

railroad builders. There was last year, in comparison with 1886, a considerable increase in the exportation from the United States of agricultural implements, iron and steel manufactures, including steam engines and other machinery, and petroleum, but a falling off in the shipments of vehicles, horse cars and railroad cars, refined sugar and lumber. —Bradstreet.

Don't Be Mean in Trade.

There can be no greater mistake that a business man can make that to be mean in his business, says Wealth and Worth. Everybody has heard of the proverb of "penny wise and pound foolish." A liberal expenditure in the way of business is always sure to be a capital investment. There are people in the world who are short-sighted enough to believe that their interest can be best promoted by grasping and clinging to all they can get, and never letting a cent slip through their fingers. As a general thing it will be found, other things being equal, that he who is most liberal is most successful in business. Of course, we do not mean it to be inferred that a man should be prodigal in his expenditures, but that he should show to his customers, if he is a trader; or to those whom he may be doing any kind of business with, that in all his transactions, as well as social relations, he acknowledges the everlasting fact that there can be no permanent prosperity or good felling in a community where benefits are not reciprocal. — Boston Journal of Commerce.

The Effects of Dating Ahead.

The following, from an article in the Dry Goods Chronicle, in view of our previous utterances on this subject, will doubtless be interesting and profitable to some of our readers: "Of late the retailer is beginning to feel and see that the dating of bills ahead in his case is not generally productive of the best results. He is encouraged, through this means, to place orders for goods at a much earlier date than he has been accustomed to do, and the result is that he is often led to buy more heavily in advance of the wants of his trade than he otherwise would do. If he makes a mistake in the selection of goods under such circumstances, he has a hard and often unprofitable time in getting rid of the same in order to make his payments, or to make both ends meet. The advance dating of two, three and even four months, is an inducement on its face that is in a measure delusive to him, and leads him to take risks that he probably would not otherwise do. This dating business may be very good for the manufacturer and his agent, but when expanded beyond due limits it tends to develop an artificial market that is not always helthful in the long run."

By looking at the quotations of the Virginia tobacco markets it will be found that the highest price paid for fillers which is the tobacco which forms the body of the plug very closely corresponds with the invoiced price of tobacco leaf imporetd into Ontario. As over four-fifths of all the leaf imported into the Province is for "Myrtle Navy" stock, this fact is official proof of the claim that the "Myrtle Navy" is made of the finest Virginia leaf.



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CHAS. S. FEE,

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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 Fridays
LEAVE 13 00		Portage la Prairie ...	ARRIVE 14 50
A14 25		Gladstone	13 25D
D14 45	85	..... Neepawa	13 05A
15 45	61	..... Minnedosa	11 58
A16 35	79	..... Rapid City	11 15D
D16 45			
17 50	94	..... Shoal Lake	9 45
18 30	115	..... Birtle	9 20
19 30	138	..... Blinworth	8 20
21 40	155	..... Blinworth	6 20
		..... Russell	5 00
23 00	166	..... Langenburg	4 45
25 15	180		LEAVE
ARRIVE			

13 Mails.
No. 1, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains for Blinworth 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. B. 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 FARES.

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, 189 East Third Street; Minneapolis, 13 Nicollet Home Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

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

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



Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

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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, General Manager. A. V. H. CARPENTER, Gen'l Pass and Tkt. Agt. J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFFORD, Ass't 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.

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	Live St. Paul.	Live Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a8 45 a.m.	a 9 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.....	a6 25 p.m.	a7 05 p.m.
Excelsior and Watertown.....	a5 00 a.m.	a8 45 a.m.
Arlington 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.		

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S. F. BOYD, General Ticket and Passenger Agent, Minneapolis