

Cheap Money.

The large amount of money now seeking investments show very clearly that a restoration of confidence in financial matters has taken place, causing the large amounts that were withdrawn some time ago, to emerge from their places of safe keeping and seek for borrowers at very reasonable rates of interest, large sums being available at 4 1/2 to 5 per cent on time or call. During the past week considerable amounts have been placed on time at the above rates, but owing to the great caution observed of late the demand for mercantile borrowers has not been as large as it otherwise would have been, merchants in numerous instances preferring to do less business than incur the risk of loss which an extension of trade would have entailed. Regarding discounts there is also more disposition on the part of banks to increase those customers' lines that were curtailed during the late stringency, and in some instances there has been a reduction of 1 per cent from 7 to 6 per cent. It is now admitted on all sides that the supply of funds is ample for all requirements, and no one who is considered an ordinarily fair risk is denied accommodation, at present rates, the impression being that the tendency is still towards easier rates of interest. This change has set in much earlier than was expected, and has proved a great relief to the mercantile community now getting busy with the spring trade.—Montreal Trade Bulletin.

Embezzlements in 1890.

This is an age of statistics. Statistics, more or less valuable, are available in connection with almost every conceivable subject. Statistics of embezzlements are new to the writer. A complete list of embezzlements in the United States in the year 1890 is published by the Chicago Tribune, filling two newspaper columns. The most notable month for events of this nature was November, the misappropriations revealed then amounted to \$1,550,800. The total amount for the year is \$3,622,956. Pennsylvania leads in the greatest amount of funds embezzled—\$2,326,837. New York comes second, with \$1,929,270; Missouri is next, with \$596,334, while Illinois ranks fourth, with a total of \$406,938. The treaty abolishing the Dominion as a harbor of refuge for embezzlers and other defaulters was ratified last March, yet the total of \$3,563,956 for 1890 is greater than in any one of the many past years, the single exception being in 1884, when the aggregate exceeded \$22,000,000.

O. E. Bock, paints, crockery, etc., Montreal, has assigned.

Fred. Clark is making a success of his skunk farm near Mount Morris, New York state, and is greatly pleased with the present high prices for skunk skins.

There are five distinct species of the bear in Alaska—the black, brown or cinnamon, and a cross, which inhabit all portions of Southeastern Alaska and the upper portion of the Yukon country. Further north, in the St. Elias Alps, is the home of a grizzly, which in size, ferocity and color, much resembles the grizzlies of the Sierra Nevada, and still further north, along the lower reaches of the Yukon and the ice fields of the Arctic Ocean, is the white polar bear.

Manitoba and Northwestern Ry.

Table with columns: PASS Tuesday Thursday and Saturday, Miles from Winnipeg, STATIONS, PASS Monday Wednesday and Fridays, ARRIVE, LEAVE.

Meals. A Thursdays and Saturdays. B Wednesdays. C Thursdays and Saturdays. D Mondays and Fridays. If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers.

W. R. BAKER, Gen. Sup't. A. McDONALD, Aest. Gen. Pass'gr Agent.



RUN

FAST TRAINS with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between CHICAGO and MILWAUKEE and ST. PAUL and MINNEAPOLIS.

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THROUGH PULLMAN VESTIBULED DRAWING ROOM AND COLONIST SLEEPERS via the NORTHERN PACIFIC RAILROAD between CHICAGO and PORTLAND, ORE.

CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from WAUKESHA, FOND DU LAC, OROKOH, NEESSAH, MENASHA, CHIPPEWA FALLS, LAU CLAIRE, HURLBY, WIS., and IRONWOOD and BESSMER, MICH.

For tickets, sleeping car reservations, time tables and other information, apply to Agents of the line, or to Ticket Agents anywhere in the United States or Canada. S. R. AINSLIE, General Manager, Milwaukee, Wis. J. H. HANNAFORD, Gen'l Traffic M'gr, St. Paul, Minn. H. C. BARKER, Traffic Manager, Chicago, Ill. LOUIS ELKSTEIN, Gen'l Passenger and Ticket Agent Chicago Ill.

Canadians, Attention!

Minneapolis & St. Louis Railway Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1890, and January, 1891, run a series of

CHEAP EXCURSIONS

To Ontario and Quebec Points.

FOR THE ROUND TRIP - TICKETS GOOD 90 DAYS.

Avoid delays and detentions in Chicago and other points by purchasing your tickets via the "Albert Lea Route."

For detailed information call upon your nearest railway agent or write to

C. H. HOLDRIDGE, Gen. Ticket and Pass. Agt., MINNEAPOLIS.

Northern Pacific And Manitoba Railway.

TIME CARD.

To take effect at 6 a. m. Sunday, Dec. 7, 1890. Central or 90th Meridian Time.)

Table with columns: North Bound, South Bound, STATIONS, Central Standard Time, Freight, Passenger, Miles from Winnipeg, Eastward, Westward, Main Line Northern Pacific Railway.

PORTAGE LA PRAIRIE BRANCH.

Table with columns: Mixed, Miles from Winnipeg, STATIONS, Mixed, 2nd Cl's.

MORRIS-BRANDON BRANCH.

Table with columns: Freight, Passenger, Miles from Morris, STATIONS, Passenger, Freight.

Meals. Nos. 117 and 118 run daily. Nos. 119 and 120 will run daily except Sunday. Nos. 147 and 148 run daily except Sunday. Nos. 140 and 137 will run Mondays, Wednesdays and Fridays. Nos. 133 and 129 will run Tuesdays, Thursdays & Saturdays. Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118. Passengers will be carried on all regular freight trains. J. M. GRAHAM, General Manager, Winnipeg. H. SWINFORD, General Agent, Winnipeg.