

Olive Oil Industry.

One of the most profitable industries California has to offer is that of growing olives for the oil obtained from them. The oil imported from Italy and Spain has in recent years been so much adulterated that the price has been greatly reduced. In California it has been grown and sold by a number of firms. The price for the pure article, it is said, has been as high as \$5. But of late the American olive growers have begun to follow in the way of their foreign rivals and to make either the adulterated article or an imitation of genuine oil. Californians were becoming aware of this, and an investigation was instituted. Seven samples of the so-called California olive oil were tested in San Francisco. Five of the seven were adulterated. The test is made with nitric acid; a few drops are put into a small quantity of oil, which is then slowly heated. If the oil is pure the whole becomes a straw-colored mass; if adulterated with cottonseed oil it remains liquid but changes to a dark red color.

The test referred to proved that one of the samples was pure cotton-seed oil; another was sixty per cent. of that article; and another consisted of olive oil twenty-five per cent., peanut and sesame oils twenty-five per cent., and fifty per cent. of cotton seed oil. This sample showed much lighter color in the test.

Such adulterations tend to interfere greatly with the industry. But those who manufacture only the genuine article will in the end reap the benefit. There is a demand for the appointment of a committee to break up the traffic of the impure article.

Housekeepers may, to some extent, test the purity of the oil by placing it in the ice box at night, and in the morning, if the oil is impure, it will appear like butter, while the pure article will remain unchanged.

About "Corners."

In discussing "corners" it is well not to forget that consumers do not at any stage of the proceedings suffer in these latter days, while producers are benefitted immensely. The loss falls almost entirely upon the speculative element, except in the case of collapses like that which occurred when the Fidelity bank went down. When a corner goes to smash innocent people very often suffer, but successful corners are a tax only on speculators. All this talk about corners in breadstuffs being a tax on the consumers is usually sheerest nonsense. In olden days, before dealing in the futures was known, consumers paid direct tribute to the corners, but not now. If the rules of trading could be so framed as to permit the escape of commission merchants, who are sometimes obliged to stand uncomfortably in the gap for a while and the light could be narrowed down to the cornerers and the men who insist in holding out to the last, no legislation on corners would be asked for.—Chicago Daily Business.

No smoker who has ever used the Myrtle Navy tobacco for, say a month, ever relinquishes it for any other brand. Its flavor is rich and full, and it never burns the tongue or parches the palate. It is, in fact, the *ne plus ultra* of smoking tobacco.

Northern Pacific & Manitoba Railway.

CHEAP EXCURSIONS TO POINTS EAST.

The Northern Pacific & Manitoba Railway announces a series of seven special Excursions from Winnipeg Man., to points in Eastern Canada and return during November and December.

Tickets will be on sale November 5th, 12th, 20th, 27th, and December 3rd, 11th and 17th.

The fare will be at the very low rate of

\$40.00

for the round trip; Tickets are limited to sixty days from date of sale and good for stop over.

With the completion and opening of the new line through to Winnipeg the Northern Pacific Railway offers the superior accommodations of dining cars and Pullman Sleeping cars through on all trains between St. Paul and Winnipeg. We desire to call special attention to these accommodations as they are entirely new departure to the travelling public of North Dakota. Bear in mind that no other line offers similar inducements, and notwithstanding the attractions of fast time, through cars, Pullman sleeping cars and magnificent dining cars via the Northern Pacific, the fare is always as low as via any other route.

For full information regarding routes, rates, etc., apply to the nearest ticket agent of the Northern Pacific Railway: H. SWINFORD, Winnipeg; W. E. JERMAINE, Passenger and Ticket Agent, Grand Forks; H. W. NUNN, Agent, Grafton; F. J. CUNNINGHAM, Agent, Pembina; or CHAS. S. FEE, General Passenger and Ticket Agent, St. Paul, Minn.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1897

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 13 00		... Portage la Prairie ...	ARRIVE 14 50
A14 25	25	..... Gladstone	13 25D
D14 45		..... Neepawa.....	13 05A
15 45	61	..... Minnedosa	11 58
A16 35	79	..... Rapid City	11 15D
D16 45		..... Shoal Lake	11 05A
17 50	94	..... Birtle	9 45
18 30	115	..... Birtle	9 20
119 30	138	..... Birtle	18 20
21 40	155	..... Birtle	6 20
23 00	166	..... Russell	5 00
23 15	180	..... Langenburg	4 45
ARRIVE			LEAVE

Notes.
No. 1, Mondays and Thursdays. No. 2, Wednesdays and Saturdays. No. 3, Tuesdays and Fridays. No. 4, Tuesdays and Fridays.

Trains for Birtle leave Birtle Tuesdays and Thursdays only at 20.30. For Russell leave Birtle Tuesdays only at 20.30; returning leave Russell Wednesdays only. For Langenburg leave Birtle Thursdays only at 20.30; returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays.

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.

For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to

W. R. BAKER, General Superintendent

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry
THE NORTHWESTERN LINE,

The best equipped line to

CHICAGO, OMAHA AND KANSAS CITY.

The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, at NO EXTRA FARE.

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 a.m.; Chicago 9.30 a.m.

The Sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 13 Nicollet House Block, Duluth, 112 West Superior Street, also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TESDALE, General Passenger Agent



Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc., apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFORD, Ass't Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

TRAVEL VIA THE
Minneapolis and St. Louis Railway
AND THE FAMOUS
Albert Lea Route

	Leve St. Paul.	Leve Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8 45 a.m.	o 9 25 a.m.
St. Louis Fast Ex.....	b 6 25 p.m.	b 7 05 p.m.
Chicago Fast Ex.....	d 6 25 p.m.	d 7 05 p.m.
Des Moines Passenger.....	a 9 25 p.m.	a 7 05 p.m.
Excelsior and Watertown.....	a 8 00 a.m.	a 8 45 a.m.
Arlington and Excelsior.....	a 15 p.m.	a 4 50 p.m.
Manhato Express Accom.....	a 15 p.m.	a 4 00 p.m.
a Ex. Sunday b Ex. Saturday d Daily.		

THROUGH COACHES AND PULLMAN PALACE SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D.T.

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2—THROUGH TRAINS DAILY—2 to KANSAS CITY, LEAVENWORTH, ATCHISON or ST. JOSEPH, making connections in Union Depots for all points west.

Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points.

For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to

S. F. ROYD, General Ticket and Passenger Agent, Minneapolis.