

ended eastward so as to form a through all rail route to the east. This is the general opinion. A long stretch of road through a rough country remains to be built in order to secure the eastern connection, but it is believed that sooner or later this road will be built. In the meantime the Canadian Northern Railroad has a summer route to the east by the lake steamships to Port Arthur, and thence by its own railway line to Winnipeg and other points in Manitoba. The company has recently given notice of application for authority to construct several new branches in the west. The Canadian Northern Railway Company now has about 1,250 miles of completed road, all of which is within the province of Manitoba, except a short piece of road at the extreme north-western end of the line which is in Saskatchewan territory, and the road between the eastern boundary of Manitoba and Lake Superior.

#### Railway and Traffic Matters.

The Canadian Pacific will make extensive additions to its freight sheds at Owen Sound in the spring.

The C. P. R. has bought the Beaver line of steamers from the Elder Dempster Co. The fleet includes fourteen vessels.

The Canadian Pacific has awarded a contract for double-tracking between Portage and Port William to Foley Bros. & Co., and work will start as soon as camps can be formed.

It is believed that the Canadian Northern Railway Company is quietly acquiring Winnipeg property adjacent to its shops and yards for future use. Among the improvements mentioned is a new depot.

The railways of this continent made a gain in earnings last year of \$96,000,000 or 6.31 per cent. This is considered to be large in view of the coal strike and other unfavorable cir-

cumstances. The number of miles in operation is 170,395.

William Bell, formerly chief clerk in the sleeping car department at Montreal, has been appointed superintendent of the sleeping and dining car department of the western division, with office in Winnipeg, in succession to Walter Pratt, who recently resigned that position with the C. P. R.



Geo. H. Shaw.  
Traffic Manager C. N. R.

and Smith, of Dayton, Ohio, for the construction of three solid vestibule trains, which will consist of first class sleeping cars, tourist sleepers, dining cars, and day coaches. These trains will run between Port Arthur and Winnipeg. The company has also under construction 1,050 grain cars, with a capacity of 60,000 pounds each, to be delivered before September.



E. A. James.  
General Superintendent C. N. R.

It is reported, says the Montreal Trade Bulletin, that freight engagements for grain have been made for shipment by first steamers at Owen Sound to Liverpool and London; but we could not get it confirmed, although we are given to understand that space can be had at 15d London, and 15d Liverpool.

The Canadian Northern Railway Company has contracted with Barney

The Northwest Transportation Co., which owns and operates the passenger steamers Huronic, Monarch, and United Empire, has made a change in its schedule for the coming season whereby a more frequent service will be given between Sarnia, Port Arthur and Port William. According to the new card the Huronic and United Empire will ply solely between Sarnia and the Upper Lake ports and the steamer

Monarch will be the only one of the fleet to extend her trips down as far as Windsor. The Majestic will also be put on this route, and will make weekly trips between Detroit, Windsor, Walkerville, Sarnia, Port William and Port Arthur. These steamers will connect with the fast C. P. R. transcontinental trains and the Canadian Northern.

Application is being made to the Dominion house for an act incorporating the Brandon, Saskatchewan and Hudson Bay Railway, from a point on the international boundary between ranges 23 and 25 west of the principal meridian of Manitoba, in a northeasterly direction to a point near Brandon, thence northwesterly through the district of Saskatchewan to a point on the Saskatchewan river; thence in a northeasterly direction to a point on Hudson Bay near Port Churchill or York Factory; from a point on the international boundary between ranges 10 and 18 west of the principal meridian in Manitoba in a northwesterly direction to a point on the line south of the Souris river; from a point near Brandon in a northeasterly direction to a point near the town of Neepawa.

Jamaica has voted \$12,500 to subsidize an improved steamship service between that island and Canada.

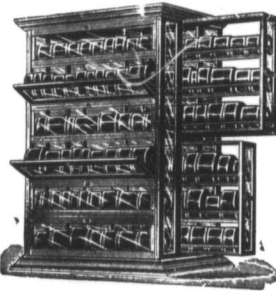
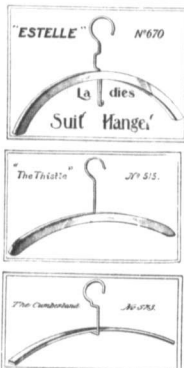
It is reported from Ottawa that a number of British army reserve men will be brought to Canada this year for attic work. Assistance in payment of their passage money is to be given.

A recent issue of The Fruitman's Guide, of New York, places the quantity of apples in storage in the United States at 4,364,911 barrels, and in Canada at 422,000 barrels. It is stated that this quantity is enormously more than the ordinary consumptive requirements of the two countries, and that most of the fruit is of inferior quality. Holders everywhere are urged to keep these facts in mind, and to feed the market with all the fruit it will consume. Whatever prices are obtainable, and thus avoid the certain loss which will result to those who hold their stocks over into the warm season.



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