of its line to Winnipeg, to connect with the Red River Valley road, and it might reasonably be supposed that that company would undertake the work, without an expenditure of funds which belong to the whole Province. A Government guarantee on a loan, to a moderate amount, with proper security from the company, might not be objectionable. But unless the Government is prepared to undertake a similar policy generally, the bousing principle is an objectionable one. Even as a general policy, railway bousing is objectionable, and it is to be regretted that the Province is obliged to undertake such a policy. The terms upon which the C. P. R. Co. would grant running powers over its road to Portage la Prairie, have not been made public, but if they are favorable, some such arrangement would seem preferable to the expenditure of any considerable amount of public funds in providing a rival line.

New and rapidly growing towns are not the only ones which suffer from real estate "booms." The inflation in real estate at Montreal something over a decade of years ago, will be remembered by those familiar with the city at that time. A collapse followed this "boom," which caused a season of stringency to many. More recently quite a real estate "boom" occurred in Toronto, from the effects of which many in that city are now suffering. Commencing only a few years ago, and since the collapse of the Manitoba land "boom," real estate speculation seemed to take hold of many

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 the 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. Wishing you the success that straight dealing merits, we are

Yours very truly,

THE PORTAGE MILLING CO
Jas. MacLenaghan, Managing Director.

residents of the Queen city of Ontario. Additions were made to the city on all sides, excepting the lake front, and property was surveyed up into building lots for many miles beyond the city limits and sold. Parties who bought in these lots now find they have made unremunerative investments, and as a result there are many in Toronto who are chronically hard up. Perhaps some of the speculators who started the Toronto land "boom" received their training in Winnipeg. They seem, at least, to have been pretty well up as "boomsters," for it is said "city" lots were sold at a distance of nearly ten miles beyond the corporation limits.

THE disputants in connection with the re-arranging of the Manitoba grain grades seem to have spent their force, and now the Department of Internal Revenue at Ottawa is doubtless bothered to know how to please all parties, or if that is not possible to please as many as they can. Should the wishes of the Manitobans be disregarded, they will not be left in the helpless condition they would have been placed in, had railway monopoly still been in force here. If Manitoba ideas are ignored in connection with grain grading, Manitoba shippers can ignore Canadian grain inspection. They can ship over a southern route to the seaboard, and sell on Duluth inspection. This will reduce Canadian inspection laws to purely ornamental arrangements, and indeed they will soon be that anyway, if all Canada is allowed to meddle and muddle, in what is strictly speaking the business of this province only. In so doing the Canadian Pacific Railway Company would be the heaviest sufferer, and undeservedly so; for to the credit of the management of that road be it said, that they have stood firmly by the demands of this province in this same matter, and outside of those here connected with the grain trade, they are doubtless the best posted parties in the Dominion on the actual grain wants of Manitoba. It is significant that the Vice-President and General Manager of the road should be so thoroughly at one with the grain men of the province, for he is seldom found to be favorable to Manitoba ideas, and