

R & CO.
 Confectioners
 Water Manfrs
 and Retail.
 on Elbow bank near
 Co's Store
 and Lunch Counter,
 op Freight Shed
 itself and our stock of
 confectionery are not
 the market.
 ated Waters
 SH BEEF,
 CORNED BEEF,
 NED TONGUES
 CURED HAMS
 AKFAST BACON
 K,
 E LARD,
 CE SAUSAGES
 and fresh at the
 market of
PARROW,
 & McTAVISH ST
BB & CO
 RY, N.W.T.,
 LERS IN
CHANDISE.
 in stock and are receiving
 assortment of
 GOODS,
 TS & CONFECTIONERY,
 full line of
 ing, Gent's Furnish-
 ing, Shoes, Coal Oil
 ing, Glassware
 Grocery.
 Attention of the public to
 prepared to set at the low-
 est prices an inspection of
 will receive prompt at-
 tend our adver-
N AVENUE
ROYAL HOTEL
R STORE I
ED AND SEED,
E & RETAIL.
SH & CO.,
N AVENUE.
 meal, Cracked Wheat,
 St. Paul, Barley,
 pp. Bran.
WHEAT.
 is given to Bakers and
 mill-ers.
A SPECIALTY.
 Silver City where all the
 Do not forget the Stand.
 COLONIAL EXHIBITIONS
 1886-1887
 to have a Canadian re-
 sulting from the International Exhi-
 bition commencing in May, 1885
 and Indian Exhibi-
 tion.
 will defray the cost of
 Canadian exhibits to
 London, and in
 to Canada in the event
 bid.
 atterp should be ready
 than the first week in
 it is believed, will afford
 nity for making know-
 ledge, and manufacturing
 goods of the Dominion.
 containing more par-
 ticulars may be obtained by letter
 to the Department of
 Agriculture,
 JOHN LOWE,
 Sec. Dept. of Agric.,
 Ottawa.

