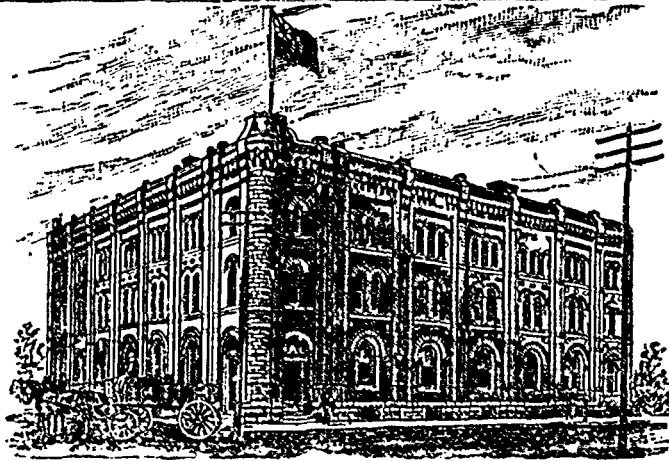


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

LIKE all other bubbles usually known as real estate "booms," the great Southern California "boom" seems to have collapsed. All these land bubbles require is a small puncture to let the air out, and the collapse is complete. A good many in Manitoba will be able, from memory dating back a few years, to fully appreciate the present situation in the "boom" districts of Southern California. A recent report from that country says:—"A wave of severe financial distress is sweeping over Southern California and many thousands are ruined. Nearly all the high priced lots at Los Angeles, San Diego, Fresno and other places have returned to the first owners, the last purchasers having made default. The cars going out are described as full to overflowing, while those coming in are nearly empty."

A SHORT time ago reference was made in these columns to the navigable inland water stretches of British Columbia, and the great service which they could be made to render as highways of commerce. It is now learned that already arrangements are being made to improve these water stretches. The Kootenay Valley Co. has lately undertaken the construction of a canal for the purpose of connecting the head-waters of the Columbia and Kootenay rivers. The canal will be about one and a half miles in length, and will give a continuous stretch of about 250 miles. The work will be completed this season, the contract having been already let. The navigable waters which will thus be opened up, will commence at Golden, where the C. P. R. first reaches the Columbia River, thence up the Columbia to the upper lake. The canal will here connect with the Kootenay river, which is navigable from this point into the United States. The Dominion Government has also just placed \$50,000 in the estimates to improve navigation on the Columbia above Golden. The completion of these works will render readily accessible that region between the Rocky and Selkirk mountain ranges, from Donald southward to the United States boundary.

APPARENTLY the Canadian cotton industry is not in a flourishing condition. For some

time a cotton combination has existed among manufacturers, in order to prevent over-production and regulate prices. It has been customary that a deposit should be made by each mill, equivalent to \$1,000, as a guarantee that the agreement would be kept. Dissentions, however, appear to have arisen, and it is charged that some of the companies have not kept faith with the combine. The agreement expires by limitation of time in August, and it is said some of the mills will not renew the arrangement.

MANITOBA is just now gaining a great deal of unenviable popularity, growing out of the charges recently made in the Legislature, against the late Norquay Government. The press from one end of the country to the other, and even in the United States, is discussing the matter in editorial articles, and graphically depicting the corruption existing in political circles in Manitoba. As is usually the case, the charges have not grown any the less obnoxious by their repetition abroad, but rather the contrary, and something which appeared here to look like a crow, has fully developed into the proverbial three crows when seen from abroad, and very black crows at that. Utterances which were given here in the heat of debate, and which were thrown out as insinuations or possible beliefs, are reported abroad, under startling headlines, as actual facts. A great deal has been made of the statement by outside journals, that the Government would criminally prosecute Norquay and LaRiviere, notwithstanding that the whole thing has flattened out here, and that it has been shown there was never any serious intention to enter such prosecution. The way politics have been held up to the public scorn, throughout the entire country, is not very pleasant to contemplate, and it only makes it the more a matter for regret, that so much recrimination was indulged in during the late session of the Legislature. Carelessness, amounting in some instances perhaps to almost criminality, there undoubtedly existed, but it is to be feared a greater desire was shown to make political capital out of the affair, than to seek an investigation. Indeed, it did not appear that either party was very anxious for an

JAMES PYE,

FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.

218 Third Avenue South,
MINNEAPOLIS, - MINN

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

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 25 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.

honest investigation of the charges, judging from the manner in which the whole thing was allowed to drop.

NOTWITHSTANDING all that has been said against the completion of the Red River Valley railway by the Manitoba Government, it is worthy of note that the Legislature, by an almost unanimous vote, has practically endorsed the policy of the Government in undertaking the completion of the road. With the single exception of Mr. Douglas, of Emerson, the Opposition has voted with the supporters of the Government in favor of the completion of the road. It is therefore evident that the Opposition cannot make use of this matter in the coming election contest, as an argument against the Government. In view of the considerable opposition which is supposed to exist in the western portions of the province against the completion of the Red River Valley road by the Government, the vote of the Opposition against the motion of Mr. Douglas, re the leasing of the Emerson branch of the C. P. Ry., is somewhat of a surprise. The offer of the C. P. Ry. to lease the Emerson branch was one which was worthy of some consideration, though Mr. Van Horne was evidently a little too slow in making his terms known. Likewise the offer of the company to grant running powers over its main line between Winnipeg and Portage la Prairie, thus providing a connection between the Manitoba Northwestern and the Red River Valley roads, seems a very fair one. If the company will grant this privilege on favorable terms, there would seem to be no good reason why it should not be considered. It would do away for the present at least with the necessity for the construction of a new line between the points named. If undertaken at once, the construction of a railway to Portage la Prairie would probably mean a considerable expenditure by the province in assistance to the road. In the course of a few years, however, the road could probably be built without Government assistance.

The Montreal Trade Bulletin appears to see danger growing from the connection between