

The New York edition of the London *Illustrated News* maintains the high class character with which it set out, and there is possibly no publication in the world that contains the mass of useful information that this does. The illustrations are perfect and the typography and press work are the same. The price is \$4 per annum, or 10 cents per copy.

The Massey Manufacturing Co., of Toronto, propose to go into the manufacture of binder twine to supply their binder customers. Mr Lochrie, of Brockton, Toronto, and two or three others, purpose also to enter the same field. At this rate history will soon repeat itself, and it will not be long before binder manufacturing will be a good business to stay out of.—*Exchange.*

At a meeting of the council of the Port Arthur board of trade held on May 1st, the report of the grain classification committee was presented and adopted and a copy ordered to be forwarded to the Minister of Inland Revenue. The report recommends a number of important changes in wheat grading, the principal being that extra Manitoba hard wheat shall weigh not less than sixty-two pounds to the bushel and be composed of no less than 95 per cent. of Red Fyfe, instead of 100 per cent. as formerly; No 1 Manitoba hard is recommended to be reduced from 85 per cent. to 66½ pure Red Fyfe weighing 60 pounds; No 2 Manitoba hard to be reduced from 85 per cent. to 66½ and 58 pounds to the bushel; No 1 Northern to remain the same as formerly; No. 2 Northern to remain the same with the addition of the words "of good milling qualities and fit for warehousing"; No. 3 northern is recommended to be cancelled; No 1 white fife wheat to weigh not less than sixty pounds, and contain 60 per cent. of white fife and not more than 25 per cent. of soft varieties; No. 2 white fife is recommended. The report concludes as follows. "Manitoba wheat having established for itself the very highest position in the grain markets of Canada and Europe, it is of the greatest importance that its identity should be maintained, and the committee strongly urges that the name Manitoba be used not only in connection with hard wheat grades, but all other wheat and grain grown in Manitoba and the Northwest.

A meeting of the Winnipeg board of grain examiners was held on Monday afternoon, when D. G. McBean was chosen to represent the Winnipeg board of trade at the conference to be held at Ottawa to re-arrange the wheat grades. Representatives from the Port Arthur, Toronto and Montreal boards will also be present. The differences of opinion between the various boards on the question are practically very slight, and undoubtedly the new wheat grades which will be decided upon will be satisfactory to western farmers and dealers. The Port Arthur board has already recommended changes in the grades almost identical with the resolutions of the Winnipeg board. The delegates will meet at Ottawa on May 15th.

The dam at the Birtle mill gave away recently. The mill, which had just been put in order and commenced running, has consequently been obliged to close down.



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 A14 25 D14 45 15 45 A16 35 D16 45		Portage la Prairie	ARRIVE 14 50 13 25D 13 05A 11 58
	85	.... Gladstone	11 13D
	61	..... Neepawa.....	11 05A
	79	..... Minnedosa	
17 50	94	..... Rapid City	9 45
18 30	115	..... Shoal Lake	9 20
110 30	138	..... Birtle	18 20
21 40	155	..... Binscarth.....	6 20
23 00	160	..... Russell	5 00
23 15	180	..... Langenburg	4 45
ARRIVE			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.

THE ROYAL ROUTE.

Chicago, St. Paul, Minneapolis & Omaha
—AND—
Chicago and Northwestern Rys.

Offers the best service, and makes the fastest time of any line between St. Paul and Chicago, and between St. Paul, Sioux City, Omaha, Des Moines and Kansas City, all trains carrying through sleepers and making close connection at Omaha and Kansas City for California points. This is the short line to Chicago, no change of cars and all classes of ticket honored. Two trains a day each way with finest Pullman sleepers and most modern dining cars, on which every delicacy of the season may be obtained at a moderate price. These dining cars are a special feature of the Royal Route, and for liberal service and comfort are unequalled by any in the world.
Buy your tickets over the Chicago, St. Paul, Minneapolis & Omaha Railway, and you will never travel by any other line.

Tickets for sale by all ticket agents.
For time tables and other information apply to

T. W. TEISDALE,
General Passenger Agent.
J. S. McCULLOUGH, A. S. M. WHEELER,
Asst. Gen'l Pass. Agt. Trav'g Pass. Agt.
St. Paul, Minn.



Owns 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, A. V. H. CARPENTER,
General Manager. Gen'l Pass. and Tkt. Agt.
J. F. TUCKER, GEO. H. HEAFFORD,
Asst 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.....	a8.45 a.m.	a9.25 a.m.
St. Louis Fast Ex.....	b6.25 p.m.	b7.05 p.m.
Chicago Fast Ex.....	d6.25 p.m.	d7.05 p.m.
Des Moines Passenger.....	a8.25 p.m.	a7.05 p.m.
Excelsior and Watertown.....	a8.00 a.m.	a8.45 a.m.
Wilmington and Excelsior.....	a4.15 p.m.	a4.50 p.m.
Mankato Express Accom.....	a3.15 p.m.	a4.00 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