CALGARY DISTRICT.
 Viewed by the Deputy Minister of the Interior.
 In consequence of an accident which befel me on my return from the Rocky Mountains, my stay in the neighborhood of Calgary, which I did not expect would exceed four or five days, was prolonged to nearly three weeks. In this way I had the opportunity to meet with a much larger number of the people of this section than I otherwise would. I found some of them disposed to grumble (although the land on which they had squatted had been surveyed) on the ground that the previous year the local agent was not yet in a position to record their entries. I pointed out to them that during the summer and autumn of 1885 the surveyors of the Department had subdivided and set out for settlement no less than 27,000,000 acres; that this enormous area was divided amongst a large number of surveyors, who performed their work under contract; that in order to secure that reasonable to accuracy, without which sub-division surveys are practically useless, and are indeed a waste of public money, it was necessary that the survey of each contractor should be examined on the ground by the application of the usual tests; and subsequently that the plans and field notes should be carefully gone over in the office of the Surveyor-General at Ottawa, by experts specially trained for that work; that so to examine, and in some cases to correct the surveys of so many of the townships, and to produce the lithographed copies of the plans, which the law requires shall be in the hands of the local agents before either sales or entries can be made, must take up a good deal of time; and that it would be unreasonable to expect at Calgary, situated at the extreme western end of the region within which these surveys had been made, and the operations of surveyors being necessarily conducted from the several meridians westward, that any very large number of the townships in that vicinity should be opened for entry within so short a period. I also reminded them that bona fide residence upon and cultivation of land open for homesteading, in advance of survey, counts to the settler just the same as it made after the entry is recorded.
 With this explanation I found they were satisfied; and, indeed, there never would have been any uneasiness but for the insinuations of ignorant and malicious people and the impressions created by loose statements in the press that the Government in some undefined way, and in regard to people whose names have never yet been mentioned, disallowed the legitimate claims of actual settlers. I may say that any want of confidence existing among the settlers elsewhere in the Northwest, at any time, arose from similar causes. I may here observe that in regard to the grandeur of its scenery and the advantages of its site, the town of Calgary is surpassed, in my judgment, by any other in Canada. With such facilities for drainage and water supply, surrounded by an atmosphere so clear and invigorating, and blessed with such an equable climate, it bids fair to become the great inland sanitarium of Canada.
SETTLERS AND GRAZING LEASEHOLDERS.
 A strong effort is being made in some quarters, with what object it is very difficult to conceive, to create the impression that there is a conflict of interest between the ordinary agricultural settler and the grazing leaseholder. There is no necessary or natural conflict of interest between these two classes. On the contrary, their interests are identical. I discussed the subject with a large number of the range managers during the time I was at Calgary, and, with one or two exceptions, I found them strongly of opinion that although the location of actual settlers upon the ordinary homestead and pre-emption holdings within their respective ranches, would be of mutual benefit to the agriculturist and the stockowner. The advantages to be expected from this might be illustrated by reference to the case of the Cochrane herd during the winter of 1881. If from fifty to one hundred settlers engaged in mixed farming had been located along the banks of the Bow River, west of Calgary, at that time, the decayed and decaying carcasses of so many of Mr. Cochrane's cattle would not to-day have been presented to the sensitive eyes of the land hunter.
 Arriving in the country, weak and feeble, after a long and exhaustive journey, these animals were almost immediately compelled to struggle with a heavy snow storm, accompanied by severe frost: the result was unfortunate for Mr. Cochrane, although it involved no reflection upon the adaptability of the country for cattle raising. The winter was, in fact, an exceptionally severe one, the like of which had not been known for years before, and has not been experienced since, but if any feed had been procurable within a reasonable distance, and at almost any price Mr. Cochrane would have purchased it, and thus would have been able to save a large proportion of his herd. It will not be profitable for stock men, in view of the infrequency of severe winters, to make specific provision against them each year; but in order to escape occasional disaster they will be compelled either to do so or to encourage the settlement on their ranches of agriculturalists, from whom they could purchase the necessary supplies in case the necessity arose. There are numerous other ways in which the actual settler would be a desirable adjunct of the cattle range; and the fact that from this class the stock raiser could rely upon obtaining, at reasonable cost, the assistance which at certain periods of the year is necessary for the proper conducting of his business, would render it unnecessary for him to keep in permanent employment a larger number of men than he has constant need for. Settlers naturally select their homesteads either on the river fronts or in the vicinity of the towns and railways. To these localities the range cattle will not, under ordinary circumstances, resort; their haunts being the higher and more remote lands, where they

