

Northwest Trade and General News.

M. E. Boughton, of Arden, Man., is having a new store built.

Ben Weathers intends starting a feed and sale stable at Edmonton.

Prince Albert, Sask., has invested in a new truck and other fire apparatus.

J. L. Cook, of Newdale, has shipped four cars of potatoes to Ontario this fall.

Segrim & Wright have opened a stopping place at Battle river crossing, Edmonton trail.

S. Scarlette, Rosebud Creek, Bow river trail, Alberta, is preparing to put up a new hotel building.

F. H. Smith has purchased a lot at Prince Albert, Sask., from R. T. Goodfellow where he intends to erect a tin shop.

J. M. Creamer, a graduate of the Ontario Veterinary College, has located in Regina and will practice his profession there.

County Judge Prudhomme, W. A. Henderson and A. H. Corelli will be a committee on the financial affairs of the town of Morris.

An arrangement has been come to among the Winnipeg furniture dealers whereby they now close their stores at six o'clock, except Saturday.

Rapid City *Spectator*. The demand for men and teams to work on the Northwest Central has had the effect of raising wages around town.

There is some talk of erecting a public hall in Edmonton, Alberta, this fall or winter. A. Macdonald & Co. have offered a lot for the purpose.

Soules & York, butchers, Calgary, have purchased the premises which they occupy on Stephen Avenue from A. C. Sparrow for \$3,000 cash.

Frank Hall and S. Moran have secured a five year lease of the privilege of mining coal upon the Macleod estate in Edmonton from A. Macdonald & Co.

The Moose Jaw, Assa, town council has made a rate of taxes for the current year of eleven mills on the dollar, this being for all purposes, school and municipal.

The letter in reply to the circular of Sir George Stephen prepared by the Winnipeg board of trade has been approved of and endorsed by the Brandon board of trade.

Battleford *Herald*: Capt. J. H. Smith, the pioneer steamboat man of the north, has gone out to build another steamboat on the Athabasca for the Hudson's Bay Company.

Wm. Bell, of Winnipeg, made another shipment of cattle to the old country. The lot consisted of one hundred head of three and four year-old steers. They were an excellent lot.

Thos. G. Fleeton, the Winnipeg cigar manufacturer, offers to send seven boxes of his cigars to any merchant for \$10. This low offer is in order to introduce his home manufactured goods to the Northwestern trade. See his announcement in another column.

Farmers have been bringing in large quantities of potatoes to Manitou during the week, and have sold the tubers at 20 cents per bushel. R. Ironside purchased three car loads for shipment east, and more would have been bought had cars been available.

A correspondent writes: Gallagher & Sons shipped a car load of pigs and cattle last week from Gladstone, Man. The county is now pretty well cleared of pigs, for a month or two at least. We still have lots of fat cattle.

The first train of the Duluth and Manitoba road reached Pemi'na last week, and regular train service will commence within a few days. Trains now run from Grafton to St. Paul. Foley & Long, contractors, are pushing track-laying ahead as fast as possible. The line is already doing a fair freight business.

Manitou *Mercury*: The product of cheese at the Manitou factory on Saturday last was 550 pounds. The daily average output, however, is about 350 pounds. The quantity of cheese now in stock amounts to 25,000 pounds, and as the product is of prime quality, it is expected the top market price will be realized.

Archie Laidlaw, of Moosomin, who went to Banff a few weeks ago, has gone with Mr. Wm. Tims, brother of F. Fraser Tims, to Beaver Lake, some 500 miles northwest of Swift Current, where Tims has taken up a horse and cattle ranche and will open a store. Archie will possibly visit the Peace River country also.

Under the fishery regulations for Manitoba and the Northwest Territories, white-fish shall not be fished for, caught or killed between the fifth day of October and the tenth day of November. Speckled trout shall not be fished for, caught or killed, between the first day of October and the first day of January in each year. The close season for those fish is therefore now in force.

