

important factor in building up the districts of Assiniboia and Alberta, but it never will build up the district of Saskatchewan, and before this district can make any material progress, before our farming country and our merchants and others can have any measure of prosperity we must be able to find a good and ready market for our products. A railway, therefore, from this district to Port Churchill is an imperative necessity. The duty of the hour is for us to appeal to his excellency the Governor General, *because he is the highest representative of Her Majesty in Canada*, and because when entering confederation he told us always to lay any complaint that might arise in this country before him. The day has gone by when we can any longer be put off by the old excuses given by the Federal Government for depriving us of our rights. As members of the Canadian confederation we demand that the same constitution as the other provinces possess shall be conferred upon this district of Saskatchewan, and when discussing this question with us we tell the people of the eastern provinces that we will not discuss the question any longer from a Hudson's Bay Company's point of view, but that we will discuss it only from a people's point of view. The time has come when we must have a readjustment of our political and financial affairs. If this district of Saskatchewan is to be developed and built up by the bone and sinew and the muscle and the hardihood of its inhabitants, the sooner we adjust our affairs with the Federal Government the better it will be for ourselves."

C. P. R. Extension in British Columbia.

H. Abbott, general superintendent of the Pacific Division of the C. P. R., has returned from Montreal. He made the following statement to the press: "I am authorized to spend \$750,000 on the Pacific division this season in renewals and permanent improvements, replacing the wooden culverts and bridges with iron and stone ones, and giving employment to a large number of men. The enlargement of the wharf at Vancouver will be proceeded with at once. Nothing will be done with the general offices in the city pending the action of the Northern Pacific in its constructions, should that road reach the city. Work will commence on the Vancouver and Lulu Island tramway as soon as the weather is propitious. The line will run along Granville or some parallel street to Hastings street, which vicinity will be the terminus. The Australian steamship service will not be put until after fast Atlantic service is established. The C. P. R. is negotiating with a view to operate the Spence's bridge and Nicola railroad after its construction. As soon as the people themselves decide the best route for running their line north from the trunk line into Cariboo, something definite will be done. From Kamloops along the Thompson river seems the most feasible route. Steamship service will be put on Okanagan Lake very soon. The outlook for the Okanagan country is very promising. There will be a line from Revelstoke to the Upper Arrow Lake. When actual development of the mines take place we shall, in short, do everything in our power to build up and develop trade between the coast cities, the mining camps and the wholesale centres. In Kootenay the C. P. R. has secured the control of the Gaft road running from Dunmore in a southerly direction towards the Crow's Nest Pass, and 100 miles from it. This road will be extended in the spring and will

also be carried in a northwesterly direction through Nelson and will eventually accommodate the miners in all parts of Southern Kootenay."

The Manitoba Mines.

Some years ago the discovery of iron deposits in Black Island, Lake Winnipeg, gave rise to the hope that iron production might possibly become a profitable industry. There seemed at that time no doubt of the existence of the ore and the practicability of mining it, but the expense of transportation, either of the ore to a point of manufacture or of coal to the neighborhood of the iron deposit, put the idea of the utilization of the mines out of the question. If, however, the estimates of F. Proudfoot which he has issued in circular form are correct, the starting of a new and profitable provincial industry has become perfectly feasible. The factor introduced that brings that about is the possibility of delivering Estevan coal at Winnipeg or Selkirk at four dollars a ton. With this possibility verified Mr. Proudfoot's figures demonstrate that pig iron may be manufactured more cheaply in Winnipeg than at Three Rivers, Hamilton or St. Thomas, to say nothing of the long haul in shipping iron for car wheels and other uses from the east. If the development fore-shadowed by Mr. Proudfoot materializes, the city of Winnipeg will immediately have to revive the question of the deepening of the St. Andrew's rapids from the comatose state into which it has fallen.—*Free Press.*

Manitoba Notes.

Manitoba has now some forty flour mills.

J. Y. Griffin & Co., pork packers, Winnipeg, contemplate establishing a large slaughter and summer packing house in Winnipeg.

The employees of the tailoring establishments of Winnipeg went on strike on Monday the 20th, in protest against a new scale of wages which had been adopted by their employers.

The Ogilvie Milling Company, through their Winnipeg manager, have generously placed fifty bags of their best Hungarian flour at the disposal of the city relief committee for distribution among the poor.

A Portage paper made the statement recently that the paper mill company whose mill at that place was burned some time ago, have almost decided not to rebuild the mill there. They favor Winnipeg as a new location.

The contract has been let for the building of a new bridge across the Red river at Winnipeg by the Norwood Improvement Company. The cost will be about \$60,000. The bridge is designed to give more ready access to Norwood, the new residential suburb of Winnipeg.

A sale of school lands took place at Brandon recently. There was but one parcel put up that brought more than the upset price. There were twenty-two quarter sections sold, amounting to 3,488 acres, the sum realized being \$24,509 or an average of \$7.03 per acre. There were but two of the parcels that brought over \$10 an acre. Nearly every parcel sold was bought by a farmer or a farmer's son.

A deputation of Icelanders from Northern Manitoba waited upon the Provincial Minister of Public Works early last month to ask that an appropriation be provided to complete the colonization road along the west shore of Lake Winnipeg, through the Icelandic settlement to Gimli. The minister promised that the matter should have his attention.

It is stated that the proposed electric railway between Winnipeg and Selkirk will be in operation by September next. It is thought by the promoters that this road can be made profitable by the establishment of a summer camping resort on Sugar Island, in the Red river, just above Selkirk. The island is a very pretty one, and would make an excellent camping, bathing and fishing resort.

The annual convention of the Provincial Lumbermen's association was held last week in Winnipeg. Matters of interest to the trade were discussed and business prospects dwelt upon. The financial statement which was presented showed a balance on the right side. It was decided to engage a secretary for the association, who will devote his entire time to the business of the organization. The officers elected for the year are: A. Brown, Winnipeg, president; J. L. Campbell, Melita, vice president; J. B. Housser, Portage la Prairie; R. H. O'Hara, Brandon; P. Aitkins, Morden; Jao. Boyd, Deloraine; J. M. Hall, Winnipeg, director. It was decided to join the United Lumbermen's association which meets in Cleveland in October.

The Winnipeg civic legislative committee has decided to submit the following propositions to the legislature with a request that they be incorporated in the municipal act: That the rate of taxation be 75c per square foot as the maximum and 80c per square foot as the minimum; that the tax on horses be \$10 for stallions, \$20 for speeding horses, and \$3 for other horses; that every street railway company be taxed \$150 per mile of track; that the Winnipeg Waterworks company pay \$3,000 per year on a basis of 30,000 of a population, and 10 per cent on the increase of every 5,000 population; the electric light companies pay \$800 on same basis, and \$125 for every 5,000 population increase; that electric and gas light companies pay \$1,200 and \$200 on 5,000 increase that telephone companies pay \$600 and \$200 on the same basis. The tax per square foot of floor accommodation for business places is to take the place of the present unjust system of taxing stocks.

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