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New Feature in Cattle Ranching.

The celebrated Englishman, Captain Balfour Pim, R.N., who was recently in St. Louis attending the cattlemen's convention, has only lately returned from a visit to the Panama Canal, where he has been for the last month. The result of his examination of the French works there is for the use of our State Department, and may be relied upon as correct and substantial. The gallant Captain, in spite of a service record full of hardships and dangers, not only before the enemy, but north, east, west, and south, is still hale, hearty and vigorous—far more than his age, fifty-eight years, would lead one to suppose—and notwithstanding the dangers and laborious work he has just completed on the isthmus, he has started on a lengthy tour through the ranching districts of the far west. He was deeply interested in the affairs of the convention just closed, and, at the citizens' banquet, in response to a toast, delivered a vigorous speech, filled with clear cut and timely ideas upon the cattle trail and cattle disease, subjects of vital importance to the cattle man of the future.

The Captain will be remembered by most of your readers as the gallant naval officer who seventeen years ago saved himself so conspicuous by saving the lives of the passengers and crew of the wrecked steamer Santiago de Cuba, near Atlantic City, and more recently by his warm and cordial recognition as the oldest Alaskan navigator of the youngest Lieutenant Greely, who has just succeeded in planting the American flag near the North Pole than any other, Lieutenant Greely was for some time the guest of Captain Pim at the Windsor hotel, in Montreal.

Captain Pim left St. Louis in a special car, the gift of the directors of the New York and Boston Cattle Company, among which we notice the Hon. Geo. W. McCarty, ex-secretary of war, and president of the M. Y. & B. C. Co.; Captain St. Louis, of St. Louis, Mo.; Mr. H. C. Bostwick, of Colorado; and Messrs. W. H. Hubbard and J. R. Bancroft, of Philadelphia. The party will visit the ranches and holdings of the company in Colorado and Montana.

The Captain's object is to perfect a plan by which the cattle can be slaughtered on the Montana range and shipped frozen direct to the London market. The company's present herd of 50,000 head of cattle which was a shipment of 1,000 head per month; but the Captain Pim's arrangements can be carried out, and shipping facilities will be provided to interest British investors as to the company's profits. Upon this basis 3,000 head of cattle per month can be shipped to the London market. To provide for the date of arrival and a convenient time for sale, chambers of large capacity will be constructed at Victoria, London, and the temperature kept constantly below freezing point by the latest improved apparatus. The profits of such a business will be simply enormous. The beef can be sold in London by the cargo for 15 cts. per lb. With graded cattle selling at 1,000 lbs. each, the company's profit will be fully \$300,000 per month.

A Glasgow company has fitted with refrigerating apparatus a vessel which in 200 days can bring \$145,000 worth of meat from America, and \$1,000,000 from the Colonies. The cost of raising and handling beef in the manure is thought will not exceed 5 cts. per lb.

The Captain is thoroughly in earnest and alive to the vast importance and profits of the cattle business, and this is any amount of money can be had for an enterprise of this kind, when it is managed as in this case by men of well-known and world-wide reputation.

Captain Pim's high and influential family connections, who have for generations done service to the state, together with his personal achievement, have made him one of the most influential and best known of English public men, and any opinion expressed by him is a precious endorsement of success. Besides, all kinds of English cattle breeds have proved much easier to raise in America, and Englishmen of wealth are far more eager than Americans to invest in cattle and ranches through the medium of stock companies, the larger the better, if honestly managed. — Northwestern Live Stock Journal.

coming through the gap of the How River valley would be more appropriate.

Councillor Clark laid upon the table a number of accounts against the town.

On motion of Councillor Hogg, the committee was given one week's extension of time to report.

Dr. Lindsay enquired what had been done in regard to the hall.

The Mayor said one week's extension of time had been given, and at the end of that time he expected the committee would report.

The Mayor then appointed the balance of the standing committees as follows:

Finance and Executive—The Mayor, Councillors Hogg and Lindsay;

Public Works and Property—Councillors Millward, Hogg and Lindsay;

Fire, Water and Light—The Mayor, Councillors Clark and Millward;

Health and Markets—Councillors Lindsay, Hogg, Clark, Millward and the Mayor;

Licenses—Councillors Hogg, Millward and the Mayor;

Poison and Relief—Councillors Clark, Lindsay and Millward.

The Mayor stated that the first named on each committee would be chairman.

He submitted the following as a communication which had been sent to the Civic Committee—

Osgoody, January 21, 1894

Chairman Civic Committee:

Sir—I have the honor to state that whenever action is taken by your committee to secure a building for the town, I will be glad to donate to your committee such an amount for the purpose in the City of Osgoody.

