For the Drummers.

When you see a traveling man at table help himself to potatoes with their jackets on, look out for him, he is preparing to make a mash.

A Wisconsin landlord recently notified some of his drummer patrons not to order more than they could eat up clean. -Merchant Traveller.

There appears to be a general movement to abolish the taxes in various parts of the United States on commercial travellers. The travelers themselves are working in the matter, and their friends in Congress will probably make another push to abolish the taxer.

The regulations against commercial travelers in Alabama are to be made more stringent. A new law which went into effect January 1, retains the tax of \$10 fixed by the old law, but adds a provision that all contracts made by the traveling agents who have not paid the license tax shall be void as to both of the parties thereto. This provision is intended to force payment of the tax, which has hitherto been evaded in a large number of cases.

A travelling man, who was seldom at home except on Sunday, had occasion to chastise his eldest boy one Sabbath about three weeks ago. As soom as the shingle seance was over the child ran crying into the house.

"Why, Johnny, what is the matter ?" asked the mother in alarm.

"That big fellow's been licking me," whimpered the boy.

"What fellow do you mean, Johnny ""

"Why, that fellow what stays here Sunday," replied the urchin, with a gulp.

"The life of a commercial traveller is not the greatest fun in world," says The Merchant, "nor does the man of the grip-sack become the richest man on the earth. At the same time the life has some compensations. A good man is almost invaluable to a house and communands good pay. There is a traveller for a Chicago soap house who gets \$4,000 a year and a liberal allowance for expenses; but the average salary would be about \$1,200. Many of the prominent wholesale merchants of Canada and the United States started their career on the road; and, as is well known, quite a number of principals still handle the grip, off and on, throughout the year."

Barbed Fences and Hides.

The question of barbed wire fences as an element of danger to cattle and other stock and an agent of injury to hides has been frequently disscussed. There is no question of the fact that much injury can be done and has been done to hides by the barbs on wire fences, and it is not strange that the subject has come up as a matter of litigation in a court of law. Such a case has tried in the New Jersey Supreme a case has tried in the New Jersey Supreme Court, and the owner of a barbed wire fence adjoining a field in which a colt was grazing, was held responsible for the loss of the colt when he got entangled in the fence and injured as to cause his death. Being the decision of a high court, this decision will be a matter of great importance to those who use wire fences or who have stock injured in them. Tanners and hide men will be much pleased to have them abolished. The dangers that menace the quality of hides are numerous enough, without having them lurking in every panel of fence around a pasture.—Leather Gazette.

ALL ABOARD FOR ONTARIO AND THE EAST



Purchase your Tickets vis the Famous

Albert Lea Route

It has become deservedly the l'opular Line between

ST. PAUL, MINNEAPOLIS AND CHICAGO

MOST COMFORTABLE DAY COACHES.

Pullman Palace Sleeping Cars and Palace Dining Cars.

AN Winnipeg Passengers are landed in Chicago earlier than those travelling via other Houtes.

The route is through the famed Corn and Wheat producing district of the west, and the scenery is unsurpassed. Connections make in Union Depots. 150 lbs, of Baggage checked free. Rates always as low as the lowest.

Get through tickets, maps and time tables from Ticket Agents of connecting lines in the Northwest, or write to

J. A. McConnell, Trav. l'ass. Agt. Minneapolis, Minn. F. Boyn, Gen. Tratile & Pass. Agt. Minneapolis, Minn.

-T H B-

Chicago, Milwaukee & St. Paul R'y

Is the Fast Mail Short Line from St. Paul and Minnea-polis, via Lacrosse and Milwaukee, to Chicago, and all Points in the Eastern States and Canada.

It is the eastern states and canada.

It is the only line running Sleeping Cars with luxurious Smoking Rooms, and the Finist Dinning Cars in the world, it as the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. It has Four Direct Routes of its own between St. Paul and Chicago, and it runs three Fast Express Trains daily between those points via its Short Line, "The Limited," making the run in 12 hours and 20 minutes.

and 20 minutes.

Look at the map and observe the time tables, and then go to the nearest ticket office and ask for your ticket over the Chicago, Milwaukee & St. Paul Railvay, and thus secure the very best accommodations to be had for your money, as this Company runs none but the finest trains, over the most perfect tracks, through the most pepulous towns and villages, and in the midst of pastoral and picturesquescenery, making Quick Time and Sure Consections in Union Depots. No change of Cars of any class between St. Paul and Chicago.

For through tickets, time tables and full informa-tion apply to any coupon ticket agent in the Northwest.

