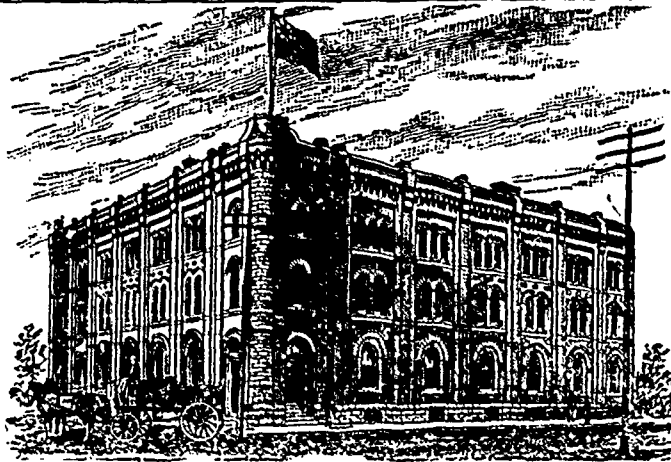


GOODS SOLD TO THE  
TRADE ONLY.GOODS SOLD TO THE  
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## G. F. & J. GALLT,

### DIRECT IMPORTERS

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

THE sales of land to actual settlers in Manitoba this season are certainly very much larger than in former years. The Winnipeg district has been thoroughly advertised of late, and is attracting a great deal of attention from intending settlers. All over the Province, in the settled districts, lands are also being bought up by actual settlers, who prefer to purchase land convenient to markets, rather than take up Government land at more distant points. The C. P. R. Co's land commissioner recently said to a reporter:—"We have been doing a big business since I returned. Each month's business has exceeded that of the former month, and the last three months have been better than any like period since the boom. The demand is principally for half and quarter sections to individuals, all of whom are to become actual settlers."

THE Montreal Herald sees in the railway situation in Manitoba the death warrant of protection in Canada. According to the Herald the entrance of the Northern Pacific into Manitoba is the first great blow at the protective tariff in this country. The construction of railways to the south will increase international trade facilities with the United States, and following this will come a desire to be rid of the tariff which imposes such severe restrictions upon this trade. In this line of reasoning the Herald is no doubt correct to some extent. The Herald concludes that when the West says the tariff must go there will be nothing for the Dominion Government to do but comply. There is no doubt of the fact but that the protective tariff bears more heavily upon the West than any other portion of Canada, but so far there has been little disposition shown here to "kick" vigorously against protection. However, now that the railway difficulty has been settled the time may soon come when the people of this part of Canada shall demand that the tariff be framed with some regard for Western interests, and not entirely in the interests of the East.

FROM reports received from all parts of the

country, it is evident that farmers are preparing to conduct their operations on a much larger scale next season, than ever before. The remarkably fine crop of 1887 has had the effect of encouraging farmers to increase their acreage under crop to the greatest possible extent. From all over the country come reports that breaking is going on very actively this summer. Farmers who have allowed their crop acreage to remain about stationary of late years, are this year breaking from 25 acres upward of new land. This is very gratifying news, and makes it certain that the crop area of 1889 will show a more marked increase than has been made in any year since 1882, and perhaps greater than any single year in the history of the Province. The general desire to increase the crop area, shown this season, has been favorably assisted by natural conditions, the present summer having been a very favorable one for breaking new land. The following paragraph from the Deloraine Times, is a sample of many reports from the country concerning this summer's breaking:—"One of the most encouraging signs of this season's farming operations is the large amount of new land that has been broken, and prepared for next season's crop. It is believed that never before in the history of the Province has so much new land been broken in one summer."

It is pretty generally believed that the C. P. R. will not be content to remain at Duluth, now that it has acquired control of the road from Sault Ste. Marie to Duluth. It is almost certain sooner or later to strike out for the wheat fields west of Duluth. Here it is a settled belief that the C.P.R. will not rest until its Duluth connection is extended to Winnipeg. That the same opinion prevails elsewhere, will be seen by the following from the Mississippi Valley Lumberman: The purchase by the Canadian Pacific of the Duluth, South Shore & Atlantic gives the great Canadian line another feeder on the American side of the line, and adds another important element in the railroad as well as the lumber situation. It is not at all probable that the western terminus of the Du-

## 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. MacLenaghan, Managing Director.

luth, South Shore & Atlantic will be for any length of time at Duluth. It has long been a favorite scheme of the business men of Duluth that there should be a line built in a northwest direction to Winnipeg. There is much to invite the construction of such a line. The gentlemen interested in the Duluth, South Shore & Atlantic had prepared at one time to give such an enterprise their support, until given to understand by President Hill, of the Manitoba, that any such venture would lead to his paralleling in turn their line. They were not in position to encourage any such struggle for territory and the support was withdrawn. The relations between the Manitoba and the Canadian road are understood to be amicable, but if the Canadian Pacific people want to extend their line from Duluth to a point of connection at Winnipeg, or elsewhere, they can be depended upon to do it without consulting the Manitoba company.

At a meeting of the directors of the Canadian Pacific railway company, held at Montreal on Tuesday last, Sir George Stephen tendered his resignation as president of the company and W. C. Van Horne, the vice-president, was unanimously elected in his stead. Sir George Stephen remains a director of the company and a member of the executive committee. A resolution of thanks was tendered the retiring president, for his past services. The object, it is said, of the change, is to have a practical railway man at the head of the company. In a letter regarding his resignation, Sir George Stephen said: "I cannot refrain from congratulating the shareholders upon the arrangement recently completed, which will have the effect of securing to the C.P.R. the permanent friendship of the two new and important American lines extending from Sault Ste. Marie to Minneapolis and St. Paul, on the one hand, and to Duluth on the other, and reaching a traffic the importance of which it would be difficult to overestimate. It is also a matter for congratulation that arrangements have been practically settled with the Wabash railway for a permanent connection between the Detroit