Yours, etc.,

CAPT. STEWART.

On motion of Councillor Lindsay, seconded by Councillor Clark, Capt. Stewart's communication was referred to the proper committee to report on.

The Mayor stated that when Mr. Smith was here Mr. Swan and himself had called upon him, and he told them that two lots for a fire or only hall, or for any purpose which the town might need them.

Moved by Councillor Hogg, seconded by Councillor Stewart, that the memo of the public works and property committee, carried.

A number of petitions which were filed in were not read.

A number of papers relating to fire apparatus were handed over to the clerk.

Councillor Hogg said it would be wise to procure a fire engine.

Councillor Lindsay returned thanks to the Council for the resolution of the committee passed at the last meeting. He said that he was certainly a pretty hard thing to be asked to do, but it was pleasing to know that he had the sympathy of his fellow councillors.

The clerk at that time had written to Mr. Forget, clerk of the Northwest Council for half a dozen copies of the same as requested, also to the Lt. Governor in reference to the appointment of a Mayor as a J. P.

The Council then proceeded to discuss the question of fire protection, its various aspects.

Councillor Millward gave his views at some length. He thought the town should have a properly organized fire and hose company; he thought that it would render good service in the meantime; he thought something should be done to encourage a volunteer brigade; the town should furnish the apparatus and a coat and cap to each member. He thought something like what he suggested would suit the town.

Councillor Hogg asked who would make a good captain.

The Mayor said that that was a matter exclusively belonging to the brigade itself. They certainly had the privilege of choosing their own officers and passing their own laws.

Councillor Lindsay said the only way was to find the brigade in every possible way that was reasonable.

After a protracted discussion on the subject, the Council adjourned.

ROYAL MAIL STAGE LINE.

From Calgary to Fort Saskatchewan (via Red Deer & Edmonton)

Stage leaves Calgary Friday, Dec. 19, at 8 o'clock a.m. and every alternate Friday at the same hour until further notice. For passage and express rates apply to—

LEESON & SCOTT,
PROPRIETORS.
Mountain View Hotel, Calgary

Silver City and Columbia
River Mail Route

THIS Mail Route was established previous to the C.P.R. being completed further west than Calgary, and has been the only Mail Line west of Calgary.

All express packages left at the office of Messrs. O. C. King & Co., Calgary, go out from our side points by Dominion Express, care of Great Western, and are delivered promptly at moderate charge. Address all mail matter for points west of Calgary in care of Great Western, Calgary, Alta.

ROYAL MAIL LINE
PASSENGER AND EXPRESS
BY TRAIN

Calgary and Fort McLeod

Leaves McLeod Monday and Thursday at 6 a.m., arriving at Calgary Tuesday and Friday at 6 p.m.

Leaves Calgary Monday and Thursday at 6 a.m., arriving at Fort McLeod Tuesday and Friday at 6 p.m.

For further particulars apply to—
KING & COMPANY.
Agents, Calgary.



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Tenders for Timber Limits in the Northwest Territories.

NOTICE is hereby given under section 37, of Act 18, 2, that the application for holding the Examination for Promotion in the 1st and 2nd Divisions of the Civil Service is fixed for Thursday, the 1st of December, 1894, and that the number of provisions is as follows:—

INSIDE DIVISION

Chief Clerk..... 2
First Class Clerks..... 12
Second Class Clerks..... 12

OUTSIDE DIVISION

Chief Clerk..... 2
First Class Clerks..... 2
Second Class Clerks..... 20

J. A. CHAPMAN,
Secretary of State,
Ottawa, 14th Nov., 1894.

INLAND REVENUE DEPARTMENT.
OTTAWA, June 5th, 1894.

Attention is called to section 4, of chapter 34, 47 Vic., "An Act to amend the Customs and Excise Act of 1879, which reads as follows:—

"4. The following is added to the said section twenty-six as a subsection two thereof:—

"Every hermetically sealed package of canned goods, such as fruit, vegetables, fish and the like, shall have the weight of the contents of the tin, can or package containing the same, legibly marked on it; and any packer or other person found guilty of so doing or exposing for sale such goods in any such tin, can or package, on which the weight of the contents is not marked, or on which a false weight is so marked, shall be liable to a fine not exceeding two dollars for each such tin, can or package, and for each subsequent offence a penalty of not less than three nor more than twenty dollars for each such tin, can or package."

This section shall only come into force on the first day of January, one thousand and eight hundred and eighty-five.

E. MIALL,
Commissioner.

ST. PAUL AND MINNEAPOLIS
RAILWAY.
WESTERN DIVISION.
CHANGE OF TIME.