The freight rates on potatoes from Manitoba to Ontario has been considerably reduced. The rate from Winnipeg now is 33½ cents per 100 pounds, and the same rate is given from points west as far as Brandon; also on the Emerson, Selkirk, Stonewall and Southwestern branches, and on the Pembina branch as far west as Clearwater. Beyond Clearwater, and beyond Brandon on the main line, the rate gradually increases. The quotation above is to Toronto and points west of Toronto, in Ontario, on car lots, in sacks, shipped via the lake route.

Medicine Hat *Times*: Supt. Bailey, of the Northwest Coal & Navigation company, who was down from Lethbridge Saturday, is enthusiastic over the work now being accomplished by the company. Over 400 tons of coal are being turned out every day, and 500 will soon be reached. The cuts are all being widened, and early in the spring the road will be changed to a standard gauge, thereby enabling the company to increase their output, and deliver to the Canadian Pacific railway, without the transfer necessitated at present.

The N. W. Navigation Co. is building an excellent pile dock in front of its warehouse at Selkirk, Man., in order to facilitate the handling of their freight. The Government dredge is ready to start dredging in front of the dock, and the whole work will be nearly completed by the time navigation closes. The company has recently established an extensive fishing station at Grand Rapids, and during this winter will refit the Colville and Princess for that and the passenger trade. The Lake Winnipeg fisheries are assuming large proportions,

and therefore two firms with headquarters there, who employ three steamers constantly in catching and bringing fish to the market. The fish are frozen and exported principally to the United States.

Dr. Barnardo, of England, while at Birtle, Man., recently, purchased 7,000 acres, upon which he proposes to establish an industrial home for children. These children will be sent out from his homes in London, England, and will average between 14 and 18 years of age. Before leaving the homes they have to conduct themselves in such a manner as to be entitled to come out, besides passing a medical examination. The home will be opened to receive boys by the 1st of May next. It is intended to always have about 250 boys there. These boys are taught trades in England, and at the farm here they will be taught farming and other pursuits for which they will be found openings. The province will be supplied out of those who require such help from time to time. It is intended to permit such as are so desirous to take small portions on the estate and commence business on their own account. Over 2,600 boys have been sent to Ontario from Dr. Barnardo's homes.

The Hudson's Bay Railway Co. just now has more than an ordinary share of legal business on hand. Several suits have been commenced against the railway company, one by Hamilton Jukes, who obtained judgment and an execution upon notes of the company given for survey work performed. Another suit is brought by Geo. A. Drummond, of Montreal, the treasurer of the old Nelson Valley railway, for \$10,970, the amount fixed by act of parliament as remuneration for franchises, etc. The third suit, although not directly against the railway company, is one against Chadwick, of England, who acted as the company's agent last year when the 40 miles were built. This suit is brought by Dubbs & Co., the locomotive builders. Owing to the litigation commenced by Drummond and Jukes, and which threatened to seriously embarrass the company in its negotiations to extend the line to St. Laurent, something had to be done, and Mann & Holt, the contractors who built the road, have filed a bill in chancery asking for an injunction to restrain the defendants from trespassing in any way and from interfering with the plaintiff's possession of the railway and to have it declared that the plaintiffs are in possession of the road. From the bill it appears that Mann & Holt took the contract to build the 40 miles of the road at \$11,000 per mile. They further agreed to advance money to pay freight charges, insurance, etc., upon the rails and other material used in construction, which the company agreed to repay within six months, with interest at 7 per cent. The contractors were to hold possession of the road until payment was made. Payment has not been made, and it therefore appears that the road is really in possession of the contractors. The plaintiffs (the contractors) ask that the company be restrained from interfering with the road. The amount claimed to be due the contractors is \$134,000. They had received in cash about \$256,000, as the proceeds of the Government guarantee of \$6,400 per mile to the road. As security for the balance they hold the road, and in addition \$400,000 of first preference bonds of the company.