

The Fur Trade.

A Montreal exchange says: What silver fox is worth is a question that has more than once been submitted to us, and we are once more reminded of it by the fact that within the last days a skin has been offered in the city which furmen have appraised at from \$20 to \$55, each merchant offering all he considered it to be worth, for the reason that he desired to secure it. The fact is that silver fox are worth all the way from \$10 to \$100. Every skin has its own merit for which there appears to be no scale or standard. The skins are entirely fancy articles, each person judging them according to their own standard of merit.

The New York market alone, this season, will use from 1,500,000 to 1,750,000 muskrat skins, which is fully one-tenth less than former years. In addition to this, at the London sales there were offered during January and March this year 1,499,176 skins, while 500,000 skins remain in the hands of Leipzig dealers, and there are still more in the cold stores in this city, of which we cannot keep track. The State of Missouri, it appears, is the great field for producing muskrat skins.

At Montreal recently, there were large offerings of spring rats at the moment, and 17c was being paid for best selections; in other lines there was not much doing outside a little in beaver and mink. Quotations for prime skins were: Beaver, \$3.50 to \$4.00; bear, \$10.00 to \$12.00; cub ditto, \$4.00 to \$5.00; fisher, \$5.00; red fox, \$1.00 to \$1.25; cross ditto, \$2.00 to \$3.00; lynx, \$2.00 to \$2.50; marten, 60 to 65c; mink, 50 to 60c; fall muskrat, 8c.; winter muskrat, 12c.; spring, 17c.; raccoon, 21, 50 and 75c.; skunk, 25, 50 and 75c.; otter, \$8 to \$10.

Facts—Not Fancies.

Occasionally a wholesale dealer is found who, never having investigated the matter, is of the opinion that an advertisement in a trade paper with a circulation of only a few thousand copies does not reach as many retailers as an advertisement in a daily paper with a circulation of from 50,000 to 100,000. If such men will take the trouble to investigate the subject, the absurdity of their opinion will be apparent. A trade paper is read exclusively by dealers, while a daily is read by the farmer, mechanic, professional man and the general public. Taking the ratio of one retailer to every 200 of the population, a daily paper with a circulation of 10,000 would only reach 50 retailers, while a trade paper with 3,000 circulation would equal that of a daily, as far as the advertiser is concerned, with a circulation of 600,000. The retailer whose object is to reach all classes and conditions of society will, of course, find the daily press the most profitable medium; but the wholesaler who seeks the retailers' attention alone, will undoubtedly find that trade papers will bring him many times the returns that a daily would. The latter caters to the taste of the general public; the former to the retail dealer alone, who reads his trade paper, advertisements and all from alpha to omega. *Leather Gazette.*

The Club Saloon, Vancouver, has been sold by Fred. Little to English & Manning.



Northern Pacific Railway.

Pembina, Grand Forks, Helena, Butte and all Prominent Montana points.

—THE—

POPULAR TRANS-CONTINENTAL

—AND—

DINING CAR ROUTE

To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

Express Trains Daily

To which are attached

Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park. For full information, address,

CHAS S. FEE,
Gen. Passenger and Ticket Agent,
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 Friday
LEAVE 13 00		Portage la Prairie	ARRIVE 14 50
A11 25	85	..... Gladstone	13 25D
D14 45	61	..... Neepawa	13 05A
15 45	61	..... Neepawa	11 58
A10 35	79	..... Minnedosa	11 15D
D10 45		..... Minnedosa	11 05A
17 50	94	..... Rapid City	9 45
18 30	115	..... Shoal Lake	9 20
19 30	133	..... Birtle	18 20
21 40	155	..... Binscarth	6 20
23 00	160	..... Russell	5 00
23 15	180	..... Langenburg	4 45
ARRIVE			LEAVE

4 Meals.
No. 4, Mondays and Thursdays. No 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains for Binscarth 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. R. BAKER, General Superintendent.

THE ROYAL ROUTE.

Chicago, St. Paul, Minneapolis & Omaha
—AND—
Chicago and Northwestern Rys.

Offers the best service, and makes the fastest time of any line between St. Paul and Chicago, and between St. Paul, Sioux City, Omaha, Des Moines and Kansas City; all trains carrying through sleepers and making close connection at Omaha and Kansas City for California points. This is the shortest line to Chicago; no change of cars and all classes of tickets honored. Two trains a day each way with finest Pullman sleepers and most modern dining cars, on which every delicacy of the season may be obtained at a moderate price. These dining cars are a special feature of the "Royal Route," and for liberal service and comfort are unequalled by any in the world.

Buy your tickets over the Chicago, St. Paul, Minneapolis & Omaha Railway, and you will never travel by any other line.

Tickets for sale by all ticket agents.
For time tables and other information apply to
T. W. TEASDALE,
General Passenger Agent.
J. S. McCULLOUGH, M. M. WHEELER,
Asst. Gen'l Pass. Agt. Trav'g Pass. Agt.
St. Paul, Minn.



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

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

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, A. V. H. CARPENTER,
General Manager, Gen'l Pass. and Tkt. Agt.
J. F. TUCKER, GEO. H. HEAFFORD,
Asst. Gen'l Manager, Asst. 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.

TRAVEL VIA THE
Minneapolis and St. Louis Railway
AND THE FAMOUS
Albert Lea Route

Chicago, Burlington, Kansas City and Des Moines Ex.	Lo St. Paul.	Lev Minneapolis
.....	a8 45 a.m.	59 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	a3 00 a.m.	a4 45 a.m.
Wilmington 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.		

THROUGH COACHES AND PULLMAN PALACE SLEEPERS to Chicago, St. Louis and Des Moines
DIRECT LINE TO WATERTOWN, D.T.
PALACE DINING CARS ON CHICAGO TRAINS
2—THROUGH TRAINS DAILY—2
to KANSAS CITY, LEAVENWORTH, ATCHISON or ST. JOSEPH, making connections in Union Depots for all points west.
Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points.
For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to
S. F. BOYD,
General Ticket and Passenger Agent, Minneapolis