

**RAFE IN THE ARMS OF A SERGEANT**

George Fullames, the pugilist, in the Tolt-Escape and capture. George Fullames, the pugilist, has been wanted for a few days on a charge of robbing a countryman named Robert Sargent, at Victoria park. There is also another man implicated. At 11.30 on Saturday night Officer Slemin saw the light-weight standing Queen and York streets. He was taken into custody on a warrant. Fullames said that if the officer would permit him to walk along with him he would go to his home. The policeman consented to this, and while they were passing Queen and Alice streets he made a break along Alice street. Slemin was joined in the chase by Officer Thompson. The escaping prisoner ran along Alice street to Toronto and down the latter thoroughfare. Sergeant Stark, who was coming up the street, heard the fall falling feet of the pursued and the pursuit. He kept himself in readiness. Fullames ran square into his arms and was soon behind the bars.

**REAL ESTATE TRANSFERS**

**Saturday's Sales of City and County Property**

At the mart on Saturday the three-story brick dwellings 183-5-7 Jarvis street, with brick stables in rear of two, and lot 72.7 x 127.3 feet, were offered under an order of the court of chancery in the case of the bank of Toronto v. Sauter, when the highest bid was \$5000. They were withdrawn. The four three-story brick dwellings, 190 to 196 George street, with 72.9 by 104.8 feet, were also offered under the same order, when they were started at \$3000, and bid up to \$5100. A small house was withdrawn. A rough-cut two-story dwelling on the south side of Richmond street, between John and Peter streets, with lot 245.1 x 208 feet, was offered at \$200 per foot, when it was started at \$25 per foot and bid up to \$37 per foot. A small house was withdrawn. A small house on the east side of Queen street, between John and Peter streets, with lot 245.1 x 208 feet, was offered at \$200 per foot, when it was started at \$25 per foot and bid up to \$37 per foot. A small house was withdrawn.

**THE CITY IN BRIEF**

The entire property at Victoria park, belonging to the Victoria Park company, is advertised for sale. The governor-general's body guard, numbering 45 men, go into camp to-day at the new fort. The inquest on the death of Mrs. Beby on the Kingston road last Thursday will be resumed to-morrow night. Wingham will hold a fireman's tournament on Friday, Sept. 1.

**DECREASING THE STAFF**

**The Clerical Men by the Amalgamated Grand Trunk Railway**

The following letter addressed to the agent here speaks for itself—  
GRAND TRUNK R.W.V.  
No. 10, Division  
Superintendent's Office, Hamilton, Aug. 23, 1882.  
Dear Sir,—The amalgamation of the Great Western and Grand Trunk Railway companies, and the consequent merging of the staff of the two companies at places where there are two or more stations, imposes upon me the necessity of notifying you that from and after the 31st instant, the staff employed at your station on the temporary line will not be reduced. It is possible that some of the staff may be notified to do so, but please explain that this is a matter of necessity, and that it is not to do so, by re-employing those who are affected by this letter, CHARLES STIFF, General Manager.

**The Exhibition**

The coming exhibition will be one of the most successful ever held in Canada. Applications for space are pouring in.

**Sunday Steaming**

Capt. Twitchell of the steamer Annie Craig was in the police court again on Saturday, charged with running his boat on Sunday. The case was set down for further hearing on Sept. 5.

**Good Tobacco**

Large quantities of Lemesurier & Son's tobaccos are being received daily by Messrs. Robt. Shields & Co., the Toronto agents, at their warehouses, 36 Front street east. Visitors and the public generally would do well to try these tobaccos.

**Stand from Under**

There was not a little excitement in the top gallery of the Royal opera house on Saturday night. James McDowell, a door-keeper attempted to eject a couple of boisterous youths who were quarrelling. He was set upon by a gang of their friends and severely lashed. The police were called and a policeman reached the spot and there were no arrests.

**Wm. Stafford the Tragedian**

Manager Conner of the Royal opera house has just closed a contract for the appearance of the celebrated American tragedian, Wm. Stafford, who for the past few years has been steadily advancing in popular favor. Mr. Stafford made his first starting appearance at the Boston theatre in the fall of 1873, appearing as Shylock in the Merchant of Venice. The following season he made a tour of the West, playing in the principal cities, in Shakespearean roles only.

**Youth at the Grand**

This magnificent mounted play direct from Wallace's theatre will begin at the Grand to-night. The company playing the piece is a first-class one, the scenery is all specially made for the piece and is brought on for the purpose, a company of the Royal Fullames has been engaged for the week,

**THE SPORTING WORLD**

**Dwyer brother paid \$12,000 for Barnes, half brother paid \$10,000.**

Col. E. F. Howard of Newark, N.J., and J. M. Pollard of Washington, D.C., have been added to the American title team. The printers of Hamilton will meet the types of the Globe and World in a game of baseball on Saturday next.

**Mr. A. R. Ladd's reappearance**

Mr. A. R. Ladd's reappearance in the arena, under the name of 'The Champion', has been announced. He is to appear on the 22nd of July next.

**James Elliott and Tug Wilson**

James Elliott and Tug Wilson have signed an agreement to fight for \$2500 a side within 100 miles of New Orleans on Nov. 28th.

