

by the company. Mr. MacInnes having just arrived in town, had not had time to thoroughly investigate the matter. I have no official report to rely on for my information on the matter," said Mr. MacInnes, "and from the cattlemen's reports through the newspapers I find that their statements are general, and that a lot of them are incorrect. I will investigate the whole case, and will then make a complete report. As an instance, however, where the statements made by the stockmen are misleading, take the case cited by Mr. J. T. Gordon. He states that at Swift Current he had a main lot of cattle delayed, and that he was refused by the agent admittance to the stock yards to unload. It is well known by stockmen that at Swift Current stock yards are quarantined, and no stock could be admitted."

Take another case. It was stated that a train load of cattle was delayed for seven hours at Regina to allow a freight to pass. There were just seven cars in this train, and the delay was for one hour and fifty-five minutes, and the stock was picked up by the through train.

Now, we are every bit as anxious as the stockmen to get the cattle shipped out with as quick a dispatch as possible. It is absurd to think otherwise. Away back in the spring, when Mr. Howarth and Mr. Shaw, who was then our assistant general freight agent, I made a trip through the west, and it was found that the cattle were not going to be hard enough to ship as early as the previous year. The gross had not been such as to permit this. We forewent trouble then in shipping the cattle out, because it was anticipated that the stockmen would allow them to get bunched up in large numbers late in the season. We wrote to Mr. W. H. Miles, our agent in the stock district, as early as June, asking him to notify the stockmen that it would greatly facilitate matters if they would regulate their shipments so as to have them uniform all through the shipping season. We were anxious to do all in our power to avoid any trouble, and if the stockmen had done as we wanted there would now be no complaint. We are not short of cars, and never have been this season, but it is a state of affairs, exaggerated I am sure, but one that was brought about by the condition of the cattle, and by the stockmen not following our directions."

To show you, for example, how the movement this year, from June 1 up to Aug. 1 compares with the previous year, you can see our figures. In 1900 from Jan. 1 to Aug. 3, the shipments were 10,000 head; for that period of this year the shipments have been 6,000 head. However, I intend to make a complete reply, when I am sure that an understanding of the true facts of the question will be shown."

#### Winnipeg and Western Canada.

(From Bradstreet, New York.)

A special to the New York Tribune suggests that there is good reason to justify the hopes that are entertained concerning R. Indeed, it is being so already. It is the natural metropolis of a great territory of inexhaustible fertility. It is not only the greatest grain market in Canada, but one of the greatest in the world. At present the grain storage capacity of Western Canada, of which Winnipeg is the most important point, is 22,000,000 bushels. The daily milling capacity is about 11,000 barrels, while its export of grain is utterly enormous and is increasing every year. In the territory contiguous to Winnipeg Canada has a land to offer the new settler which in all probability can be beaten nowhere in productivity and general desirability. Indeed, Canadians themselves know very little about these growing and prosperous provinces of Manitoba, Assiniboia, Alberta and British Columbia, and still less about the unimagined territories lying north of them, namely, Saskatchewan, with an area of 114,000 square miles; Athabasca, with an area of 198,300 square miles; Mackenzie, with an area of 250,000 square miles; and Keewatin, with an area of 750,000 square miles. The population of these territories is semi-arctic in temperature is absurdly erroneous. A great part of the area would make even wheat lands than any now known, besides being rich in minerals and admirably fitted for cattle raising, on account of its fine quality and abundance of

the grass. Of all this great stretch territory east of British Columbia Winnipeg as the metropolis and trade centre—the "Heart City of Canada," as it is called—may be said to have been in 1870, when Wolosley went there from Fort William, it was known as Fort Kildare, and contained about 2,000 souls. In 1874 it had risen to 3,000, and in 1885 to 22,515. Since the year 1881 its percentage of gain has been 68, and the census just completed gives it a population of 42,536. It is situated at the junction of the Red and Assiniboine rivers, almost midway between the Atlantic and Pacific, forty miles south of Lake Winnipeg and sixty miles north of the international boundary line. Ten main railway lines of railroad radiate from it. Its business houses are large and handsome, and electric car lines traverse its streets.