are not likely to be disturbed by the presence either of men or steam engines.
 The alleged antagonism between cattle and stock men is purely theoretical, and has no existence in fact. There are instances in which small speculators force themselves upon ranches for the purpose of engaging in the business of stock raising, and entering into competition with the individual or corporation leasing the land from the Government. They invariably take up choicest locations on the invaded ranges, and they insist upon using the best of the public lands without paying for them. These lands are the property of the whole people of Canada, and there is no reason, so long as they continue to be so, why those who use them should not pay the reasonable value of the privilege. Thus the leaseholders are compelled to do, and those who trespass upon their ranches, either with the object already stated, or to extort some consideration for departing quietly, have surely little claim to popular sympathy.
SHEEP RANCHING.
 Sheep raising is likely to become a valuable industry along the base of the Rocky Mountains within a very short time. The difficulties and disputes which have arisen in the United States in consequence of sheep and cattle grazing upon the same ranges, are not likely to be repeated on our side of the International Boundary; for a recent Order in Council provides for the exclusion of sheep from the territory bounded on the east by the Bow River and the 3rd Meridian, and on the north by the northern branch of the High River, which is par excellence the cattle range of the Northwest. There is much land within this territory which is well suited for cattle; but the dividing line, in addition to being a distinct and well defined natural boundary for the largest half of its length, is probably the best that could have been devised, and the conflict it was intended to obviate, one which the public interest demands should be prevented at all hazards.
THE PROPOSED BRIDGE.
 Meeting Last Thursday Evening in the School House.
 The meeting advertised for the purpose of discussing the above matter took place last Thursday evening in the Public School. Mr. Jarrett was appointed Chairman and Mr. McVittie, Secretary.
 Business opened by Mr. McCookie handing in his report of the trial survey and estimate of cost of the proposed bridge, amounting to \$2,750, spanning the river at McTavish st.
 Father Lacombe then read a letter received from the Hon. Lieut. Governor Dowdne, saying he would give \$500 towards the fund for building the bridge, subject to a report of the committee that it was satisfactory to the interests of all parties.
 Mr. Carney spoke at some length, and bitterly, as one of the committee of choice of site, as to what was the reason that only one site had been measured, and estimates sent in, when he understood that two or more were necessary to fully satisfy the public, and viewed the action of some of the committee as biased; which resulted in the following motion:
 Moved by Mr. Grant, seconded by Mr. Fries, That the proceedings be cancelled and a new committee formed. Carried.
 The new committee duly formed is as follows: Messrs. Carney, McVittie, Leugheed Jarrett, Mickle Macdonald and J. Martin.
 Moved by Mr. Carney, seconded by Mr. J. Butland, That committee examine the river between the mission and boundary of the incorporation only.
 Moved by Mr. Peterson, seconded by Mr. Longheed, That the above be amended, and that committee examine from the mission to the mouth of the river for a suitable crossing, and also ascertain from the likely different subscribers the amount they would give and report fully on the matter. Carried.
 The meeting then adjourned.
STOCK ITEMS.
 It is extremely gratifying to hear from every portion of Choteau country that there has been no losses among cattle or sheep. This is another argument in favor of northern Montana furnishing the best ranges of the territory. The winter thus far has been unusually severe, deep snow has fallen, unprecedented cold weather has been our lot; still stock of all kinds are in good condition. This fact will be sufficient inducement for stock owners all over the territory to drive their cattle this way, and in another year it need occasion no surprise to see at least 50,000 head of additional cattle within the borders of Choteau county.
 Major Lincoln is doing just the right thing in taking stolen horses from the Indians under his charge. It is a number of years since complaint has been made against the Belknap Indians, and it has been the general belief that they had forewarned horse stealing for the more congenial pursuits of agriculture. In times past, and within the memory of hundreds of old timers, the Assiniboines and Gros Ventres were expert and successful horse thieves, and we are sorry to hear that they are lagging into their old habits. There is one thing sure; our people can always rely on the co-operation of Major Lincoln in recovering horses stolen by his Indians. It is the one thing he will not tolerate, and every effort will be made on his part to stop the practice.—Fort Benton River Press.
 T. C. Power & Bro., of the Jeddith Cattle company, whose ranch is on Warm Spring creek, have been making a test of different breeds of cattle, taking twenty-five each of Polled Angus and Durhams, consisting of cows, bulls, and calves, all in one band, under the same conditions, and at all times the polled cattle rustle the best, giving on the range earlier in the morning and staying out later at night. During all storms and in the coldest weather they are regularly on the range rustling, while the Durhams stay