R. MILLER, Gen. Manager; J. F. TUCKFR, Asst Gen. Manager; A. V. H. CARPENTER, Gen. Pass, and Ticket Agent; GEO. H. HEAF-FORD, Asst. Gen. Pass, and Ticket Agent, Milwaukee, Wis. W. H. DIXON, Asst. Gen. Pass, Agent, St. Paul, Minn.

CHAS. N. BELL, Commercial Agent, 407 Main St., WINNIPEG, MAN.

THE PEOPLE'S LINE.

Fargo & Southern Railway

Now completed between

FARGO AND ORTONVILLE.

Is prepared to handle both FREIGHT and PASSENGER TRAFFIC with promutness and safety. Connecting ** Is prepared to handle both FIRIGHT and PASSENGER TRAFFIC with promptness and safety. Connecting at Ortonville with the Chicago, Milwaukevêst laulsystem the Fargo and Southern thus makes another GREFT TRUNK Link to all Eastern and Southern states. The People's Line is superbon all its appointments, steel alls, clegant coaches, and its rates are always low and time as quick as otherlines. Two Though Passenger Trains daily each way between Fargo and St. Paul without change, connecting at Union Depot, St. Paul, with all eastern and southern lines. When you Go East or COME WIFE try the Fargo and Southern

Trains leave Farge for Minneapolis, St. Paul and intermediate stations at 7.60 p.m. and 7 30 a.m. Arrivo at Farge from St. Paul and Minneapolis at 8.00 a.m. and

Tickets for sale at all principal stations for St. Paul Minneapolis, Chicago and all eastern and southern states For further information address

A. V. H. CARPENTER,

Gen. Passenger Agent.

ANTHE ROYAL ROUTE TO

Chicago and Northwestern Railway

GOING RAST.

Regular Express trains leave Minneapolis at 1 00 p m, and 8.10 p.m.; and 8t. Paul 1.40 p.m. and 8.50 p.m. arriving in Chicago at 7.00 a.m. and 1.00 p.m.

COMING WEST.

Regular Express trains leave Chicago at 2.46 p.m., and 10.35 p.m., arriving at St. Paul at 6.55 a.m. and 2.25 p.m., and Minneapolisat 7.35 a.m. and 3.10 p.m.

"

"SHORT LINE LIMITED."

I,eave Minneapolis 7.00 p.m., St. Paul 7.35 p.m., arrive at Chicago 7.55 a.m. Leave Chicago 7.50 p.m., arrive 8t, Paul 7.55 a.m. and Minneapolis 8.30 a.m. This, is the finest train that runs and unkes the distance 410, pilles between supper and breakfast time

OOING SOUTHWEST.

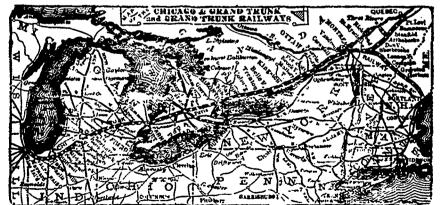
Trains leave St. Paul for Sloux City, Omaha, Kansas City and San Francisco at 6 p.m. and Minneapolis 6.35 p.m. daily.

Passengers over the Royal Route have all the Juxuries of Modern Rallway travel, Palace Dining Cars, Luxurious Smoking Rooms Sierpers and Elegant Day and Night Coaches for Passengers who d not ride in Sierping Cars, with no change of cars for any class; passengers between Minerapolis, St. Panil and Chicago; also No change of Cars between St. Faul and Council Binds, with Through Sierpers to Kansaa City. If you wish the best travelling second-tion always buy it kets over the Royal Route.

B. CLARKE, T. W. TEASDALE, Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul. F. B. CLARKE,

S. C. STRICKLAND.

Gen. Agt., Leland House Blk., Winnipeg



The Chicago & Grand Trunk & Grand Trunk Railways

Form what is popularly known as the

😭 NIAGARA FALLS AIR LINE FOR ALL POINTS EAST. 📦

They run two solid train daily from Chicago to Buffalo, crossing Suspension Eridge and passing NIAGARA FALLS IN BROAD DAYLIGHT, with through Pullman Cars to New York without change. SOLID TRAINS BETWEEN CHICAGO AND DETROIT.
PULLMAN CARS WITHOUT CHANGK:—Chicago to Detroit, Buy City, Saginaw, Buffolo, Niagara Falls, New York
Montrealaud Boston.

O. B. REEVE, Traffi Manager

W. J. SPICER, General Manager.