#### C.P.R. Time Card Changes.

The new winter time bill of the C. P. R. to go into effect at 24:01 Sunday, Oct. 13, has been fully completed. Following is a synopsis of the leading changes affecting Winnipeg.

Transcontinental express west-bound arrives in Winnipeg at 10:15, leaves at 10:30; east-bound arrives at 11:30, leaves 10 o'clock.

Brandon local—Leaves 1:30; arrives Brandon, 12:30; leaves Brandon, 12:30; arrives in Winnipeg 22:30.

Souris section—Leaves Winnipeg 10:45; arrives at Souris 10:30; leaves Souris 7:30; arrives Winnipeg 13:15.

Great Northern—Train from the south arrives in Winnipeg 13:35, leaves 11:10.

Pembina train—Leaves Winnipeg daily at 8:30; arrives Napinka 17:30 on Monday, Wednesday, Thursday and Friday, and at Wascana on Tuesday and Friday; arrives in Winnipeg at 15:45.

Minneapolis section leaves Portage la Prairie at 12:50; arrives at Minneapolis 13:20; leaves Minneapolis on Monday and Friday for Yorkton, reaching there at 21 o'clock and on Wednesday a mixed train from Birtle to Yorkton, returning leaves Yorkton at 8:55 Tuesday and Saturday, arrives at Minnedosa at 16:10 from where the train runs daily to connect with Brandon local at Portage la Prairie.

Estevan section—Train runs from Alameda to Brandon daily and on Tuesday, Thursday and Friday to Estevan, returning alternate days.

Pipeton section—Train to Arcadia from Winnipeg Monday, Wednesday and Friday, returning alternate days.

Wellwood section—Train runs from McGregor Tuesday and Friday, connects with Brandon local on return.

Winnipeg Beach train on West Selkirk branch leaves Monday, Wednesday and Friday, returning Tuesday, Thursday and Saturday, arriving in Winnipeg at 10 a. m. and leaving at 18:30.

Tuelon branch—Train leaves Tuesday, Thursday and Saturday, returning same days, leaving at 12:20 and arriving at 18:30.

Emerson branch—Train leaves Monday, Wednesday, and Friday, at 7:30, returning at 17:10.

Lac du Bonnet branch—Train leaves Winnipeg 7:30, returns 18:30 on Thursdays.

Rat Portage local—Train leaves Sunday 8 o'clock, returning at 18 o'clock.

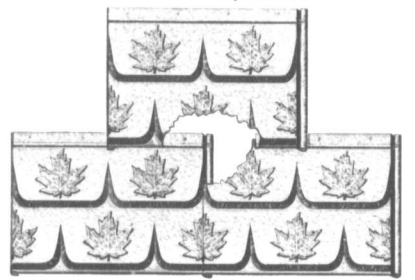
#### Industrial Progress in Hungary.

Hungary is generally regarded as distinctly an agricultural country, and such it has been; but its industrial complexion is changing. For the past decade strenuous and successful efforts have been put forth to establish factories, with the ultimate commercial independence of the country as an object. There is a possibility of the reversion of the Ausgleich, and under whose terms the products of Austria and Hungary favors the imposition of duties upon the products of Austria, as well as of other countries, as soon as she shall have initiated sufficient manufacturing enterprise to receive some degree of industrial independence were opened in Hungary. Nearly all these new enterprises have received government aid. Those subsidized are of every conceivable class—clothing, furniture, paper goods, shoe-making, machinery, and so on. In connection with the new flourishing industries, there is a corresponding market for flour bags and sacks, as the Austrian flour shipping and weaving trusts have raised the price of these articles, so that, in spite of the im-

port duty on the foreign bags, large numbers of sacks have come in from Germany. Agricultural associations exist in all districts in Hungary, and purchase sacks, implements, etc., for their members. These associations have a central representation at Budapest, called the "Landesagriculturrepresentant," United States Consular Report.

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