**E. Smith, the athlete and trainer**

E. Smith, the athlete and trainer, writes that he accepts Dan McQuinn's challenge to run five miles, and it ready to arrange a match any time.

**George Fordham has ridden the winner of the Goodwood stakes six times—**

George Fordham has ridden the winner of the Goodwood stakes six times—on the 1871, 1872, 1873, 1874, 1875, 1876, 1877, and 1878, and Fortisima this year.

**W. J. Morgan posted \$50 forfeit**

W. J. Morgan posted \$50 forfeit with respect to a race which he had entered in America to ride a fifty-five mile bicycle race (except John S. Prino for \$200 or \$500) on the 1st of August next.

**First Game—The Independents won the first game**

The Independents won the first game of the season by a score of 10 to 5. The second game was played on the 22nd of August. The Independents won by a score of 10 to 5.

**Second Game—After the face-off**

After the face-off the Independents won by a score of 10 to 5. The third game was played on the 29th of August. The Independents won by a score of 10 to 5.

**Third Game—The Independents won the third game**

The Independents won the third game of the season by a score of 10 to 5. The fourth game was played on the 5th of September. The Independents won by a score of 10 to 5.

**Presented at Court**

In the police court on Saturday Mary Flanagan was committed as a lunatic. Matthew Maloney, a cabman, had to pay \$3 and costs for refusing to take a load. James Ferrand was fined \$5 and costs for driving a motor car without a license.

**THE CITY IN BRIEF**

The entire property at Victoria park, belonging to the Victoria Park company, is advertised for sale. The governor-general's body guard, numbering 45 men, go into camp to-day at the new fort.

**DECREASING THE STAFF**

**The Clerical Men by the Amalgamated Grand Trunk Railway**

The following letter addressed to the agent here speaks for itself—  
GRAND TRUNK R.W.V.  
No. 10, Division  
Superintendent's Office, Hamilton, Aug. 23, 1882.  
Dear Sir,—The amalgamation of the Great Western and Grand Trunk Railway companies, and the consequent merging of the staff of the two companies at places where there are two or more stations, imposes upon me the necessity of notifying you that from and after the 31st instant, the staff employed at your station on the temporary line will not be reduced. It is possible that some of the staff may be notified to do so, but please explain that this is a matter of necessity, and that it is not to do so, by re-employing those who are affected by this letter, CHARLES STIFF, General Manager.

**The Exhibition**

The coming exhibition will be one of the most successful ever held in Canada. Applications for space are pouring in.

**Sunday Steaming**

Capt. Twitchell of the steamer Annie Craig was in the police court again on Saturday, charged with running his boat on Sunday. The case was set down for further hearing on Sept. 5.

**Good Tobacco**

Large quantities of Lemesurier & Son's tobaccos are being received daily by Messrs. Robt. Shields & Co., the Toronto agents, at their warehouses, 36 Front street east. Visitors and the public generally would do well to try these tobaccos.

**Stand from Under**

There was not a little excitement in the top gallery of the Royal opera house on Saturday night. James McDowell, a door-keeper attempted to eject a couple of boisterous youths who were quarrelling. He was set upon by a gang of their friends and severely lashed. The police were called and a policeman reached the spot and there were no arrests.

**Wm. Stafford the Tragedian**

Manager Conner of the Royal opera house has just closed a contract for the appearance of the celebrated American tragedian, Wm. Stafford, who for the past few years has been steadily advancing in popular favor. Mr. Stafford made his first starting appearance at the Boston theatre in the fall of 1873, appearing as Shylock in the Merchant of Venice. The following season he made a tour of the West, playing in the principal cities, in Shakespearean roles only.

**Youth at the Grand**

This magnificent mounted play direct from Wallace's theatre will begin at the Grand to-night. The company playing the piece is a first-class one, the scenery is all specially made for the piece and is brought on for the purpose, a company of the Royal Fullames has been engaged for the week,

**ACROSS THE PLAINS**

**How a better Travels from Port Garry to Edmonton—What He Should Bring and Leave**

From the Edmonton Bulletin, July 25. We do not advise anyone to come to Edmonton, but those who think of coming at any time should do so at once. Those who do not intend to farm or who have very little stock would find it most advantageous to come themselves and bring their goods by steamer, provided they can get passage, but those who have stock must necessarily come by road, and as the trip is long and the mode of life strange to most, a little advice to such may be acceptable.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**ACROSS THE PLAINS**

**How a better Travels from Port Garry to Edmonton—What He Should Bring and Leave**

From the Edmonton Bulletin, July 25. We do not advise anyone to come to Edmonton, but those who think of coming at any time should do so at once. Those who do not intend to farm or who have very little stock would find it most advantageous to come themselves and bring their goods by steamer, provided they can get passage, but those who have stock must necessarily come by road, and as the trip is long and the mode of life strange to most, a little advice to such may be acceptable.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**

If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the 1st of August, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about the 1st of August, it would be better to ship a portion of the freight so as to give the stock a chance at the beginning of the trip.

**Money is scarcer than time, stock more plentiful than freight and the road good, the start might be made from Winnipeg.**