

North Western Planing Mills

Main St., Opposite C. P. R. Station.

SASH, DOORS, BLINDS,
And General House Furnishing
Made to Order.

The Wholesale Trade supplied on the Best
Terms. Orders attended to promptly.

PATERSON & MITCHELL.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,
ALSO

READY-MADE HOUSES.

358 Main Street, West Side, North of Track,
WINNIPEG.

H. R. BANKS & CO.

Manufacturers and Dealers in

LUMBER,
LATH,
SHINGLES, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.
Branch Yard, Moose Jaw.

City Planing Mill and Factory,

Dufferin St., Portage La Prairie.

Taylor & Watson,

CONTRACTORS & BUILDERS

Manufacturers and Dealers in all kinds of

BUILDING MATERIAL.

G. F. STEPHENS & CO.,

Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

Mirror Plates, Paints, Colors, White Lead, Oil,
Varnishes, Brushes, &c.

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CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS,

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Manufacturers of White Dress Shirts, Colored Shirts,
Overalls and Woolen Shirts and Drawers.

Corner of William and Princess Streets,

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MANUFACTURER OF

OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A
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PARSONS & FERGUSON,

Wholesale Paper Dealer.

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STATIONERS' SUNDRIES.

Sole Agent for Manitoba for ALEX PIRIE & SONS,
Aberdeen, Scotland, the largest Paper Manufacturers in
the world.

RORIE ST., one block east of Main St.,
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W. J. GAGE & Co.,

WHOLESALE

BOOKSELLERS & STATIONERS,

In addition to

STAPLE & FANCY STATIONERY,
We carry constantly in Stock
PAPER BAGS, WRAPPING PAPERS
Etc. **WHOLESALE ONLY.**
W. P. GUNDY,
Manager.

EDWARD TERRY,

PORTLAND, KEENS' and THORALD CEMENTS,
PLASTER PARIS.

Fire Brick and Clay, Sewer Pipes, Hair, Lime, White
and Grey Land Plaster, Salt, &c.,
23 and 25 GEORGE STREET, TORONTO.

Chicago, St. Paul, Minneapolis, Omaha, &
North-Western Railways.

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00
p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in
Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

Express trains leave Chicago at 11.30 a.m. (except Sun-
day) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and
12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.
This is the only line between St. Paul and Chicago run-
ning the Pullman Smoking Room Sleepers, and Palace
dining cars.

GOING SOUTHWEST.

The Chicago 5 p.m., and Omaha trains leave St. Paul
for Sioux City, Omaha, Kansas City and San Francisco at
7.10 a.m. and 3.30 p.m.

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

Express leaves St. Vincent at 11.15 p.m. and 11.30 a.m.
arriving at St. Paul at 6.20 p.m. and 8.10 a.m.
the day following, making close connections with trains
running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.09 a.m.,
arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day
following, making close connections with the Canadian
Pacific.

Trains run between St. Paul and Minneapolis almost
every hour.

Sleeping cars on all night trains.
Trains run on St. Paul time.

Albert Lea Route.

The favorite route from the North to Chicago and the
East. Chicago "Cannon Ball" express leaves Minnea-
polis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next
day. This is a solid train, consisting of comfortable day
coaches, Pullman sleeping cars, and our justly famous
palace dining cars, running through without change.

Train leaving Minneapolis 7.40 a.m. has comfortable
coaches, Pullman sleeping cars, and Horton reclining
chair cars.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg,
Manitoba.

J. A. McCONNELL, Traveling Passenger Agent.
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The Chicago, Milwaukee & St. Paul Railway

Is the 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 North-west.

It is the only line running Pullman Sleeping Cars,
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ous "River Bank Route," along the shores of Lake Pe-
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Chicago. Its trains connect with those of the Northern
lines in the Grand Union Depot at St. Paul.

No Change of Cars of any class between St. Paul and
Chicago.

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