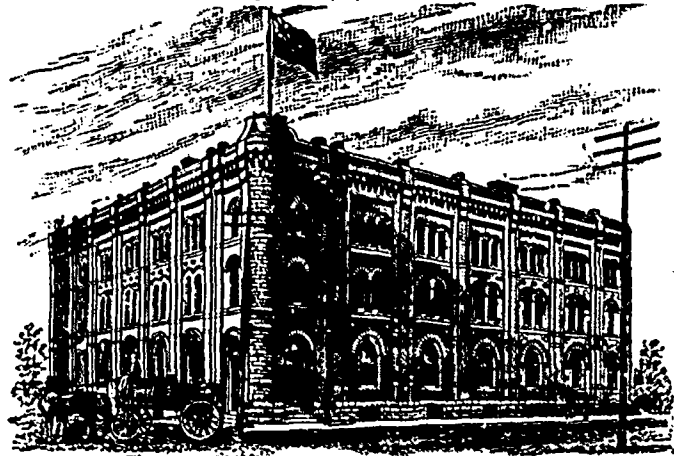


GOODS SOLD TO THE  
TRADE ONLY.



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**G. F. & J. GALT,**  
**DIRECT IMPORTERS**  
**TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES**  
 CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

MINNESOTA is taking energetic measures to stamp out the grasshopper plague which is threatened in that state. If the authorities succeed in their undertaking, they will deserve the thanks of the people of the entire western country. It would be well for the Manitoba Government to take cognizance of the means employed in Minnesota, in fighting the grasshoppers. It is many years since Manitoba has been affected with a grasshopper plague, and it may be many years yet, before another visit is received from the hoppers. Yet it is just as well to be on guard, and if any way of successfully overcoming the grasshoppers has been discovered, it should be understood here, so that it could be readily adopted in case of necessity. No doubt it is a matter in which prompt action should be taken to prove successful. After the insects once get a good start, it would appear to be a very difficult undertaking to make away with them.

WESTERN papers are complaining of too much rain. The Qu'Appelle and other rivers are higher than they have been since 1882. Even the so-called dry region is this year receiving an abundance of rain. Parties who visited the Qu'Appelle country in 1882, and who then found abundance of water everywhere, have been surprised at the dry nature of the country, during the past few years. In 1882, the year of the heavy immigration into that region, there was no indication that the country was liable to suffer from drought. The grass was long and heavy, and ponds and sloughs were numerous. In fact it was the frequent complaint that the country was too wet, and the difficulty settlers had was in selecting land dry enough to suit them. The great recommendation for land then was, that it was "high and dry." The last few years, however, the trouble has been of exactly an opposite nature. It is to be hoped that the future will show that these dry seasons were exceptional, and that the record of the present year will be kept up. There is no more delightful region in the West for agricultural and pastoral pursuits, topographically, than the Qu'Appelle country, and an assurance of a plentiful rainfall would secure the rapid settlement of the region.

It appears that the full intentions of the Manitoba Government in the direction of railroad building, are not yet known. It is now asserted that the Government intend building the Red River Valley road, not only to Portage la Prairie, but on to Brandon. In a recent speech at Brandon, Hon. Mr. Smart said, "that as soon as the railway was completed to Portage la Prairie, an extension would be commenced right away to connect with Brandon, and if the C. P. R., failed in building a road to the Souris mines he would push hard to get a company organized that would put the road in operation." The Government indeed, seems to contemplate entering upon a "vigorous railway policy," though after the elections are over, the policy may appear not so vigorous. Be this as it may, THE COMMERCIAL previously pointed out, that if the Government undertook the expenditure of public money in one part of the province in constructing railways, it would be under the necessity of undertaking railway construction in other parts of the province. And why should not Brandon have a Government railway as well as Winnipeg, or Portage la Prairie? In this connection, it would be interesting to know what arrangements, if any, the Government has made for the operation of the Red River Valley road and its proposed connections. The recent visit of Northern Pacific officials to Manitoba, and their trip over the Manitoba Northwestern railway, and the country through which the proposed Red River Valley connections will run, would indicate that the Northern Pacific is taking a hand in the deal. Evidently some arrangement has been or is being made with the Northern Pacific, whereby the latter will participate actively in the railway affairs of the province. Developments will be awaited with interest.

THE people of Westminster, B. C., have been recently rejoicing over the arrival at that place of the first ocean going ship to load lumber for export. Heretofore the mills on the river have been at a disadvantage, on account of their inability to secure ocean vessels to ascend the river. With the completion of the improvements to navigation, being made by the

**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 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.

Dominion Government, the importance of Westminster will be greatly enhanced. Al ready Ross & McLaren have definitely decided to establish a large saw mill at Westminster, with a capacity of 300,000 feet daily, for the export trade. This will be the largest mill on the B. C., coast. Westminster has many natural advantages, and with the navigation of the river made certain to all classes of craft, the prospects of the place will be vastly improved. The Dominion Government has been very slow about carrying out the improvements at the mouth of the Fraser, and is now only doing the work in a half hearted way, altogether out of keeping with the importance of the undertaking. Eventually, however, the navigation of the Fraser will certainly be made safe, to even the larger ocean-going ships. The Fraser is the great water-way of British Columbia, and it seems very dilatory on the part of the Government, that the slight obstructions at the mouth of the river should have been allowed to remain so long in hand.

C. P. R. officials seem to be succeeding very well in their effort to get a big haul from some of the municipalities down at Lake Superior, for the erection of workshops in that region. This is being accomplished by first approaching one, and then another municipality, to see which will give the biggest bonus. Evidently the company favors Fort William as the point for the erection of the shops, as it owns a large amount of land there, which would be benefitted by the erection of the shops, and the increase of population which would follow. But in order to make Fort William come down with a handsome bonus, a show is made of negotiating with Port Arthur, for the erection of the shops at the latter place. The two towns are both anxious to have the shops, and are eagerly bidding against each other for the prize. This is one of the great evils of the bonus system, and it would certainly be a great advantage in many respects, if this bonusing could be entirely suppressed by legislation. The council of the municipality of Neebing held special sittings last week to take into consideration a by-law to