

Qu'Appelle.

The town of Qu'Appelle, on the main line of the Canadian Pacific railway, 324 miles west of Winnipeg, occupies as nice a site as any point along the railway. The country around is fair to look upon, being rolling prairie, with frequent bluffs of poplar trees. During the recent dry years many of the little lakes and prairie ponds have dried up, though a few years ago there was abundance of surface water throughout the district.

The town has not changed much of late. There are three general stores with large stocks, and carried on by A. S. Empey, J. P. Beauchamp and S. H. Caswell. Mr. Caswell also does a banking business. G. H. V. Bulzea does business in furniture, and he is also the principal local grain buyer. W. H. Bell is the butcher and stock dealer. H. A. Axford, who represents Massey & Co. in implements, has general charge of the territory from Moosomin to Moose Jaw and north to Prince Albert for this company. There are two good hotels. The Leland house, owned and conducted by Love & Raymond, just opposite the depot, receives a large share of the commercial trade. The Queen's is owned by G. S. Davidson, who is engaged in the implement trade. There are a number of other business places including lumber yards, blacksmith, tin and harness shops, drug and stationery stores, etc. There is a splendid flour mill, roller process, but unfortunately for the district it is not in operation this year, and the inconvenience is seriously felt by the settlers.

The district has suffered some from the farmers sticking too closely to grain, instead of diversifying their operations more. The country around is well adapted to stock, and those who have given considerable attention to stock are doing well.

S. H. Caswell established a creamery at Qu'Appelle a couple of years ago. This season he made about 9,000 lbs. of butter, for which a ready market was found at points along the railway at a remunerative price. He gets the farmers to use deep setting, cans, and as a consequence the cream is always sweet and clean, and the butter first-class. He has taken the cream from about 200 cows, the longest haul being 10 miles. The cream is collected three times a week. He has paid for cream equal to 15c per pound of butter. He is very well satisfied with this year's operations. The butter is put up in tubs and also in 1-lb. patted prints, wrapped in butter cloths or parchment paper. These are shipped in refrigerator boxes, holding 56 lbs. each. His butter maker, Helmer Nathorst, is a Swede, who learned his trade in Sweden. Mr. Caswell believes that the creamery is better adapted to the country than cheese factories, as the milk remains after the cream is extracted, and can be used by the farmers for feeding calves. From the cheese factory there is only whey left. Another advantage of the creamery is, that it is only necessary to make three trips per week for cream under the deep setting principle. This is a great advantage where long trips have to be made. The creamery encourages the raising of stock. Mr. Caswell figures it out that the sale of \$8,000 worth of stock brings as much profit to the farmers as \$30,000 worth of wheat.

C. W. Dunbar, tinsmith, Macleod, has made an assignment.

Alberta.

The average daily output of lump coal at the Lethbridge mines for the past week was over 900 tons.

Samson & Harford, says the Calgary Tribune, who shipped some cattle to England last fall, although detained at Montreal for about twelve days, have received very satisfactory returns. The cows net \$38.50 on the ranch, and the steers an average of \$45.50 per head.

Galt or Lethbridge coal is the favorite fuel in Fort Benton. Everybody is delighted with it, and all that can now be desired is for the railroad to give us a better freight rate. We ought to get that coal for about \$5 a ton at the depot - Fort Benton, Montana, River Press.

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Taking Effect Monday, June 16th, 1890.

PASS Tuesday Thursday and Saturday	Miles from Winnipeg.	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 11 00 ar 12 50 de 13 00	0 56Winnipeg..... ... Portage la Prairie ...	ARRIVE 17 20 16 30 de 16 20 ar
14 45 16 50 16 45	91 117 135 Gladstone	13 55 12 28 11 45
ar 17 45	150 Rapid City	10 10 de
18 24 19 45 20 25 21 55	171 194 211 Snol Lake	9 57 8 55 de 7 55
ar 21 05	223	Thr. } Binscarth	7 15 de
21 25 23 00 22 30 24 00	236 202	Sat } c Langenburg D..... Thr. } c Saltcoats D.....	6 48 5 50 de
ARRIVE			LEAVE

† Meals.
A Thursdays and Saturdays. B Wednesdays. C Thursdays and Saturdays. D Mondays and Fridays.
If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers.

W. R. BAKER, Gen. Super't. A. McDONALD, Asst.-Gen. Pass'gr Agent.

**N. W. C. & N. Co's Railway
TIME TABLE.**

Read Down. GOING EAST. No. 1 Daily.	STATIONS.	Read Up. GOING WEST. No. 2 Daily.
21 55 De.....	Lethbridge.....	Ar 1 10
22 35.....	Woodpecker.....	23 35
24 25.....	Purple Springs.....	22 45
1 10.....	Grassy Lake.....	2: 00
1 49.....	Cherry Coulee.....	21 22
2 35.....	Winnifred.....	20 37
3 24.....	Seven Persons.....	19 48
4 39 Ar.....	Dunmore.....	De 18 45

† Meals.
E. T. GALT, Manager, Lethbridge. J. BAILEY, Supt., Lethbridge.

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