

the Dominion over the Canadian Pacific railway, and with the Nanaimo coal fields by the Island railway. A splendid system of water supply has been obtained, at an expense of \$200,000, water being brought from Elk Lake, seven miles distant. An efficient fire brigade is thus enabled to furnish the fullest protection from extensive conflagrations. Coal and wood for fuel are both plentiful and cheap. Gas works supply light for both public and private uses, and several powerful electric lights are suspended upon high masts in different portions of the city. The Mechanics' Institute has a valuable library and spacious reading room, and there are a number of fraternal and benevolent associations. Iron works, saw mill, brass works, rice mill, planing mill, soap works, boot and shoe factory, match factory, cigar factory, glove factory, and a number of other manufacturing industries are in full operation. Four banks and two express companies are of great assistance in the transaction of business. The population has already reached ten thousand. The universal impression of all visitors is that there will grow up a large city, combining commercial importance with beauty of location and elegance of appointments.

An adjunct to Victoria is the town of Esquimalt, where are located the naval station and the huge, stone dry dock. This great work was undertaken eleven years ago, by the provincial Government, and has been completed by the Dominion Government at a total expense of \$900,000. The contractors for the work of the past three years were Messrs. Larkin, Connolly & Co. of Quebec. The length of the dock is four hundred and thirty feet, the width increasing from forty-one feet at the bottom, to ninety at the top, with a depth of thirty-six and one-half and thirty-five and one-half feet. The entrance is sixty-five feet wide. The whole is constructed of iron, and of granite from Salt Spring Island. The harbor was once the only one for the city for large vessels, but now the harbor of Victoria proper has been so improved that Esquimalt has lost its former importance in that respect. Just outside the harbor are the Royal roads, where ships may lie at anchor in security. The proposed further improvements will give Victoria a harbor such as her commercial importance requires. —West Shore.

THE room in which a number of friends pass the evening smoking either cigars or inferior tobacco will have on unpleasant odor next morning. Let the same friends smoke only "Myrtle Navy" and they will find quite a difference in the room next morning. If it is reasonably well ventilated, as with a fire-place for instance, no unpleasantness whatever will be found. The purity and fine quality of the leaf used is the reason of this.

J. C. Devlin, wholesale produce and commission merchant, of Victoria, has purchased the wholesale and retail grocery, liquor and provision business for many years carried on by Bossi & Giesselman at Victoria, and in a few days will take possession of the business. The business purchased by Mr. Devlin has been one of the most successful in the city, and one which no doubt will expand largely under his energetic management.



# Northern Pacific Railway.

Pembina, Grand Forks, Helena, Butte and all Prominent Montana points.

—THE—

## POPULAR TRANS-CONTINENTAL

—AND—

### DINING CAR ROUTE

To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

## Express Trains Daily

To which are attached

Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park For full information, address,

CHAS. S. FEE,

Gen. 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 A11 25 D14 45 15 45 A16 35 D16 45	85 61 79	... Portage la Prairie ... ... Gladstone ... ... Neepawa ... ... Minnedosa ...	ARRIVE 14 50 13 25D 13 05A 11 5S 11 15D 11 05A
17 50	94	... Rapid City ...	9 45
18 30 110 30 21 40	115 138 155	... Shoal Lake ... ... Birtle ... ... Binscarth ...	9 20 18 20 6 20
23 00	166	... Russell ...	5 00
21 15 ARRIVE	180	... Langenburg ...	4 45 LEAVE

Meals.

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

Trains for Binscarth 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, and 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 9.50 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, 119 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. TEASDALE, General Passenger Agent.



Owne 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. HEAFFORD, 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.	a 9 25 a.m.
St. Louis Fast Ex.....	b 6 25 p.m.	b 7 05 p.m.
Chicago Fast Ex.....	c 6 25 p.m.	c 7 05 p.m.
Des Moines Passenger.....	d 6 25 p.m.	d 7 05 p.m.
Excelsior and Watertown.....	e 3 00 a.m.	e 3 45 a.m.
Arlington and Excelsior.....	f 4 15 p.m.	f 4 50 p.m.
Mankato Express Accom.....	g 3 15 p.m.	g 4 00 p.m.
a Ex. Sunday b Ex. Saturday. c Daily.		

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

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CHICAGO TRAINS.

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