

# Blarney Tweeds

Shape-Retaining  
Wear-Resisting

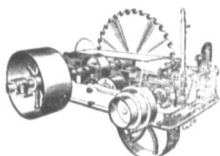
Safe goods to build or build a trade. They merit your closest examination in our Spring range. See them.

**DONALD FRASER & CO.**

Manufacturers of Fine Clothing

WHOLESALE

WINNIPEG—126 Princess Street  
MONTREAL—502 St. Paul Street



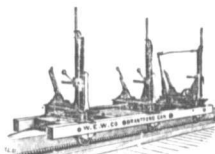
ENGINES AND BOILERS

**Waterous Engine Works Co**

WINNIPEG, MAN. AND VANCOUVER, B.C.

## SAW MILL MACHINERY

Shingle Mills and Planers  
Edgers and Trimmers



## THE STUART-ARBUTHNOT MACHINERY CO., LIMITED

SUCCESSORS TO  
STUART & HARPER

. . 764-766 Main Street, Winnipeg

HEAVY MACHINERY MERCHANTS  
ELECTRICIANS

Sole Agents for:

"Leavards" Engines and Boilers, "Brown" Automatic Engines, "Casson" Mining Fire and Boiler Feed Pumps, "Cameron" Steam Pumps, "Dodge" Wood Split Pulleys, "Henderson" Leather Belting, MacGregor, Gourlay & Co.'s Wood Working Machinery, Stratford Mill Building Co.'s system of complete Flour Mills.

LONDON Motors, Dynamos and Elevators.  
PACKARD'S LAMPS, Transformers and Supplies.

# Hotel Leland

RATES:  
\$2.00 to \$4.00  
PER DAY

The Palace Family  
and Commercial Hotel

W. D. DOUGLAS  
MANAGER

City Hall Square, Winnipeg

## HUDSON BAY KNITTING CO.

Incorporated 1889

Corner Main and Market Streets, Winnipeg.

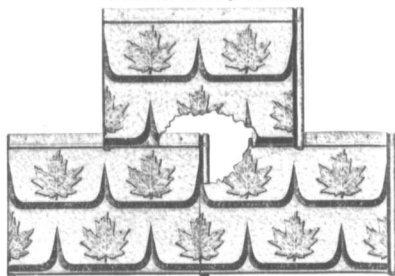
Manufacturers of

LEATHER CLOTHING AND CLOTHING SPECIALTIES,  
COMBINATION SWEATERS, PATENTED 1867,  
KUMFOOT DOUBLE WRIST MITTS, PATENTED 1867,  
THE "HUGG" WRIST GLOVES, PATENT PENDING,  
HEAVY MITTS, GLOVES, HOSIERY,  
KUMFOOT KNIIT WRISTERS USED IN ALL OUR JACKETS,  
PATENTED 1868,  
SHEEP LINED COATS.

S. D. R. FERNIE, Selling Agent, P.O. Box 348

## METAL SHINGLE AND SIDING CO. Ltd.

PRESTON, ONT.



SAFE LOCK SHINGLES. This cut shows the locking device on all four sides.

MANUFACTURERS OF

SAFE LOCK SHINGLES  
METALLIC CEILINGS  
METAL SIDING, &c.

For prices and full particulars apply to

W. G. McMAHON, 246 McDermott St., Winnipeg

## "Crescent" Steel Ware

Our other brands of Enamelled Ware:

"Premier," "Colonial," White, Blue and  
White "Star" Decorated.

TINWARE—Plain, Pieced, Pressed, Japanned and  
Lithographed. Galvanized Sheet Iron Ware, Copper  
Goods, etc.

The Thos. Davidson Manufacturing Co. Ltd.  
MONTREAL

### Railways in Turkey.

In a report on the trade of Constantinople for the years 1890-1900, the vice-consul says that it is in Asia Minor that the greatest development of railway construction has been seen during the past ten years, and the fact that the new lines are in foreign hands, while lines formerly British have passed to foreigners, is a common cause of complaint and regret. The pioneers of railways in Asia Minor were British and visions were conjured up of through communication with India entirely controlled by the United Kingdom; but the idea did not attract investors, and the line from Haidz Pasha to Ismid remained undeveloped. After the repudiation of the Turkish debt, it was not until 1890 that financiers in Paris and Berlin turned their attention to Turkey, and after a long struggle the Haidz Pasha-Ismid line passed to a group controlled by the Deutsche Bank of Berlin, and was extended to Angora on the east and Konla on the south, thus becoming known as the Anatolian railway, and tapping the district upon which the Smyrna-Alex line depends for its existence. From Konla there is to be an extension to Bagdad, and thence down the valley of the Euphrates to the Persian Gulf.

The cost is to be £20,000,000. Although a great part of the country is sparsely populated, it seems not likely that the line will ultimately be built. The Smyrna-Alex railway is the only line in Turkey which is in British hands—was the first railway built in Turkey, and was one of the numerous plans for the regeneration and development of the country which followed the Crimean war. The district it traverses is most fertile, up to the granting of the concession for the Konla line, and later for the Bagdad line, its powers of extension and development seemed unlimited. The traffic receipts show the best possible justification for its extension while it is universally admitted as the best built and best managed in Turkey. The Anatolian line, on the other hand, was originally built to afford easy access from Constantinople to a shooting box possessed by Sultan Abdul-Azis at Ismid, which was nearly twenty years the terminus.

Visiting Friend—So that hills plumbago, eh? Well, when I see stuffin' himself wid plums I see for a fact dat trouble was a comin' Chicago News.