On and after July 20th, 1894, trains will move as follows:—

Going West	Coming East
10:30 Leave Winnipeg	10:30 Arrive Winnipeg
11:30 Leave Winnipeg	11:30 Arrive Winnipeg
12:30 Leave Winnipeg	12:30 Arrive Winnipeg
1:30 Leave Winnipeg	1:30 Arrive Winnipeg
2:30 Leave Winnipeg	2:30 Arrive Winnipeg
3:30 Leave Winnipeg	3:30 Arrive Winnipeg
4:30 Leave Winnipeg	4:30 Arrive Winnipeg
5:30 Leave Winnipeg	5:30 Arrive Winnipeg
6:30 Leave Winnipeg	6:30 Arrive Winnipeg
7:30 Leave Winnipeg	7:30 Arrive Winnipeg
8:30 Leave Winnipeg	8:30 Arrive Winnipeg
9:30 Leave Winnipeg	9:30 Arrive Winnipeg

Canadian Pacific
RAILWAY.
WESTERN DIVISION.
CHANGE OF TIME.

On and after July 20th, 1894, trains will move as follows:—

Going West	Coming East
10:30 Leave Winnipeg	10:30 Arrive Winnipeg
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3:30 Leave Winnipeg	3:30 Arrive Winnipeg
4:30 Leave Winnipeg	4:30 Arrive Winnipeg
5:30 Leave Winnipeg	5:30 Arrive Winnipeg
6:30 Leave Winnipeg	6:30 Arrive Winnipeg
7:30 Leave Winnipeg	7:30 Arrive Winnipeg
8:30 Leave Winnipeg	8:30 Arrive Winnipeg
9:30 Leave Winnipeg	9:30 Arrive Winnipeg

Trains Run by Standard Time.

John M. Egan, Superintendent.

Wm. Kerr, Gen'l. Pass. Agt.

Chicago, Milwaukee and St. Paul Railway.

SHORT LINE
ST. PAUL AND MINNEAPOLIS

Via La Crosse and Milwaukee to—
Chicago

Add all points in the Eastern States and Canada.

By the through train under management between St. Paul and Chicago, and the Great Northern Railway in the Northwest. It is daily for running between St. Paul and Chicago, via La Crosse and Milwaukee, and between St. Paul and Chicago, via La Crosse and Milwaukee, and between St. Paul and Chicago, via La Crosse and Milwaukee.

For through tickets, time tables, and full information apply to any of our ticket agents in the Northwest.

J. S. MARSHALL, Gen'l. Manager.
T. CLARK, Supt. Milwaukee, Wis.

THE NOR'-WESTER,

A TWENTY-FOUR COLUMN FOLIO,
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A LIVE ORGAN OF THE MOUNTAIN DISTRICT,
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Well Written Editorials, Spicy Locals, Latest Mining News, and the News of the World Generally.

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CHOICE PORK,
CHOICE LARD,
CHOICE SAUSAGES
always on hand and fresh at the
Meat market of
A. C. SPARROW,
STEPHEN AVE & MCTAVISH ST

MORTIMER & CO.,
(Staff of Life)

Bakers & Confectioners
and Aeriated Water Makers
Wholesale and Retail.
Bakery and Manufactory on Elbow bank, near
Baker & Co's Store

Branch shop and Lunch Counter,
Atlantic Ave., opp Freight Shed
Our bread speaks for itself and our stock of
fruits and confectionery are not
excelled in the market.

Try our Aeriated Waters
NOTICE TO CREDITORS.

Notice is hereby given that Malcolm G. McLean of the town of Calgary, in the Northwest Territories of Canada, General Manager, has made an assignment of all his present and future property, real and personal, to Donald Fraser, of the City of Vancouver, in the Province of British Columbia, as trustee, having any claim against the said Malcolm G. McLean, or his estate, are requested to send the same to the said assignee as said Calgary, with full particulars of their respective claims, property, within six weeks from the date hereof, and take notice that the said Donald Fraser will, after the expiration of six weeks from the date hereof, proceed to distribute the assets of the said Malcolm G. McLean, pro rata, among the creditors of whose claims he shall not have notice, and that he shall not be responsible for any claim or claims, or which he shall not have received notice as aforesaid.

DONALD FRASER, Trustee.
Per H. BLEEKER,
His Solicitor.

ADMINISTRATOR'S NOTICE.
IN THE ESTATE OF MRS. VINCENZO GUAR-
TIERE, Deceased.

ALL parties having claims against the above estate are hereby notified to furnish the same to the undersigned administrator, and all parties indebted to the said estate are required to pay the amount of their indebtedness on or before the 1st day of January next.

THOMAS DOWLING,
Administrator.

Dated at Calgary, N.W.T., this
Thirteenth day of October,
A.D. 1894.