#### English Capital in American Railways.

Europe now holds about seventy thousand shares of Mexican Central stock, or a little more than 20 per cent. of the whole issue. The talk about Europe having secured control is moonshine. Some day it may be a fact; but what of it? Europe owns a majority of the stock of the stock of the Pennsylvania road, of the Louisville and Nashville, and, it is believed, of the New York Central, not to mention various other railroads in North America. But one and all of them are operated under local laws and by citizens of the United States. English capital is as likely to develop a given section of this country as United States capital. It is more likely to develop Mexico than United States capital, and the development of Mexico will rebound to the advantage of the United States, no matter whose money brings out the development. If the English or Germans want a majority of the stock and bonds of the Mexican Central road, and are willing to pay for them, no sentiment will stand in the way of their acquiring them.—Journal of Commerce.

#### Raw Fars.

Buffalo skins are practically out of the market. Proportionate to their scarcity is the price. A few years ago, good buffalo skins could be bought for five or six dollars. Now they are worth eight or nine dollars for the same quality of skin. There has been only about one thousand skins collected against fifty thousand or sixty thousand a few years ago.

Bear skins have been doing fairly well this year. The extensive use of skins for rugs, which has been in fashion for some time, strengthened the market for bear skins to quite an extent. Bear skins are now worth all the way from five dollars to twelve dollars, as to quality, with cubs selling at prices ranging from two dollars to four dollars, as to both size and quality.

Beavers are in good demand. This skin has been very fashionable for the last three or four seasons and consequently the demand has been much improved. Russia supplies a very superior quality of beaver fur. The demand continues good this year, although perhaps it is not quite up to last year's figures. The price ranges from three dollars to seven dollars, the variance being due to difference in size.

There is not much call for fox skins. Occasionally a few are sold for rugs but the majority go for robes and for dress trimmings. The price varies from seventy-five cents to forty dollars as to size, quality, color and variety.

Otter skins have been receiving a fair share of patronage. A great deal of otter has been used for muffs, collars and dress and coat trimmings. They vary in price from four dollars to six dollars.

Skunks have been in good call. They have been used very extensively for dress trimmings and a great many have been sold. The costliest skins are those that have the least white to them. Some white will be found on every skunk but it is cut out when the skin is dressed. These skins range from ten cents to one dollar, according to quality .- New York Commercial Bulletin.

ALL ABOARD FOR ONTARIO AND THE EAST



Purchase your Tickets via the Famous

### Albert Lea Route

It has become deservedly the Popular Line between

ST. PAUL, MINNEAPOLIS AND CHICAGO

MOST COMFORTABLE DAY COACHES.

Pullman Palace Sleeping Cars and Palace Dining Cars.

\*\* Winnipeg Passengers are landed in Chicago earlier than those travelling via other Routes. The route is through the famed Corn and Wheat producing district of the west, and the scenery is unsurpassed. Connections make in Union Depots, 150 lbs, of Baggage checked free. Rates always as lowas the lowest.

Get through tickets, maps and time tables from Ticket Agents of connecting lines in the Northwest, or write to

J. A. McConnell, Tray. Pass. Agt. Minneapolis, Minn. F. Boyd, Gen. Traffic & Pass. Agt. Minneapolis, Minn.

THE-

## Chicago, Milwaukee & St. Paul R'y

is the Fast Mail Short Line from St. Paul and Minnea-poles, via Lacrosse and Milwaukec, to Chicago, and all Points in the Eastern States and Canada.

It is the only line running Sleeping Cars with luxurious Smoking Rooms, and the Finist Dinning Cars in the world, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississipni River to Milwaukee and Chicago. It has Four Direct Routes of its own between St. Paul and Chicago, and it runs three Fast Express Trains daily between those points via its Short Line, "The Limited," making the run in 12 hours and 20 minutes.

and 20 minutes.

