

NORMAN LINDSAY, LTD.

284 Portage Ave., Winnipeg.

SPECIAL MAIL ORDER PRICES FOR JUNE

AUTOHARPS

Three bars, Regular	\$3.50
Special	\$2.50
Four bars, Regular	\$3.50
Special	2.75
Five bars, Regular	3.75
Special	3.00
Ten bars, Regular	6.00
Special	5.00

ACCORDIONS

1 Beautiful Ebony finish, nickel trimmings, 10 keys, 2 sets reeds, metal corner bellows. Regular	\$4.00
Special	3.00
2 Oak finish ends, 4 set reeds, 10 keys, metal corners, good tone. Regular	\$6.00
Special	3.75
4 Steel Bronze reeds, 3 fold bellows with brass corners, 3 sets extra good tone reeds, large size. Regular	12.00
Special	8.00

BANJOS

8 with 13 nickel plated brackets, 11 inch head, nickel shell, maple hoop, inlaid position dots. Regular	\$11.00
Special	9.00
9 with 21 Brackets, same trimmings as above, better quality. Regular	14.00
Special	10.00
Other Banjos from \$7.00 to \$50.00	

MANDOLINS

7 10 Mahogany and oak ribs, highly polished ebony finger-board, ivory bound edges. Inlaid around sound hole. Regular	\$7.50
Special	4.50
9 10 Rosewood and maple ribs, beautiful tone and finish, a fine instrument. Regular	13.50
Special	8.50

GUITARS

100 Mahogany finish, good tone. Regular	\$8.00
Special	4.50
102 Quarter cut oak, rosewood fingerboard, inlaid pearl position dots. Regular	10.00
Special	7.50
104 Solid Mahogany back and sides, inlaid strip down back. Regular	15.00
Special	12.00
Others Guitars up to \$60.00	

MOUTH ORGANS

100 Small vest pocket, 20 reeds. Regular	.25
Special	.15
101 Improved pipe organ, 20 reeds. Regular	.30
Special	.20
102 Bugle Band, 20 bell metal reeds. Regular	.30
Special	.20
103 Bugle Band, 20 long bell metal reeds. Regular	.50
Special	.35
104 Bugle Band, 40 double reeds, a beauty. Regular	.75
Special	.50
105 Hohners up to date surprise concert. 40 reeds. Regular	.75
Special	.50
106 Andre Kocks, special, 2 sides double holes. Regular	.75
Special	.60
107 Stand of excellent Tremelo concert, double sides 64 reeds. Regular	1.00
Special	.75
107 Stand of Excellent Tremelo concert, double sides 96 Reeds. Regular	2.00
Special	1.50
Other Mouth Organs from 10c. to \$3.50.	

VIOLINS

12 Stainer, rich deep amber red, light shading, beautiful Tone, with Bow. Regular	\$12.00
Special	7.00
13 Guniarius beautiful tone, with Bow. Regular	13.00
Special	8.00
15 Stradivarius Conservatory Model, old finish, extra fine tone. Regular price with bow	16.00
Special	11.00
51 Stradavarius, light golden color, rich tone. A regular beauty, with good bow. Regular	15.00
Special	9.00
Other Violins from \$2.00 to \$150.00	

To secure above prices order must be given during month of June.
We carry full line of all musical goods, sheet music, pianos, etc., and will be pleased to send catalogue.
All goods shipped must be satisfactory or you can return at our expense and we will refund payment.

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284 Portage Ave., Winnipeg.

JAMES J. HILL.

James J. Hill, the President of the Great Northern Railway, a few weeks ago paid a visit to Winnipeg and the West. The warm welcome extended to Mr. Hill and party by the old timers and representative business men of Winnipeg took the form largely of a welcome home.

James J. Hill was well known in Western Canada, particularly in Fort Garry (now Winnipeg), in the early '70's, when he was associated with a transportation company, having a small fleet of boats plying on the Red River. The story of Mr. Hill's life reads like fiction, but facts in his case take the place of fiction.

Born on his father's farm four miles south of Rockwood, Ont., Canada, in 1838, he was obliged to work, as all other farmers' sons had to work hard in Old Ontario in the early days. His father, James Dunbar Hill, was not

In the spring of 1858 young Hill got the western fever, and decided to take Horace Greeley's advice to go West and grow up with the country.

Not having saved sufficient money to make the trip west, he went over to Syracuse, N.Y., and worked a few months on a farm, where he earned enough money with which to pay his fare to St. Paul. This was the outpost of civilization in those early days, and young Hill landed in the then frontier town without practically a dollar to his name. He rather liked the rough, cordial welcome the westerners gave all newcomers. In those early days there were many "uncut diamonds" to be found among the men who then conducted the principal business affairs of the pioneer town, men of rough exterior, but kind and generous-hearted for



JAMES J. HILL.

over prosperous, and did not possess much of this world's goods. Mr. Hill has Scotch and Irish blood in his veins, and came of rugged, hardy stock.

As a boy he attended the Quaker Academy at Rockwood, having to walk four miles to get there every morning, and a like distance on his home coming in the evening. The average boy to-day would think this a mighty hard way to get an education, and it was. During the winter months his father made arrangements by which he remained in Rockwood attending school, and he was obliged to do chores around the academy to help pay part of his tuition. But that was a good beginning after all, for it endowed young Hill with a robust constitution and a vigorous mind that has stood him in good stead ever since.

In the spring of 1853 family exigencies required him to shift for himself, which he did by getting a position as a clerk in a country store.

all that. Needless to say, young Hill's progress was slow for the first ten or twelve years.

He had no trade, which was against him, as he was obliged to do manual labor at first before he got a foothold. But the sturdy Canadian boy was made of the right stuff, and he grasped anything and everything in the way of employment that came his way.

He worked hard and saved his money, and after some years became a shipbuilder in a small way to solve some of the needs of the west.

Since James J. Hill has decided to build a transcontinental railway from Winnipeg across the Canadian prairies to the Pacific coast, it may not be amiss to point out that he was a central figure in dealing with the question of transportation in this country in the early '70's. In 1871 James J. Hill conceived the idea that the Grand Trunk Railway in Canada should sell a ticket from Eastern Canada through to Fort Garry. To make this practical he put on stage