

BATE V. THE CANADIAN PACIFIC RAILWAY COMPANY.—The plaintiff purchased from an agent of the defendant company at Ottawa what was called a land-seeker's ticket, the only kind of return ticket issued on the route, for a passage to Winnipeg and return, paying some thirty dollars less than the single fare each way. The ticket was not transferable, and had printed on it a number of conditions, one of which limited the liability of the company for baggage to wearing apparel not exceeding \$100 in value, and another required the signature of the passenger for the purpose of identification and to prevent transfer. The agent obtained the plaintiff's signature to the ticket, explaining that it was for the purpose of identification, but did not read nor explain to her any of the conditions, and having sore eyes at the time she was unable to read them herself. On the trip to Winnipeg an accident happened to the train, and the plaintiff's baggage, valued at \$1,000, caught fire and was destroyed. In an action for damages for such loss the jury found for the plaintiff for the amount of the alleged value of the baggage.

Held by the Supreme Court of Canada that there was sufficient evidence that the loss of the baggage was caused by the defendants' negligence, and the special conditions printed on the ticket not having been brought to the notice of the plaintiff, she was not bound by them, and could recover her loss from the company.

OUR WINNIPEG LETTER.

One swallow may not make a summer, but it is often an interesting and welcome bird, for all that. Messrs. Osler, Hammond and Nanton, of Winnipeg, write to the *Free Press* enclosing an extract from a letter received by them from a gentleman in Toronto for whom they act. The extract read as follows:

"Toronto, Nov. 14th, 1891.

"My son James has done well with the half section I purchased for him three miles from Morden. I paid \$4,800, \$15 an acre for the farm. His first crop of wheat enabled him to pay me back the \$4,800 and bank between \$2,000 and \$3,000 besides. I purchased the farm in October, 1890, and he moved on to it March, 1891."

Your readers can draw their own conclusion from this incident, whether farming in Manitoba is a success or not. If true, the experience of "my son James" is undoubtedly an exceptional one, and is apt to give the impression abroad that comparatively little labor is required to produce such wonderful results; but while there is the reverse side to the picture, of hardships and failures, the number of unsuccessful farmers are far in the minority.

Bulletin No. 3, being a report on crops and live stock in Manitoba, has just been issued by the Department of Agriculture and Immigration, and is a most gratifying one. The following statement of comparative yield is based on the returns of acreage and average yield for the respective years of 1890 and 1891, and will be of interest to your readers:

	1890. Bush.	1891. Bush.
Estimated average yield in wheat.....	21.1	25.3
Estimated average yield in oats.....	41.3	48.3
Estimated average yield in barley.....	32.1	35.6
Estimated average yield in potatoes.....	235.0	180.4
	1890. Bush.	1891. Bush.
Estimated product of wheat.....	14,665,768	23,181,599
Estimated product of oats.....	9,513,433	14,762,605

Estimated product of barley.....	2,069,820	3,197,876
Estimated product of potatoes.....	2,540,820	2,291,982

Thus, according to the best information obtainable, over 41,000,000 of bushels of grain is Manitoba's record for the year 1891. So heavy has been the yield that the railways find it almost impossible to cope with it. The good effects of this season's crop will be felt for some time to come. The prosperity of the farmer in a purely agricultural country recoils more instantly upon the trades-people and business generally than in any other community. The people of Manitoba certainly have reason to be satisfied with the prospect before them. A season of such unexampled plenty and prosperity will do more to invite attention to the province and the North-West generally than all the dilly-dallying measures ever devised by the Ottawa Government.

A genuine blizzard is a somewhat rare experience, but on Thursday and Friday last a most terrific storm swept over the province; fortunately the temperature was not low, otherwise it would have been impossible to move about outside, though even as it was the streets were deserted and business virtually suspended. Traffic on the railroads was considerably disarranged; all freight trains were cancelled and express trains kept arriving at all hours. To-day, however, the main line of the C.P.R. is reported open and traffic has been resumed on the branch lines. Huge drifts of snow, the result of the storm, are piled up on all the streets, a rare sight to Winnipeggers, resembling more the winters of Quebec. The weather, with the exception of the two days' blizzard, has been most delightful. Clear and crisp, with a bright sun shining, excellent sleighing, and just cold enough for furs, the Manitoba winter, though perhaps long and tedious, is a marked contrast to the rain and sleet and slush incidental to the winter of Eastern Canada.

Winnipeg, Dec. 7, 1891.

NEW WESTMINSTER, B.C.

