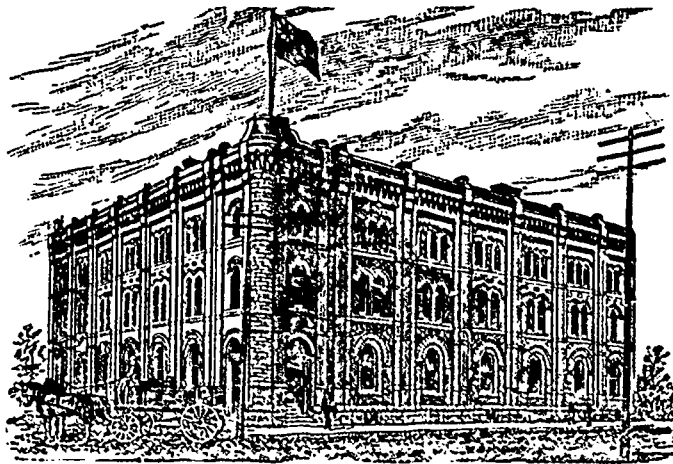


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Those unworthy Canadians who delight to hear themselves prate about the slow progress Canada is making, as compared with the United States, simply don't know what they are talking about, and are ignorant of the real facts. The population of Canada is estimated at 5,000,000, an increase of nearly 700,000 in ten years. A hundred years ago the population of the United States was 3,929,000, of Canada 158,000. These figures show that Canada has grown proportionately at a faster rate than the United States. She has increased thirty-two fold, while the United States has increased sixteen. This increase is particularly marked in Western Canada. British Columbia had 6,000 people in 1861, and now that province has about 80,000 inhabitants. Carter Harrison, the well known ex-Mayor of Chicago, and a gentleman with a national reputation as a clever writer, says that from what he had observed he would judge that Manitoba and the Canadian territories had developed more during the past three years than the country along the south of the boundary had during the past seven years. Last year it was estimated at St. Paul that Dakota had fewer farmers than were located there in 1882. With its large population the progress made by the United States seems wonderful, and so it is; but when the question is analysed, not by outside appearances, but on a basis of actual facts, it will be seen that Canada has held her own with her big southern neighbor in every particular. In fact, in proportion to population Canada has shown greater enterprise than the United States. We have the longest and greatest railway in the world, we have great canals, we are away ahead of the United States in shipping, and we have a national policy by which we tax ourselves to nearly as great an extent as the people of the great republic are taxed.

The withdrawal of public lands from private sale has caused general satisfaction in British Columbia. Outside of the few who profited thereby, the system was apparently very unpopular. On the other hand some large landholders imagine they will profit by the withdrawal of public lands, as they expect an advance in the value of property as a result. British Columbia is already suffering severely from the large area of productive country held

by speculators at exorbitant prices. The best lands available for settlement are the districts which have been gobbled up, and the high prices at which the lands are held is a great discouragement to settlement and a serious injury to the development of the country. A proposal similar to that made in Manitoba to remedy the same evil, is being discussed in the British Columbia press, namely; to place such a heavy tax upon lands held by speculators as would force them to sell at reasonable figures. While a measure of this nature would seem harsh, it might under certain circumstances be rendered almost necessary. The holders of vacant lands look for profit mainly through the advance in values brought about by the improvements of actual settlers, therefore they should at least bear a fair share of necessary taxation. Besides this, where large tracts of vacant land held at exorbitant prices is an injury to the community, it is a question if even harsh measures are not justifiable. With a legislature composed of a considerable sprinkling of land-grabbers, however, there will not be much chance for action in the direction indicated, upon the vacant land question.

The Northern Pacific and Manitoba railway will hereafter be operated as an integral portion of the Northern Pacific proper. This will make little difference in the railway, so far as Manitoba is concerned, as to all intents and purposes the road has all along been simply a portion of the Northern Pacific. It was built by Northern Pacific people, and though nominally having a separate existence, that separate existence was little more than in name. By the change Winnipeg will become the headquarters of a division of the Northern Pacific, including the roads under the control of the company in Manitoba, as well as a portion of the company's system in Minnesota and Dakota. The Duluth and Manitoba line of the Northern Pacific from Winnipeg junction in Minnesota northward, will belong to the Winnipeg division. Within the province of Manitoba the company now has about 265 miles of road. Some change will probably be made in the personnel of the company's service at Winnipeg.

The increase in circulation of THE COMMERCIAL has obliged the publisher to add an

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additional press to the plant. Great speed in the printing press is attained at the expense of high class work. The quality of work done in printing THE COMMERCIAL renders the employment necessary of a somewhat slower press than is used for printing ordinary newspapers. This, together with the steadily increasing circulation of this journal, has caused considerable delay of late in getting out the paper. To overcome this difficulty a splendid new press has been added to the plant, and the two presses can now be employed at the same time on the forms of the journal.

UNDER the heading of "The Manitoba Wheat Crop," the Montreal Gazette reports that a very poor sample of wheat in straw from the Qu'Appelle district was shown on Change in that city. The Gazette makes use of this incident to state that if this quality of grain prevails to any extent, those who are so sanguine of the Manitoba crop are going to be disappointed. The Gazette ought to know that Qu'Appelle is not in Manitoba, that district being just 115 miles west of the western boundary of Manitoba. Still, the sample shown must have been an exceptionally poor one, as all reports from that portion of the territories have been very favorable.

ELSEWHERE in this issue is a letter from Senator Boulton on the Hudson Bay Railway. The Senator is an earnest advocate of the Hudson Bay route, and his speech on this subject in parliament last winter was one of the best efforts yet made in calling attention to the route. What he now has to say upon the question will therefore no doubt be received with interest.

THE beautifully illustrated monthly, the Northwest Magazine, is at hand for August. This handsome publication is devoted to western interests and progress. Each number is filled with interesting information about the great West. Though principally devoted to the Northwestern States, the publisher does not entirely overlook the country north of the forty-ninth parallel, and occasionally Manitoba or British Columbia falls in for some notice. The Northwest Magazine is published and edited by E. V. Smalley, at St. Paul, Minnesota.