Look at the map and observe the time tables, and then go to the nearest ticket office and ask for your ticket over the Chicago, Milwaukee & St. Faul Railvay, and thus secure the very best accommodations to be had for your money, as this Company runs none but the finest trains, over the most perfect tracks, through the most perfect tracks, through the most perfect tracks, through the most populous towns and villages, and in the midst of pastoral and picturesquescenery, making quick Time and Sure Connections in Union Depots. No change of Cars of any class between St. Paul and Chicago.

for through tickets, time tables and full informa-ACT FOR UNION HIGHER, THIS TABLES AND THE INFORMATION APPLY to ANY COMPON TICKET A AST GEN. MANAGER; J. P. TUCKFE, ASST GEN. MANAGER; A. V. H. CARIENTER, GEN. PASS. And Ticket Agent, GFO. H. HEAV FORR. ASST. GEN. PASS. And Ticket Agent, Milwaukee, Wis: W. H. DIXON, ASST. GEN. PASS. Agent, St. Paul, Minn.

CHAS. N. BELL, Commercial Agent, 407 Main St., WINNIPEG, MAN.

THE PEOPLE'S LINE.

# Fargo & Southern Railway

Now completed between

FARGO AND ORTONVILLE.

Is prepared to handle both PREIGHT and PASSENGER TRAFFIC with promptness and Contact Is prepared to handle both FREIGHT and PARSENGER TRAFFIC with promptness and safety. Connecting at Ortonville with the Chicago, Milwaukee 2 St. Paul system the Farge and Southern thus makes another GREAT TRUNK LINE to all Eastern and Southern States. The People's Line is superb in all its appointments, steel rails, elegant coaches, and its rates are always low and time as quick as other lines. Two Through Passenger Trains daily each way between Farge and St. Paul without change connecting at Union Depot, St. Paul, with all eastern and southern lines. When you Go East or COMK WEST try the Farge and Southern. try the Fargo and Southern.

Trains leave Fargo for Minneapolis, St. Paul and Interamediate stations at 7.50 p.m. and 7.30 a.m. Arrive at Fargo from St. Paul and Minneapolis at 8.00 a.m. and 8.20 p.m.

Tickets for sale at all principal stations for St. Paul Minneapolis, Chicago and all eastern and southern states For further information address

A. V. H. CARPENTER,

Gen. Passenger Agent.

ATTHE ROYAL ROUTE TO

## Chicago and Northwestern Railway

Regular Express trains leave Minneapolis at 1.00 p.m., and 8.10 p.m.; and 8t. Paul 1.40 p.m. and 8.50 p.m. arriving in Chicago at 7.00 a.m. and 1.00 p.m.

COMING WEST.

Regular Express trains leave Chicago at 2.45 p.m. and 10.35 p.m., arriving at St. Paul at 6.55 a.m. and 2.25 p.m., and Minneapolis at 7.35 a.m. and 3.10 p.m.

" SHORT LINE LIMITED." Leave Minneapolis 7.00 p.m., St. Paul 7.35 p.m., arrive at Chicago 7.55 a.m. Leave Chicago 7.30 p.m., arrive 5t. Paul 7.55 a.m. and Minneapolis 8.30 a.m. This is the finest train that runs and makes the distance 419 miles between supper and breakfast time.

ootno southwest.

Trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 6 p.m. and Minneapolis 6.35 p.m. daily.

Passengers over the Royal Boute have all the luxuries of Modern Railway travel, Palace Dinling Cars, Luxurious Smoking Room Sleepers and Elegant long and Night coaches for Passengers who d not ride in Sleeping Cars, with no change of cars for any classi-passengers between Binnespolis, St. Izaul and Chicago; also No Change of Cars between St. Paul and Concell Bluffa, with Through Sleepers to knussa City. If you wish the best travelling accommoda-tion always buy tickets over the Royal Route.

F. B. CLARKE, T. W. TEASDALE, Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul.

S. C. STRICKLAND, Gen. Agt., Leland House Blk., Winnipeg

### AIK



# The Chicago & Grand Trunk & Grand Trunk Railways

Form what is popularly known as the

NIAGARA FALLS AIR LINE FOR ALL POINTS EAST.

They run two solid train daily from Chicago to Buffalo, crossing Suspension Bridge and passing NIAGARA FALLS IN BROAD DAYLIGHT, with through Pullman Cars to New York without change. SOLID TRAINS BETWEEN CHICAGO AND DETROIT.

PULLMAN CARS WITHOUT CHANGE:—Chicago to Detroit, Bay City, Saginaw, Buffolo, Niagara Falls,

New York, Montrealand Boston.

GEO. B. REEVE, Traffic Manager.

W. J. SPICER, General Manager.