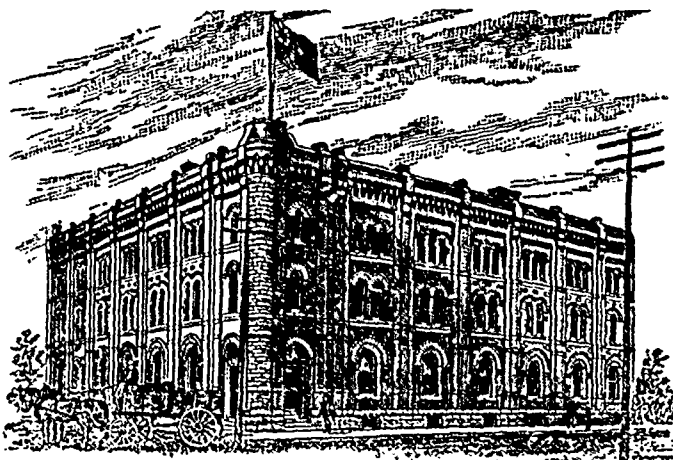


GOODS SOLD TO THE
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CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

MANITOBIANS are greatly interested in the wheat question, and consequently the local papers publish all the little items they get hold of concerning wheat. On this account some very absurd things frequently appear in Manitoba papers regarding the wheat question, for it must be remembered that very few of the average newspaper men have a sufficient knowledge of the question to enable them to distinguish between reasonable and ridiculous statements regarding wheat, in a general sense. The following item will show the unreliable nature of many of the paragraphs about wheat, appearing in provincial newspapers:—"Brad-streets, a paper printed in New York, in the interests of commerce, places the export of wheat from Australia at 84,000,000 bushels, or 26,000,000 less than last year." Australia never produced a total crop, exports and home consumption included, to anything like such an amount as that stated. The total crop of Australasia, including New Zealand and surrounding islands, amounted to about 42,000,000 bushels in 1889, and to 26,000,000 bushels in 1888. Only a few million bushels of this is available for export. Another item: a provincial exchange predicts good prices for wheat because there is a "deficit in the English crop of 154,000,000 bushels." This is also very misleading. The estimated shortage in the wheat crop of the United Kingdom this year is not large. Recent estimates place the crop at 28½ bushels per acre, against an average crop of 29½ bushels per acre. The area in crop this year is 2,530,090 acres, making the total 72,105,000 bushels of wheat for the United Kingdom, against 75,880,000 bushels last year. The shortage in the crop is trifling. The United Kingdom, however, always consumes a great deal more wheat than is produced at home, and while there is no material shortage in the British crop, as compared with the annual average, there is a large shortage in the quantity of wheat produced at home, as compared with the quantity required. The deficit referred to by our provincial exchange was probably intended to apply to production as compared with consumption, and not to a crop shortage, as would be inferred from reading the paragraph. Brad-streets journal certainly never made the statement attributed to it concerning the Australian

crop, and this item, like the one referring to the "English" crop, is a production of some one not posted upon wheat. The city papers are not any better posted as a rule than the country press, and some of the most amusing items about wheat appear in the Winnipeg papers.

LAST week reference was made in these columns to the requirements of Western Canada in the matter of postal accommodation. While speaking in a general sense of the inefficiency of the service, mention was made of a few instances where improvements in the postal service are most urgently required. The need of an improvement in the mail service between Winnipeg and the coast should have been mentioned in this connection. Under the present arrangement mails are not carried on the train leaving Winnipeg for the coast on Wednesday, and the train arriving at Winnipeg from the coast on Thursday. Thus the country between Winnipeg and the coast is deprived of one mail each way every week. The reason why there is no mail on these trains is, that they do not connect at Winnipeg with trains for Eastern Canada, as is the case on other days of the week. The claim that a mail on Sunday compensates for the omission on the other days does not meet the case. The commercial interests between Winnipeg and the coast are of a very important nature, and with the facilities at hand, there is no reason why the postal service should not be improved. If there were no trains on the days mentioned, there would be reason for the omissions, but with a through train each way every day in the week, the only reason which can be imagined for withholding the service is that of economy. With the important interests at stake the matter of a few hundred dollars a year should not stand in the way of making the improvement so urgently required.

THE Northern Pacific Railway Company is collecting samples of Manitoba grains, etc., to send to United States fairs. This should prove of great advantage to the country. The placing of these exhibits on exhibition by the Northern Pacific will carry more weight in the United States than if they were shown by a

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purely Canadian company. The Northern Pacific is known in the United States as a powerful home corporation, and the display of these exhibits will show the people of the United States that this great company is interested in Manitoba. They will conclude that the company would not extend its lines into Manitoba unless there was something there worth while going after. It was stated long ago that a second powerful railway corporation in Manitoba would be a great inducement to immigration. The Northern Pacific company can wield a great influence in the direction of securing settlers for our vacant lands, and it evidently intends to use its influence to that end. If the Northern Pacific had a landed interest in the province, such as the other railways enjoy, the inducement to exert itself in behalf of securing settlers for Manitoba would of course be very much greater.

THE Vancouver board of trade has called attention to the danger of importing cholera from Asia. Steamers are now arriving frequently at Vancouver, direct from Asiatic ports, and in some of these countries cholera is said to prevail. It is to be hoped the Dominion Government will be fully alive to the necessities of the case, and use every precaution to prevent the introduction of the dreaded scourge. The Vancouver papers also call attention to the unsanitary conditions existing there, and call upon the civic authorities to bestir themselves in the direction of putting the city in better shape. Winnipeg could hardly hope to escape should the disease break out on the Pacific coast, while the almost entire disregard for sanitary conditions shown by our civic rulers places this city in a bad position to cope with the scourge.

F. A. Fairchild & Co., wholesale implement and carriages, Winnipeg, have moved from their old quarters on the corner of Princess and William streets, where they have occupied for the past eleven years, to a new building recently erected on Princess street, directly opposite Market street, and facing on the Market Square. The cause which led them to seek new quarters was the need of more room, and they will have about double the space in their new quarters. The building makes an excellent show room, being 120 feet deep and a good width, with two floors.