

Canadian Live Stock Imports.

Canada stands high as an importer of British stock. From the Annual Statement of the Trade of the United Kingdom, it appears that in 1886, the Dominion imported 1,580 horses, of the value of £110,383, giving an average of £69 15s. 8d. per head. Many of the animals bought by Dominion breeders have cost as high as £600 and £700, but recently they have been secured at more reasonable prices. Included in the total given above there are, of course, a large number of yearlings, and the lower prices of these naturally pull down the average of the whole. The bulls, oxen, cows and calves, nearly 27 per cent. of the whole exports, are credited to Canadian breeders—a circumstance which points conspicuously to the strong efforts Canadian agriculturists are still making towards improving the type of stock in the Dominion. The total value of these purchases is £22,379, or in average per head of £37 1s., which gives Canada second place in regard to price among foreign purchasers.

The impression is, we fancy, pretty general that the major portion of the fine cattle exported from this side to Canada is virtually intended for United States breeders, but the fact that 25 per cent. of the pedigreed stock shipped from England in 1886, went direct to United States ports, in our opinion, dispels such an erroneous idea. The best animals have been secured for the Dominion.

Of sheep and lambs, 393 head were taken from many well known English and Scotch flocks at a cost of £1,948, or nearly £5 per head, not by any means a fancy price, but still, considering the fact that this average includes about 50 per cent. of lambs, a price large enough to buy the best. The aggregate amount paid by Canadian stockmen for imported animals of all classes reaches the handsome sum of £135,210, showing that, as a customer for the fine stock of Britain, Canada is the largest of all foreign buyers, her gross purchases representing over 25 per cent. of the whole transactions.

General Notes.

A machine for manufacturing cigars, which, it is claimed, will turn out between 3,000 and 5,000 per day, has been invented. The machine, if successful in every particular, will do as much work in one day as ten or twelve men.

It is stated that a plan has been prepared by one of the leading legal counsel of the country whereby bucket shop keepers can evade the provisions of the recent Act against them. It is asserted that under this plan, these places will re-open and do business once more.

Montreal Trade Bulletin: Oatmeal is about the most difficult article to quote just now, as there is a great deal of Manitoba meal coming in, which is selling at 17½ to 20c per bag less than combine prices for ordinary, the sale of 100 bags being reported at \$2 45. Some buyers complain of the flavor of the Manitoba product, whilst others say it is as good as the combine meal, and suits their trade equally as well. In barrels the combine price is \$5.45 for ordinary, and \$5.70 for granulated, but certain members of the trust, it is said, are doing a little cutting.



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CHAS. S. FEE,
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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		.... Gladstone ...	13 25 D
D14 45	85	..... Neepawa.....	13 05 A
15 45	61	..... Minnedosa	11 58
A16 35	79	..... Rapid City	11 13 D
D16 45		..... Shoal Lake	11 05 A
17 50	94	..... Blincauth	9 45
18 31	115	..... Russell	5 00
119 30	138	..... Langenburg	4 45
21 40	155	..... LEAVE	
23 00	166		
23 15	180		

Meals.

No. 4, Mondays and Thursdays No 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.

Trains for Blincauth leave Birtle Tuesdays and Thursdays only at 20 30. For Russel leave Birtle Tuesdays only at 20 30; returning leave Russel 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

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These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARE.

Trains Eastward will run as follows: Leave Minneapolis 6:50 p.m.; St. Paul 7:30 p.m. Arrive Milwaukee 7:40 a.m.; Chicago 9:30 a.m.

The Sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at Lower Rates, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 119 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

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T. W. TEASDALE, General Passenger Agent.



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ROSSELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt.
J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFFORD, Ass't Gen'l Pass. and Tkt. Agt.
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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.

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Chicago, Burlington, Kansas City and Des Moines Ex.	a 8 45 a.m.	a 2 25 a.m.
St. Louis Fast Ex.	b 8 25 p.m.	b 7 05 p.m.
Chicago Fast Ex.	d 6 25 p.m.	d 7 05 p.m.
Des Moines Passenger	a 6 25 p.m.	a 7 05 p.m.
Excelsior and Watertown	a 8 10 a.m.	a 8 45 a.m.
Arlington and Excelsior	a 4 15 p.m.	a 4 10 p.m.
Stankato Express Accom.	a 3 15 p.m.	a 4 00 p.m.
a Ex. Sunday b Ex. Saturday. d Daily.		

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