

Dried apples—Small lots are moving at 5 to 5½c. Dealers are buying outside at 4½c; evaporated dull, with odd cases moving at 8 to 8½c; Apples, cooking, per bbl, \$1 to \$1.25; eating, do, \$1.25 to \$1.50.

Eggs—Scarce and firm at 20c

Potatoes—Steady and in demand at 45c per bag on the track, in car lots for Rose and Hebrons.

Poultry—Turkeys sold at 11 to 12c per lb; geese, 6½ to 7c; ducks, 60 to 70c a pair; and chickens at 40 to 50c.

### Open at Last.

Last week marked an important time in the history of Winnipeg and Manitoba. The first passenger train over the R.R.V.R. and Northern Pacific connections from St. Paul, arrived here on Friday about 16 o'clock. The event caused the gathering of a number of citizens who watched the approach of the train with feelings of satisfaction. He: after through trains will leave Winnipeg daily for St. Paul, at 9.05 o'clock in the morning and will arrive here daily at 1.30 o'clock in the afternoon. The trip between the two points will be made in twenty-two hours a half. The passenger fare will be \$14.40, the same as the St. Paul and Manitoba road, but a second class fare for \$11.50, not obtainable on the other road, will be given. A freight tariff will shortly be issued, giving rates to all points in the east, over the N. P. and connections, via Duluth and Chicago; also to and from Pacific coast points. After long waiting and agitating, an independent outlet for Manitoba has

been secured, but not without great sacrifice by the province. It is to be hoped that the new route will prove all that is hoped of it, and that it means the last of railway monopoly in Manitoba. There has been already some disposition to criticise the new road, but it is only fair to suspend judgment until the management succeed in getting their affairs into regular running order. When this is accomplished it is earnestly to be hoped that the policy of the road will prove satisfactory to the people of Manitoba, who have so liberally aided the enterprise.

### C. P. R. Tactics.

The great matter of interest in the local railway situation is the effort being made by the C. P. Ry. Co. to block construction on the Portage extension of the Northern Pacific and Manitoba system. Since the objections of the C. P. R. to the crossing of their track by the Portage branch have been made known, a very strong feeling of hostility has been aroused against the company here, which bodes no good to the the National highway in the future. It is felt here that as the C. P. R. was paid to forego its monopoly rights, the present policy of the company is in violation of the spirit of the agreement for the removal of monopoly. Since the matter was referred to the supreme court by the Privy Council at Ottawa, the C. P. R. Co. have taken further proceedings to obstruct the building of the Portage branch. The company has filed a letter of complaint in the Court of Queen's Bench in Equity at Winnipeg, in which the position of affairs is set forth, especially as concerns the Dominion act, which

requires that the railway cannot be crossed without the approval of the railway committee of the Privy Council. An interim injunction has accordingly been granted to restrain the N. P. & M. Co. from crossing the C. P. R. branch. The C. P. R. Co. has further stationed an engine and force of men at the point where the crossing is desired to be made. The tracklaying on the Portage branch has now about reached the point where the crossing occurs, and if the N. P. & M. people persist in pushing their work, lively times may be expected at once. The injunction case will be argued to-day (Monday).

COOK & COLE are making changes in their flour mill and elevator at Walsley, Assa., with a view to increasing their business facilities.

It is now considered certain at Duluth that J. J. Hill will carry through his scheme of building a railroad from Duluth to Winnipeg.

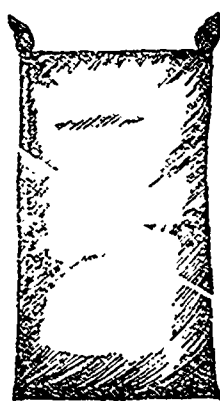
ROMSON, D. H. McMillan & Bros., and S. P. Clarke, are erecting warehouses for grain at Moose Jaw, Assa. R. L. Alexander is representing the latter firm.

A MILL machinery manufacturer from Ontario, was at Port Arthur last week, contemplating the erection of a large flour mill at that place, to grind Manitoba wheat.

TICKETS for the Northern Pacific cheap excursions to Eastern Canada are good for ninety days, instead of sixty days as announced in the advertisements, the time having since been extended thirty days. This will give ample time to make a long visit to your friends east.

# MILLERS, ATTENTION !!

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