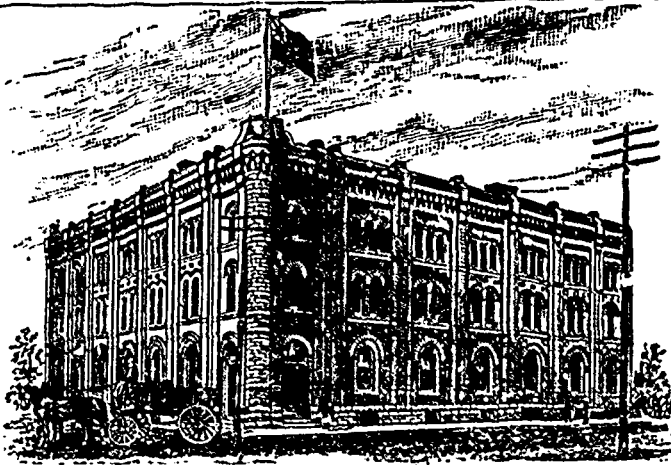


GOODS SOLD TO THE  
TRADE ONLY.GOODS SOLD TO THE  
TRADE ONLY.

## G. F. & J. G. GALT,

### DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE Portage la Prairie *Liberal* fires off a column and a half of editorial matter at THE COMMERCIAL, in its last issue, on the subject of railway connection between that town and Winnipeg. The *Liberal* is decidedly wrong in its conclusions. THE COMMERCIAL adopted exactly the same line of argument in connection with the Red River Valley railway, that it has done in connection with the proposed road to Portage la Prairie. THE COMMERCIAL never said "that it was of vital importance that the Red River road should be completely under the control of the Government." Exactly the opposite idea was put forth by this journal. As a matter of fact, THE COMMERCIAL was the very first journal to point out that, with the removal of monopoly, the necessity for the construction of a road to the boundary by the Government, ceased to exist. Further, this journal urged, that it would be advisable for the Government to endeavor to have the road to the boundary built by a private company. In the case of the Red River Valley road, a considerable expenditure had been incurred by the late Government, previous to the removal of monopoly, and only in order to protect this expenditure, it was admitted that it might be necessary for the Government to complete the work, providing no satisfactory arrangement could be made with a private company. THE COMMERCIAL is therefore perfectly consistent in its reference to the proposed road from Winnipeg to Portage la Prairie. A connecting road between Portage la Prairie and the Red River Valley is very necessary, and there should be no difficulty in inducing a private company to undertake the work. The construction of the proposed road by the Government is to be depreciated, as indeed any general policy of Government railway construction should be. Whether the Northwestern or some other railway company undertakes the work of building the road to Portage la Prairie, it matters little, though the former company would naturally seem to be in the best position to build the road. It would certainly be greatly to the advantage of the Northwestern Company to own the road, or at least have a controlling

interest in it, so that it could give through rates from any points on its line. At any rate the road would be obliged to work in connection with the Northwestern, to be of any service to the country, beyond the Portage.

A MOVEMENT is on foot at Westminster and Vancouver, B. C., to endeavor to bring about the fortification of the mouth of the Fraser river and also Burrard Inlet, Westminster being situated on the former, and Vancouver on the latter. A memorial upon the subject has been drawn up, for submission to the department at Ottawa, and probably representation will also be made to the Imperial Government. The boards of trade and city councils of the two cities mentioned, are moving in the matter. Esquimault, on the south-eastern extremity of Vancouver Island, which is a British naval station, is now the only protected point on the British Columbian coast. The memorial sets forth that it is necessary to fortify the mainland points, in order to protect the C. P. Railway, and that without such fortification, the value of the railway as a military highway will be greatly lessened, and perhaps rendered useless in case of an emergency. The Imperial Government, it will be noticed by recent discussions in Parliament, has decided to continue Esquimault as the principal Pacific naval station, grants having been made to increase the defences at that port. The claims of Burrard Inlet, it will be seen from an item elsewhere in this issue, were not considered favorably.

It is reported that notwithstanding the prohibitory liquor regulations in force in the Territories, a license will be granted by the Dominion Government to the new C. P. R. hotel at Banff, to sell liquors. The Government has already made a concession in favor of the railway corporation, by allowing the sale of liquors on the dining cars. There can be no excuse, however, for permitting the sale of liquor at the Banff hotel, whilst others are prevented from selling. If a license be granted in this instance, it will be a clear case of favoritism,

## JAMES PYE,

### FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.

218 Third Avenue South,  
MINNEAPOLIS, - MINN

#### A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1897  
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.

and will certainly cause a great deal of dissatisfaction, in the Territories.

#### Lumber Cuttings.

On account of the Alberta Lumber Company failing to erect their mill at Red Deer, Alberta, McKenzie Bros. will operate their mill.

The large saw mill of Mitchell & Bucknell, at Millwood, Man., has been started. Several thousands of saw logs are now in the boom.

Tait has gone up the river, from Birtle, Man., with men, teams and supplies, to move saw logs that the high water drifted out of the channel of the river.

Rat Portage News: The average daily cut of lumber of the Minnesota & Ontario Lumber Co. is 95,000 feet. A log of white pine 39 inches in diameter, and containing 1,000 feet of lumber, went through the mill this week.

J. H. Flanigan has a contract for cutting 8,000,000 shingles for Graham, Horne & Co., of Port Arthur, and the mill is turning them out at the rate of about 30,000 a day. A new machine will be along next week and when it is placed in position the capacity of the mill will be doubled. Heretofore Graham, Horne & Co. have brought their shingles in from the United States.

Vancouver News: The new sash and door factory of George Cassady & Co. is rapidly approaching completion and will commence operations in a few days. The building is a large three storey frame structure and is fitted with the latest and most approved machinery. It is the intention to supply heat by means of steam pipes to the drying rooms from the same boiler. Nearly all the machinery is in duplicate, so there is no chance of the production of any article being stopped through a breakdown. Outside of the value of the building there is already \$12,000 worth of machinery in the factory.

Westminster Columbian: The superiority of British Columbia fir over all others is becoming more generally admitted every month, and latterly when extra quality timber is required for such particular work as palace car building, u