

was offered for future delivery at 9c. Old sold at 8½c in tons and cases. New rolls were worth 10c and bellies at 11c.

HAMS.

Have been scarce and held very firmly at 14c to 15c for smoked and canvassed in small lots. Large lots not obtainable.

LARD.

Pails have sold freely in lots of 50 to 100 at 9½c, with small lots held at ¼ to ½c above these prices.

HOGS.

Have been offered in limited numbers but taken readily at \$7 to \$7.50.

The Far West.

Up to about three years ago the far western portion of the Canadian Northwest was accessible only to those who were prepared to undergo considerable hardship and inconvenience in reaching the country. For several years succeeding the arrival of that modern civilizer, the railroad, in the northern portion of the Red River country, there was a stoppage to farther advancement. For a time the northern and western terminus of railway connection lingered at Winnipeg—then one of the advance posts of civilization—as though loathe to disturb the Great Lone Land from its dream of centuries, and make it echo to the wild screech of the locomotive. To invade this far-western country was to undergo the privations and tribulations of many weeks and months of wearisome travelling by ox-cart, or with the more rapid but less sure horse and buckboard, and through a country inhabited only by the nomadic aborigines, save a few white and half-breed traders, at intervals of a few hundred miles. A trip to the far west implied the entire abandonment for the time being, of all the comforts of civilization; and thus it was that only the most adventurous spirits undertook to explore its more remote portions. No wonder, then, that the travel through the country was confined principally to the hardy traders, who sought and obtained rich returns in barter with the natives for furs, in recompense for their daring and enterprise.

But what a change has come over the scene within the last three or four years. The railway has invaded the country, and Calgary can now be reached in not many more hours than it formerly required weeks. And this can be accomplished in luxuriant Pullman coaches, whilst the traveller can feast upon the luxuries of the season in elegant dining cars. We will board one of these cars and run out to Calgary, which we shall make our first point of observation.

And why Calgary first? Calgary has long been a familiar name in the older portions of the Northwest, from the fact that for many years it has been the chief trading point of the Hudson's Bay Co. in that portion of the Territories. As old Fort Garry was the headquarters in the eastern portion of the Northwest, so Calgary was a chief centre in the west. Later on Calgary was made one of the principal points in the distribution of the Northwest Mounted Police, on the establishment of that force. The modern Calgary still resembles the modern outgrowth of old Fort Garry. It is now more than ever the chief distributing point for the

far west; and as Winnipeg is the eastern gateway to the great prairie country, so Calgary stands sentry at the western entrance to the future home of millions of the human race. The extension of the railway to the Pacific coast has rendered this gateway an actual one and a practical one, and already through its portals have passed many herds of cattle and horses, for distribution over the ranches of Alberta. Looking at these facts it will be admitted that the citizens of Calgary have good reason for their assertion that their town is and will remain the Winnipeg of the far west.

The location of Calgary and scenic features of the country surrounding the town have been so frequently described of late that but a very brief reference to either is necessary here, by way of introduction. Calgary is located on the C. P. R'y, 538 miles west of Winnipeg, and at the entrance of that road into the beautiful Bow River valley. The Elbow river borrows its bright waters with the equally pure Bow, and on both rivers valuable water powers could be obtained. To the south and east lie the great ranching country of the Northwest, and to the north Calgary is the distributing point for the settlements on the North Saskatchewan, in the Edmonton district. The agricultural resources of the country between Calgary and Edmonton have not been greatly tested up to the present time, though almost fabulous reports have come from the Red Deer country, in regard to the success attained in the growth of vegetables and roots. A few settlers have already found their way into this district, and the capabilities of the country will soon be better known. Westward from Calgary there is considerable country adapted to ranching, especially for sheep, and beyond this the great timber and mineral resources of the Rocky Mountains and bordering foothills. Anthracite coal of the best quality has been found in the Bow valley and will be put on the market this fall. In the immediate vicinity of Calgary, principally to the south, considerable grain was sown this season and the result has been most successful. The harvest was somewhat later than Manitoba, but the grain has matured nicely and will yield heavily. There was no drouth to injure the crops, as in the eastern and central portions of the Northwest. Farming for the two years previous did not result very successfully, owing to the fact that the grain matured slowly and was caught by the frost. However, the settlers seem to have unbounded confidence in the capabilities of the district for grain-growing, as well as ranching, as will be seen by the fact that about 730 homesteads have been taken up. There has also been a good trade done during the season in agricultural implements, etc., one firm having disposed of six cars of goods of this class. The first agricultural exhibition for the district will be held this fall.

Commercially Calgary has made great progress since the advent of the railway, and there are now many trading institutions carrying heavy stocks and doing large retail and even jobbing trade. From recent statistics it was shown that twenty houses do an aggregate trade of nearly \$1,500,000 annually. A considerable jobbing trade has been done in the

mountains and also with traders and dealers in the Saskatchewan country to the north. A considerable fur trade is also done by several of the merchants, principally in exchanging goods with traders for the furs. One firm reports a fur trade of over \$150,000, and some other houses probably did more in this way. A considerable trade is also done in furnishing supplies to the Indians and the Mounted Police. Calgary has not suffered from anything like a "boom," its progress having been steady and substantial, and improvements are still going on. Several substantial brick and stone buildings are being erected this season. Brick is now manufactured in the town, whilst a beautiful building stone is found in abundance within the corporation limits. This stone is a gray sandstone, easily quarried and dressed and producing a very handsome building. Dunn & Liveham, butchers, are erecting a handsome block from this stone. I. G. Baker & Co. are also building a large store from the same material. It is understood that this stone will be used for Government Buildings at Regina. S. Trott, druggist, is erecting a solid brick store for his increasing business. The Royal Hotel, another large new building, has just been completed and occupied. It is 50x107 in size, three stories, and is very comfortably furnished throughout, making it one of the finest hotel buildings in the Northwest. In addition to these business blocks, a large number of private residences will be completed this season. There is also a large lumber mill being erected by the Eau Claire Lumber Co. This Company have timber limits west of Calgary and will float their logs down the Bow River. In the lumber line Calgary promises to become quite a centre. James Walker & Co. have had a mill in operation for some time, and the Calgary Lumber Co. have been operating their mill at Cochrane, 25 miles west, for about a year. F. Dick also carries on a lumber yard. A new industry of a similar nature is the sash and door factory, put in operation last spring by Messrs. Jarrett & Cushing, and now doing a large trade. Other industries of more recent establishment are a machine shop, by R. A. Cackle, and the Bow River Brewery, by S. Christian. Mr. Geo. Murdoch does an extensive harness and saddlery business, and claims to be the first to manufacture stock saddles in Canada. J. Patterson, grocer, has admitted his son as partner, and the style is now Patterson & Son. A. Ferland, general dealer, has opened a branch in the mountains at Rogers Pass. Financially, the corporation is in a healthy condition, there being no outstanding debenture or floating debt. This is a favorable feature in considering the place as a point for investment, though some outlay in the way of providing fire protection is badly needed.

Recent Legal Decisions.

MORTGAGES OF FUTURE CROPS—VALIDITY—MINNESOTA LAW.—The Minnesota statute relating to the filing of chattel mortgages is applicable to mortgages of future crops, the seed of which had not been sown at the time the mortgage was executed, and which were, therefore, not literally in esse. So held by the Minnesota Supreme Court in the case of Miller