We have received the eighth annual report of the New Westminster Board of Trade, through the courtesy of Messrs. H. G. Ross & Co., insurance agents, of that city. Although the Board has been incorporated since 1882 the present is the first report it has had printed for public distribution. There are sixty-four members of the board, ten having been added during the year reviewed. The secretary's report, in mentioning the labors of the board towards the improvement of the navigation of the Fraser River, says, pithily: "Those who have been any length of time resident in the province need not be told how long and how shamefully the interests of this river have been neglected." The conditions of traffic were pleasantly changed for Westminster, however, by the building of the C.P.R., and they will be further changed when the Westminster Southern road is completed to Seattle. It also possesses the Great Northern Railway as a competitor with the C.P.R.

During three years last past, the city corporation has undertaken a number of public works, some of which are completed, others being built. New streets have been opened until there are now, within the city limits, 33 miles of completed streets and 33 miles of sidewalk. The cost of these has been over \$200,000. The corporation also spent, we are told, over \$50,000 on the public parks. The principal of these is Queen's Park, comprising 87 acres, in which is erected the exhibition building. In

1889, the council also took preliminary steps towards supplying the city with water, and this work is now being carried on with vigor. The source of supply is Coquitlam Lake, 12 miles distant, which has an elevation of about 435 feet, and the work is expected to be completed early in 1892. It is, of course, the gravitation system, and the pressure will be ample for fire protection, as well as for various mechanical appliances. In the autumn of last year the council purchased an electric light plant, which is now in successful operation. Completed it will furnish 82 street lamps of 2,000 candle power each and 790 incandescent lamps. "The cost of the works so far has been about \$60,000, and Westminster is better lighted, and at far less cost than any other city in the province." A public library, a steam ferry, and wharves therefor, are other items provided for the citizens.

The carrying out of these works involved considerable borrowing, and the debt of the city is now \$474,000, irrespective of \$180,000 required to complete the waterworks, and about \$60,000 for electric light. When debentures have been issued for these amounts the debt will be \$714,000. The waterworks are expected to be self-supporting, as well as the electric light works and ferry. These three items make up \$466,000, leaving the unproductive debt only \$248,000. We learn that the rate of taxation this year is 15 mills on the dollar. The population of the city is 6,641. "Not everyone who comes here," says Mr. Robson in conclusion, "can find employment at once; but people with some money, common sense, and who are willing to work and able to adapt themselves to such circumstances as exist, may, as a rule, expect to succeed beyond what could be hoped for elsewhere." Mr. T. J. Trapp is president of the board and Mr. Wm. Wolfenden vice-president.

DOMINION MILLERS' ASSOCIATION.

A general meeting of the Dominion Millers' Association was held on the afternoon and evening of Tuesday last, December 8th, in the Board of Trade building, Toronto. The members present were:—Thomas Goldie, president, Guelph; David Plewes, secretary, Brantford; Edward Peplow, vice-president, Peterboro'; William Galbraith, treasurer, Toronto; M. McLaughlin, Toronto; John Brown, president Citizens' Milling Co.; C. B. Watts, central wheat buyer; J. L. Spink, Toronto; J. D. Saunby, London; William Hamilton, Glenhuron; E. S. Edmundson, Oshawa; R. L. Rice, St. Mary's; Neil McCahill, Forest; J. Warkup, Oakville; A. H. Baird, Toronto; W. H. Finemore, Burlington; John Care, Wingham; H. J. Gould, Uxbridge; P. J. Griffin, Mt. Vernon; F. W. Hay, Listowel; W. S. Ireland, Avening; S. Plewas, Creemore; J. E. Pearen, Brampton; Charles Smith, Campbellford; N. Wenger, Ayton; D. Clark, Ayr; J. Knox, Stayner; John Galbraith, Allandale; H. Barrett, Port Hope; E. McKenzie, Kirkford; E. S. Edmondson, Oshawa; A. Dobson, Beaverton; G. S. Baldwin, Aurora; W. N. Stephens, Glencairn; John Campbell, St. Thomas; R. C. Scott, Highgate; James A. Robb, Valleyfield; S. R. Stewart, Mitchell; T. H. Taylor, Chatham; R. Rayburn, Deseronto; J. Polkeham, —; Peter Inance, Delhi; D. Goldie, Ayr; George H. Harper, Dundas; Lake & Bailey, W. R. Robson, Hamilton; Hunt Bros., London; R. Noble, Norval; Angus Plewas, Markdale; A. Moyer, Listowel; D. Sloan, Toronto; W. B. Brown, Exeter.

The matter which appeared to attract most