about the corral and suffer. The polls stand the cold the best, and are considered by the Power Bros., after an equal test of two years, to be the best range cattle known. The strongest part of the test, to them, is that a Polled Angus bull is the boss of the range, whipping everything.—Stock-growers' Journal.
 The Canadian Pacific now has completed at Montreal, stock yards covering twenty-five acres of land and claimed to be the finest on the continent.
 'How do you do, Mr. Brown, nice weather we're having?'
 'Yes, but there'll be a change soon.'
 'Think so?'
 'Yes, know it.'
 'Why; morning papers say so?'
 'No; saw a stern signal.'
 'Where?'
 'Look up street at the gate; see the red-headed woman up there waving a dish rag to me? That's my wife.'
 St. Paul, Minn., boasts of a citizen named Joseph Richardson, but known to everybody as 'Uncle Joe' who never wore an overcoat or a suit of clothes worth more than \$12, yet he is the possessor of \$6,000,000. Where are our millionaires—we mean overcoatless emigrants?
 Said a bunco steerer to a stranger on the streets of Chicago recently—
 'Ah, Mr. Brown; how do you do?'
 'That's that yes say.'
 'You are Mr. Brown, of—; don't you know me?'
 'Git out, ye dhirty blaggard; did ye ever hear av an Irish gentleman be th' name ave Brown.'
 'I see,' said old Hyson 'the secretary of the treasury has called in another lot of bonds.' 'He's too late to get mine.' 'How so?' 'Called on a Jack full,' replied the young man.
 Even water is at times intoxicating—water pipes frequently go on a bust.
FOUND HORSES
 IN POSSESSION OF
N. W. M. POLICE.
 One Cream Colored Pony—gelding—age about 7 years—height 14 hands.
 If not claimed before March 4 will be sold by Public Auction in accordance with Ordinance No. 9 of 1885.
W. M. HERCHMER,
 Supt. Com'g.
EQUAL TO OAK
 Douglass Pine
 Flooring,
 Douglass Pine
 Siding,
 Douglass Pine
 Ceiling,
 Douglass Pine
 Mouldings,
EQUAL TO OAK!
BUILDING MATERIAL!
 DRESSED AND ROUGH
LUMBER
 SHINGLES, LATH, DOORS,
 WINDOWS, BRICK, LIME, &c.
 Estimates furnished and Contracts taken.
BOW RIVER MILLS,
 OFFICES—
STEPHEN AVE. EAST & THE MILLS
JAMES WALKER
 Chicago,
 Milwaukee
 And St. Paul
 RAILWAY
 IS THE
SHORT LINE
 FROM
ST. PAUL AND MINNEAPOLIS
 Via La Crosse and Milwaukee to
Chicago
 And all points in the Eastern States and Canada.
 It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the Northwest. It is the only line running Pullman Sleeping Cars and Palace Smoking Cars, via the Levee "River Bank Route." Along the shores of the Upper and lower Mississippi River, to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul, St. Paul and Chicago. The Best Dining Cars in the World are now being run by this Company between St. Paul and Chicago.
 For through tickets, time-tables, and full information apply to any competent travel agent in the North-west.
 J. S. MAXWELL, A. V. H. CARPENTER,
 Gen'l Manager, Gen'l Pass Agt.
 T. CLARKE, Geo. H. HEAFFORD,
 Supt. Asst. Gen'l Pass Agt.
 Milwaukee, Wis.

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 Milwaukee, Wis.

JOHN COTTINGHAM,
 MANUFACTURER AND DEALER IN
-SADDLES-
 BRIDLES, WHIPS, MEXICAN BITS, SPURS, ETC.
 RIDING SADDLES A SPECIALTY.
 STEPHEN AVE., CALGARY, N.W.T.
Great Inducements
CHEAP LOTS
THE
Canada North-West Land Co'y
 Are now prepared to sell Lots for residences on
 McIntyre Avenue or on Smith Avenue, south
 of C. P. R. track.
 FOR THE SMALL SUM OF
\$50.00 EACH!
 Providing the parties who purchase will erect buildings to the value of at least \$50,
 within 6 months after purchase.
TERMS--ONE HALF CASH; BALANCE IN ONE YEAR.
 These prices subject to change at pleasure of the Co. For further particulars
 apply to
W. T. RAMSAY,
 Agent for Town Site Trustees.
 Calgary, Nov. 4

BANNERMAN & CO.
 Booksellers, Stationers and Fancy Goods Dealers.
POST OFFICE, CALGARY.
 School Books, Blank Books, Family Bibles, Dictionaries,
 Drawing Papers, Tracing Cloth, &c., &c.
 A FINE STOCK OF
FISHING TACKLE
 TO ARRIVE IN A FEW DAYS.

