

Prince Albert Wheat.

Reference was lately made in these columns to the fact that samples of a crop of "Ladoga" wheat, grown last year at Prince Albert, Sask. territory, had been distributed by THE COMMERCIAL. Three small bags were sent to The Miller, London, England, upon which that journal comments as follows:—

"We are greatly obliged for the splendid samples of wheat which have reached us. The grain, which is in very fine condition, is a magnificent sample of Northwestern wheat, and was shown by the chondrometer to weigh 66½ pounds to the bushel. A sample has been exhibited on Mark Lane Corn Exchange, where it was pronounced by competent judges to be fully equal to the choicest DuRuth wheat, and was valued—taking a mean quotation—at 41 shillings per quarter. We shall be pleased to forward small samples of the wheat to any millers who will notify their wish to receive them."

In another column The Miller says, under the heading of "Wheat in Saskatchewan:—"

"A few years ago the Dominion Government acting under the advice of experts, imported a certain amount of Russian seed wheat, with a view of testing these hardy varieties in Manitoba and the territories. It is reported that the experiment has proved a success, and in the correspondence of this issue will be found a letter from the publisher of THE COMMERCIAL which gives some remarkable details respecting the cultivation of Ladoga wheat in the territory of Saskatchewan, 350 miles north of the boundary of Manitoba and Dakota. The samples to which he refers have been examined on the Mark Lane market, and were there held to be as fine specimens of hard spring wheat as could be well desired. When tested by our chondrometer, this wheat did indeed weigh 66½ pounds to the bushel, and in all respects it looked a "miller's wheat." It will be noticed that Mr. Steen refers to the projected Hudson Bay Railway as likely, if ever carried out, to largely stimulate the culture of this magnificent grain, because in such a case a rail transit of 500 miles would take the wheat to Port Churchill, whence a sea voyage of 3,000 miles would lay it down in Liverpool or London. The project in question was discussed in The Miller for Feb. 3 of last year (see vol. xv., p. 518). The great advantage of such a route would be the likelihood that wheat so conveyed would reach our shores in pure condition, inasmuch as the cost of bringing inferior grain from the east and south would almost prohibit any tampering with the genuine "hard grade."

As will be observed by the first quoted extract from The Miller, the Prince Albert wheat is likely to be distributed directly to the millers of Great Britain (the very people whom it is most desirable it should reach), as a result of the sample sent to the great British milling journal.

E. A. Bigelow & Co., commission merchants, 240 La Salle St., Chicago, have published a "Ready Office Reference," giving a vast amount of statistical and other information about Chicago grain and provision markets, crop reports of the United States and foreign countries, etc. THE COMMERCIAL acknowledges the receipt of a copy of this useful publication.

A committee of the British House of Commons is considering the question of Government aid to emigration. It is proposed to advance about £180 to each of a large number of eligible families, the amount not to be paid in money, but expended in necessary buildings and breaking up land in Manitoba for emigrants. The Scotch crofters in Manitoba are said to be doing well.

Manitoba and Northwestern Ry.

Pass Tuesday Thursday and Saturday	Miles from Winnipeg.	STATIONS.	Pass Monday Wednesday and Fridays
LEAVE	0	Winnipeg	ARRIVE
11 00			17 20
ar 12 50	56	Portage la Prairie	16 30 do.
do 13 00			16 30 ar
14 45	91	Gladstone	13 55
15 50	117	Neopawa	12 23
16 45	135	Minnedosa	11 45
ar 17 45	150	Rapid City	10 10 do
18 24	171	Snoal Lake	9 57
19 45	194	Birtle	8 55 do
20 25		Thur. } Bincarth	7 55
21 55	211	Sat }	
ar 21 05	223	A Russell B.	7 15 do
21 32		Thur. } Langenburg	6 48
23 02	230	Sat }	
22 30		Thur. } Saltcoats	5 50 do
24 00	262	Sat }	
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. Super't. A. M'DONALD, Asst.-Gen. Pass'gr Agent.



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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, OSHKOSH, NEKAH, MENASHA, CHIPPEWA FALLS, EAU CLAIRE, HURLET, Wis., and IRONWOOD and BERSHMER, Mich.

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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

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\$40 - FOR THE ROUND TRIP - \$40
TICKETS GOOD 90 DAYS.

