

**The Alleged Coal Frauds.**

Mayor Howland must be credited with courage to do what he regards as a disagreeable duty. Under this head may be classed the arrest of Patrick Burns, B. McCartney, T. Johnston, James Granery, and J. H. Venable for conspiracy to defraud the city of Toronto out of \$8,000 for coal, which, it is alleged, Burns was paid but never delivered. John Swanson was also arrested on a like charge, in connection with Burns, in respect of coal paid for but, according to the allegation made, not delivered to the Infantry School. The account books of Mr Burns were seized, reliance being put on them to show the way in which the alleged fraud had been covered up. The Mayor suspended Venable, justifiably, we think, considering the complaints previously made against him, during the investigation.

The Mayor consulted no one connected with the Council in this proceeding; but it does not follow that by not doing so, he intended to reflect upon any one. His explanation was that he wished to ensure secrecy, and, by the course taken, he certainly secured that object. If the procedure was unusual, the Mayor, though not escaping criticism, is substantially supported by the Council, which has passed a grant of \$500 to cover the costs of the prosecution, meanwhile. The prosecution proceeded upon statements made by C. H. Symons, a previous bookkeeper of Mr. Burns, against whom a charge of dishonesty had been made by his employer, and who, rather than stand a trial left the country. Symons, who has doubtless a guarantee of safe conduct, has been brought here as witness; he is present at the examination of the books but is not to meddle with them. The defence professes to be afraid that the books would be tampered with, and the courts have been asked to order their surrender, but the question has not yet been decided.

The Mayor states that the makers of the Worthington engine, used in the Toronto Water Works, assert that the engine does not get fair play, and they ask a test to be made that will decide the point, offering to pay the cost provided the result is not to cause a saving to the city. It is difficult to see why, under the circumstances, this test should not, with proper guarantees for fair play, be allowed.—*Monetary Times.*



**THE SHORTEST ROUTE!**  
 FROM  
 WINNIPEG AND ALL PARTS OF CANADA  
 TO  
**British Columbia**  
 IS BY THE  
**NORTHERN PACIFIC RAILWAY.**

For Information, Maps, Folders, etc., apply to address  
**P. P. GROAT, CHAS. S. FEE,**  
 Gen. Emigration Agent, Gen. Passenger Agent  
 St. Paul. St. Paul.

**The CHICAGO, MILWAUKEE & ST. PAUL R'Y**

Is the Fast Mail Short Line from St. Paul and Minneapolis, via La Crosse and Milwaukee, to Chicago, and all points in the Eastern States and the Canadas.

It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the Northwest.

It is the only line running Sleeping Cars with luxurious Smoking Rooms and the finest Dining Cars in the world, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern line at the Grand Union Depot at St. Paul. No Change of Cars of any class between St. Paul and Chicago.

For Through Tickets, Time Tables and full information, apply to any Coupon Ticket Agent in the Northwest.

R. MILLER, Gen. Manager; J. F. TUCKER, Asst. Gen. Manager; A. V. H. CARPENTER, Gen. Pass. Agent; GEO. H. HEAFFORD, Asst. Gen. Pass. Agent, Milwaukee, Wis.; W. H. DIXON, Asst. Gen. Pass. Agent, St. Paul, Minn.

CHAS. N. BELL, Commercial Agt., 407 Main St., Winnipeg Man

**All Aboard for ONTARIO and THE EAST**

Purchase your Tickets via the Famous

**Albert Lea Route,**

It has become deservedly the POPULAR LINE between

**St. Paul, Minneapolis and Chicago**

MOST COMFORTABLE DAY COACHES.

Pullman Palace Sleeping Cars and Palace Dining Cars.

22<sup>nd</sup> WINNIPEG PASSENGERS are landed in Chicago 6<sup>th</sup> 42<sup>nd</sup> earlier than those travelling via other routes.

The route is through the famed Corn and Wheat producing district of the west, and the scenery is unsurpassed. Connections made 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. Pass. Agt., Minneapolis, Minn.  
 F. BOYD, Gen. Traffic & Pass. Agt.,

**THE ROYAL ROUTE. Chicago and Northwestern Railway.**

GOING WEST.  
 Regular Express trains leave Minneapolis at 1.00 p.m. and 8.10 p.m.; and St. Paul, 1.40 p.m. and 8.50 p.m. arriving in Chicago at 7.00 a.m. and 1.00 p.m.

COMING EAST.  
 Regular Express trains leave Chicago at 11.20 a.m. and 10.35 p.m., arriving at St. Paul at 6.30 a.m. and 2.25 p.m., and Minneapolis at 7.15 a.m. and 3.10 p.m.

**"SHORT LINE LIMITED."**

Leave Minneapolis 7 p.m., St. Paul 7.35 p.m., arrive Chicago 7.55 a.m. Leave Chicago 7.30 a.m. arrive St. Paul 7.55 a.m., Minneapolis 8.30 a.m. This is the finest train that runs and makes the distance 410 miles between supper and breakfast time.

**GOING SOUTHWEST.**

Trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 6 p.m. and Minneapolis at 6.40 p.m. daily.

Passengers over the Royal Route have all the luxuries of Modern Railway Travel, Palace Dining Cars, Luxurious Smoking Room Sleepers and Elegant Day and Night Coaches for Passengers who do not ride in Sleeping Cars, with no change of cars for any class of passengers between Minneapolis, St. Paul and Chicago; no Change of Cars between St. Paul and Council Bluffs, with Through Sleepers to Kansas City. If you wish the best travelling accommodation always buy tickets over the Royal Route.

F. B. CLARKE, Gen. Traff. Man., St. Paul.  
 T. W. TEASDALE, Gen. Pass. Agt., St. Paul.  
 S. C. Strickland, Gen. Agt., Leland House Bldg., Winnipeg.

**The People's Line. FARGO & SOUTHERN RAILWAY**  
 Now completed between  
**FARGO AND ORTONVILLE,**

Is prepared to handle both FREIGHT and PASSENGER TRAFFIC with promptness and safety. Connecting at Ortonville with the Chicago Milwaukee & St. Paul system the Fargo and Southern thus makes another GREAT TRUNK LINE to all Eastern and Southern States. The People's Line is superb in all its appointments, steel rails, elegant coaches, and its rates are always as low and time as quick as other lines. Two Through 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 WEST try the Fargo and Southern.

Trains leave Fargo for Minneapolis, St. Paul and intermediate stations at 7.50 p.m. and 7.30 a.m. Arrive at Fargo from St. Paul and Minneapolis at 8.00 a.m. and 9.20 p.m.

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.

**NIAGARA FALLS AIR LINE !!**



**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 trains daily from Chicago to Buffalo, crossing Suspension Bridge 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 CHANGE—Chicago to Detroit, Bay City, Sarnia, Buffalo, Niagara Falls, New York, Toronto, Montreal and Boston.  
 GEO. B. REEVE, Traffic Manager.  
 W. J. SPICER, General Manager