Sure Cure for Snow Blindness!
GOGGLES
THOMSON BROS.
BOOKSTORE.
THE
Nor'-Wester Job Printing Depart't
 We are about to add some of the latest styles of Type to this Department, and it will be our aim to turn out nothing but the best work. Give us a call for anything you may require in Job Work. We mention below a few of the most prominent lines which we can turn out at short notice:--
POSTERS,
DODGERS,
NOTICES,
BILLHEADS,
LETTER HEADS,
NOTE HEADS
MEMORANDUMS
STATEMENTS,
ENVELOPES,
SHOW CARDS,
BUSINESS CARDS,
VISITING CARDS
CIRCULARS,
INVITATIONS,
PROGRAMMES,

Canadian Pacific
RAILWAY.
WESTERN DIVISION.
 Winter Time Table.
 On and after Dec. 7th, 1884, trains will move as follows:--
 Going West. Going East.
 a.m. p.m. a.m. p.m.
 8.30 Leave Winnipeg Arrive 6.50
 11.05 Portage la Prairie 4.00
 3.00 Brandon 12.30
 11.00 Broadview p.m. 2.00
 a.m. p.m.
 8.25 Regina 5.00
 8.00 Moose Jaw 5.30
 p.m. a.m.
 3.40 Swift Current 7.55
 p.m. a.m.
 8.40 Maple Creek 1.25
 2.15 Medicine Hat 8.15
 p.m. a.m.
 1.30 Arrive Calgary Leave 3.50
 1.10 a.m. Laggan 6.15 p.m.
 Trains between Winnipeg and Brandon daily, except Sundays. Three trains a week between Winnipeg and Moose Jaw, leaving Winnipeg on Tuesdays, Thursdays and Saturdays; returning, leave Moose Jaw Sundays, Wednesdays and Fridays, and a week between Winnipeg and Laggan leaving Winnipeg Tuesday; returning, leave Laggan on Friday. Train between Calgary and Laggan subject to cancellation at any time without notice.
 Going East. Going West.
 a.m. p.m. a.m. p.m.
 7.30 Leave Winnipeg Arrive 7.20
 3.05 p.m. Rat Portage 8.00
 2.00 a.m. Ignace p.m. 12.30
 p.m. a.m.
 1.00 Arrive Port Arthur Leave 4.30
 Train for Port Arthur leaves Winnipeg on Tuesdays, Thursdays and Saturdays, returning leaves Port Arthur: Sundays, Tuesdays and Thursdays.
 Going South. Going North.
 Leave Arrive
 p.m. a.m. p.m. a.m.
 8.05 Winnipeg 7.00
 10.50 Emerson 4.15
 a.m. p.m.
 8.40 Winnipeg 7.00
 8.15 1.20
 10.30 Morris 5.05
 11.55 Grtna 4.00
 11.40 Grtna a.m. 8.30
 5 p.m. Manitou
 *Daily except Saturdays.
 *Trains run daily between Winnipeg and Grtna.
 Train leaves for Manitou Mondays, Wednesdays, and Fridays only, returning leave Manitou Tuesdays, Thursdays and Saturdays.
 Train leaves Winnipeg for Stonewall Tuesdays, Thursdays and Saturdays at 9.30 a.m., arriving at Stonewall at 10.30 a.m., and Stonewall at 10.55 a.m. Returns same days, leaving Stonewall at 1.30 p.m., and Stonewall at 2 p.m., arriving at Winnipeg 3 p.m.
 Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk at 6.00 p.m., and returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7.00 a.m., arriving at Winnipeg 8.50 a.m.
 *Trains east of Brandon will run by Central Standard Time. Trains west of Brandon by Mountain Standard Time. Central Standard Time is one hour faster than Mountain Standard time.
John M. Egan,
 Superintendent.
Wm. Kerr,
 Gen'l. Pass. Agt.