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

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And Manitoba Railway.

TIME CARD.

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

North Bound		STATIONS.	South Bound	
Freight No. 119. 3rd Class.	Passenger No. 117. 1st Class.		Passenger No. 118. 1st Class.	Freight No. 120 3rd Class.
Central Standard Time.				
11 20a	4 10p	0	11 30a	3 00a
11 05a	4 02p	3.0	11 37a	3 18a
10 45a	3 50p	9.3	11 61a	3 47a
10 25a	3 36p	15.3	12 05p	4 15a
9 55a	3 20p	23.5	12 22p	4 55a
9 40a	3 12p	27.4	12 30p	5 15a
9 20a	3 00p	32.5	12 41p	5 45a
8 55a	2 43p	40.4	12 57p	6 25a
8 30a	2 30p	46.8	1 12p	6 57a
7 55a	2 10p	56.0	1 30p	7 55a
7 20a	1 45p	65.0	1 50p	8 50a
6 30a	1 35p	68.1	2 05p	9 05a
9 42a	101		5 00p	
9 25a	256		9 55p	
1 30a	343		12 00a	
8 0p	453		7 00a	
8 00p	481		7 05a	
8 35p	470		6 35a	
9 30p			11 15a	
Main Line Northern Pacific Railway.				
Eastward.			Westward.	
No. 4 Atlantic Express	No. 2 Atlantic Mail		No. 1 Pacific Mail	No. 3 Pacific Express
9 45a	267	Winnipeg Junction	9 10p	
2 05a	487	Blamuck	9 27a	
1 43p	786	Miles City	8 50p	
4 05a	1049	Livingstone	8 00a	
10 55p	1172	Helena	1 50p	
6 35a	1654	Spokane Falls	5 40a	
12 45a	1699	Pasco Junction	11 25a	
		Tacoma	11 00p	
2 50p	1953	via Cascade div.) Portland	6 30a	
7 00a	2080	(via Pacific div.)		

PORTAGE LA PRAIRIE BRANCH

Mixed No. 147 2nd Cls.	Miles from Winnipeg	STATIONS.	Mixed No. 148 2nd Cls.
11 50a	0	Winnipeg	4 30p
11 37a	3	Portage Junction	4 42p
11 10a	11	St. Charles	5 10p
11 03a	13	Headingley	5 18p
10 40a	21	Whito Plains	5 41p
10 15a	29	Gravel Pit	6 00p
9 55a	35	Kustace	6 27p
9 33a	42	Oakville	6 45p
9 05a	50	Assiniboine Bridge	7 15p
8 50a	55	Portage la Prairie	7 30p

MORRIS-BRANDON BRANCH.

Freight No. 140 3rd Class	Pass'gr No. 138 1st Class	Miles from Morris.	STATIONS.	Pass'gr No. 137 1st Class	Freight No. 139 3rd Class
6 30p	12 50p	0	Morris	2 50p	9 00a
5 15p	12 27p	10	Low's	3 12p	9 40a
5 00p	12 01p	21	Myrtle	3 37p	10 32a
4 40p	11 51a	35	Roland	3 43p	10 52a
4 05p	11 32a	53	Rosebank	4 03p	11 25a
3 28p	11 20a	59	Miami	4 19p	12 05p
2 40p	11 00a	69	Deerwood	4 40p	12 55p
2 27p	10 48a	84	Atta	4 51p	1 20p
1 53p	10 30a	95	Somersct	5 09p	1 57p
1 28p	10 16a	102	Swan Lake	5 23p	2 25p
21 00p	10 03a	74	Indian Springs	5 35p	2 59p
12 40p	9 52a	70	Maricopa	5 45p	3 14p
12 12p	9 39a	62	Greenway	6 00p	3 43p
11 45a	9 25a	62	Balder	6 16p	4 12p
11 05a	9 04a	102	Belmont	6 35p	4 58p
10 30a	8 45a	109	Hilton	6 52p	5 28p
9 25a	8 25a	120	Wawanesa	7 16p	6 15p
8 38a	8 02a	129	Rounthwart	7 38p	7 00p
8 02a	7 44a	137	Martinville	7 57p	7 37p
7 25a	7 25a	145	Brandon	8 15p	8 15p

† 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. 138 and 139 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.