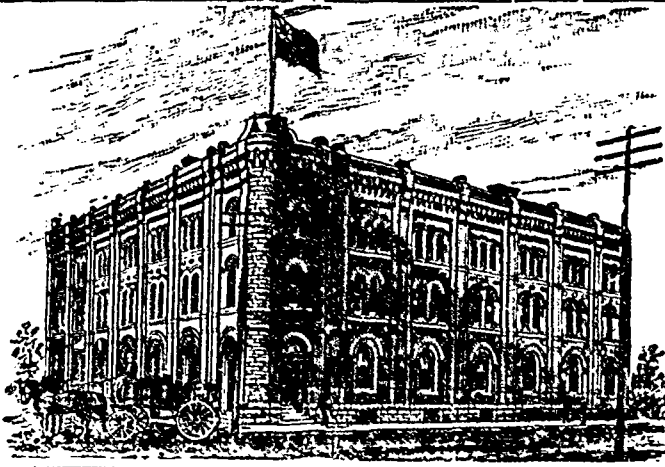


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

The question of Sunday observance has been attracting attention in British Columbia of late. In this respect the Pacific Province forms quite an exception to the usual procedure in Canada regarding the observance of Sunday. The liberty enjoyed as to doing business on Sunday has been principally taken advantage of by the hotels, saloons, and such lines of business. There are also three newspapers issuing Sunday morning editions. Lately an effort was made in Westminster to close the hotels on Sunday, by a municipal by-law, but the result was so unsatisfactory that the by-law was repealed within a few months. Mr. Bole has now introduced an act in the Legislature for the better observance of Sunday. It provides that it shall be unlawful to sell or expose for sale goods of any description on Sunday, or do ordinary labor, except the sale of drugs, etc., and necessary work. Attendance at public political meetings and drinking in public places is prohibited, also appearing in an intoxicated condition upon the streets. Playing games and sports, hunting, fishing and bathing, the latter in exposed places, is also prohibited. If the bill become law, it will not be for want of legislative enactment, if Sunday be not properly observed in the future.

The prospect of railway extension at no distant day into the Peace River district of North western Canada, will give interest to a railway project now being carried out in northern Europe. The most northerly railway in the world is now in course of construction in Sweden. The road was commenced about twenty-seven years ago, but was abandoned until recently, when it was again taken up. The road will run from Lulea, on the Gulf of Bothnia, through Swedish Lapland, to the White Sea. Within the past few weeks the road has been constructed to a point within the Arctic circle, and the first locomotive has crossed the imaginary line which is supposed to enclose the regions where the Frost King holds almost complete sway. The head of the Gulf of Bothnia where the road commences, is itself within a short distance of the Arctic circle. The most northerly point reached by rail in

Canada is on the C.P.R. about the summit of the Rocky Mountains, being about half way between latitudes 51 and 52. The terminus of the Manitoba Northwestern railway reaches within a few miles of latitude 51. The southern point of the Swedish road will be in the neighborhood of latitude 67, or about sixteen degrees north of the most northerly point reached in Canada by rail. A railway from Winnipeg to York Factory on Hudson's Bay, would still be about ten degrees south, at its most northerly point, of the Lulea railway of Sweden.

The papers in connection with the visit of the Hon John Robson to Ottawa last fall, have been laid before the Local Assembly. The Dominion government assented to the appointment of two additional county court judges for the present. The lands on the lower Fraser, commonly known as dyking lands, are to be surrendered to the province. The granting of subsidies to certain railways to be carefully considered, but no absolute promise was made. The question of the settlement of the boundary between Canada and Alaska was earnestly considered, and the advisability of British Columbia being heard before any commission appointed to deal with it was conceded. A proposition to place a federal revenue cutter in the waters which wash the north west coast of the province for the prevention of illicit traffic and protection of our fisheries, although not absolutely agreed to, was favorably entertained. Assurance was given that a thorough exploration and survey of our sea fishing grounds would be undertaken during the approaching summer. Although no definite promise was made, reason was given to expect that the Dominion government would establish an immigration agency at the western terminus of the Canadian Pacific Railway. It was agreed that one moiety of the expense of the Metlakatlah commission should be borne by the Dominion. Other questions of public importance were discussed, but as they still form the subject of confidential communication, it would be improper to allude to them more definitely here.

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 we have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at the outset, we find considerably above 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. We believe you the success that straight dealing merits. We are
Yours very truly,

THE PORTAGE MILLING CO.

Jas. MacLenaghan, Managing Director.

THE Vancouver council proposes raising \$150,000 in two loans, one of \$25,000, for a bridge across False Creek, and the other of \$125,000, principally for street and park improvements. In a new town growing up so rapidly as Vancouver, expenditure is necessarily very heavy at the start. The mushroom city finds itself without those conveniences which are so necessary to the convenience of the citizen and the progress of the place. Such undertakings have to be provided all at once, and a heavy debt is rapidly run up for improvements which in a more slowly growing town could have been carried out by degrees and at apparently less expense. Not infrequently, however, there is an undue disposition to extravagance in conducting the affairs of new and rapidly growing towns, especially when prospects ahead are considered very favorable; and what new town does not look forward to a great future? A great many municipal corporations in Manitoba have heavily overtaxed themselves, from this inclination to discount the future, Winnipeg among the number. It is to be hoped the municipal fathers at Vancouver will profit by the experiences of Manitoba towns, in this respect. Certainly Vancouver has good prospects, and one of the best ways to keep the prospects good is to keep down taxation within reasonable bounds. Capitalists always feel disposed to shun towns where a heavy tax will be placed upon their investments, whilst on the other hand a low tax rate, with evidences of economical municipal management, afford the best inducements to capitalists and manufacturers. The last assessment of Vancouver showed the value of taxable property to be about \$3,650,000. The present debt of the young city is about \$190,000. The proposed increase would bring the latter up to about \$340,000. To pay interest on this indebtedness, without providing a sinking fund for the repayment of principal, computed at 6 per cent., would require the raising of \$20,000 annually. The estimated revenue of Vancouver from all sources for the current year, is placed at \$69,000, based on an estimated increase in the assessable property to about \$5,000,000.