

New Westminster, B.C.

We believe very few of our citizens have any idea of the extent to which building operations are being carried on in this city at the present time. It would be worth while for our citizens to excuse themselves from duty once in a while long enough to take a tramp through the streets and suburbs. Some of them would open their eyes with wonder. Everywhere one goes there are new buildings in course of erection, both small and great, and the sound of the hammer, the saw and the plane, greets one at every turn. Away in the suburbs, also, new residences are rising up among the trees, and new streets and roads are demanded so as to enable people to reach their new homes. When it is remembered that this is the beginning of May it will be admitted that the indications of a very extensive boom in building operations this season are abundant. There is no lack of confidence in the future of our city. It is quite certain that as soon as the weather becomes fairly settled a large number of new brick stores will be commenced on the principal business streets. At present it is impossible to obtain bricks for building purposes, but the brick yards are already at work, and it may be expected that the demand for building materials of all kinds will very soon be supplied. Any person who considers the situation and surroundings of Westminster must come to the conclusion that our citizens have nothing to fear from their competitors elsewhere if they use well the advantages nature has given them. It is a fact worth remembering and repeating, that almost all great commercial cities in the world are situated on fresh water—almost all of them on rivers. The large cities on salt water may be counted on one's fingers. We have frequently mentioned the reasons why a fresh water harbor possesses so many advantages over salt water harbors, and these reasons need not now be repeated. There are two very important schemes now on hand which will add greatly to our commercial and material resources. The first and most important is the deepening of the mouth of the river, so as to enable all classes of vessels to reach this city without inconvenience. The second, and scarcely less important, is the construction of the Westminster Southern Railway, and the erection of a railway and traffic bridge across the river at this city. We believe both these schemes will be carried successfully to completion within the near future; and the new stimulus which will thus be given to this city cannot be overestimated. There is no place in British Columbia more favorably situated for manufacturing than Westminster, and when we have ocean steamers coming right up to our wharves and trains from Puget Sound and California connecting here with the C.P.R., we shall speedily become the great provincial center of commerce and trade—*Columbian*.

The business of Edwards & Davis, grocers, Vancouver, is now conducted by W. J. Davis.

The Kamloops *Sentinel* say:—The town is making rapid and steady progress. New buildings are being erected and various improvements are made at different periods. In the east end a large number of men are busily engaged laying pipes for the water works.



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, 1887

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 13 00		Portage la Prairie ...	ARRIVE 14 50
A14 25		..... Gladstone	13 25 D
D14 45	85	..... Neepawa	13 05 A
15 45	61	..... Minnedosa	11 58
A16 35		..... Rapid City	11 11 D
D16 45	79	..... Rapid City	11 05 A
17 50	94	..... Rapid City	9 45
18 30	115	..... Spoon Lake	9 20
119 30	138	..... Turtle	18 20
21 40	155	..... Bismarck	6 20
23 00	166	..... Russell	5 00
23 15	180	..... Langenburg	4 45
ARRIVE			LEAVE

Meals.

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

Trains for Bismarck 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 9.30 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, 110 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. The baggage accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the North Western Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TEDSDALE, General Passenger Agent.



Owens 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.

ROSSELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, GEO. H. HEAFFORD, Ass't Gen'l Manager. Asst 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.	d 6 25 p.m.	d 7 05 p.m.
Des Moines Passenger	a 6 25 p.m.	a 7 05 p.m.
Excelsior and Watertown	a 8 0 a.m.	a 8 45 a.m.
Arlington and Excelsior	a 4 15 p.m.	a 4 50 p.m.
Manitou Express Accom.	a 3 15 p.m.	a 4 00 p.m.
a Ex. Sunday b Ex. Saturday. d 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. BOYD, General Ticket and Passenger Agent, Minneapolis