

British Columbia.

The *Evening Register* was lately started at Vancouver, but succumbed after two issues.

Over 200 Chinese left Vancouver on board the Alden Besse, which sailed for China.

The Queen of the Pacific has arrived at Port Moody from San Francisco, loaded with canned goods and tea, for shipment over the C. P. R.

Thompson Bros., stationers, etc., of Portage la Prairie and Calgary, are erecting a building at Vancouver, where they will open in the same line.

A "Mammoth Marble Head" cabbage weighing 25 pounds and grown by Wm. Phillips, of Sooke, was recently left at the Victoria *Standard* office

Sir George Stephen and his associates have determined to proceed at once, with the six brick and stone buildings at Vancouver, for which plans were prepared some weeks ago.

A rumor in Victoria is to the effect that a party of surveyors have been sent out to survey a line for a railroad along the Columbia River, from the Canadian Pacific into Portland. Mackay is said to be at the back of the scheme

Selections.

"Just throw me half a dozen of the biggest of those trout," said a citizen to a fish dealer. "Throw them" queried the dealer. "Yes, and then I'll go home and tell my wife I caught 'em. I may be a poor fisherman, but I'm no liar."

There is a class of women in Boston who impose upon dealers in the finer goods by having jewellery, rugs, books, pottery, etc., "sent on approval," which, after they are used for an occasion, are returned. These fashionable spongers are now classed into a "black list" by the retail merchants as rapidly as they are discovered.

Whatever may be the extent of Mr. Robert Ingersoll's heterodoxy, he is certainly quite sound on some subjects. This is the way he expresses himself in regard to the alleged struggle between labor and capital:—"Here is a shoe shop. One man in the shop is always busy at work during the day—always industrious. In the evening he goes courting some good, nice girl. There are five other men in the shop who don't do any such thing. These spend half their working evenings in dissipation. The first young man cuts out these others and gets a boot and shoe store of his own. Then he marries the girl. Soon he is able to take his wife out to a ride on an evening. The five laborers, his former companions, who see him indulging in this luxury, retire to a neighboring saloon and pass a resolution that there is an eternal struggle between labor and capital."

"Gentlemen," explained a New England merchant to his creditors as the found the sheriff in charge, "this failure is not my fault. No man ever worked harder or made closer bargains."

"But we are told," replied one "that your wife has one silk dress which cost \$480."

"That is true, sir, but it is one of the evidences of my economy. I made the dressmaker knock \$20 off the bill before I would pay it."—*Wall Street News.*

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. 2nd Winnipeg Passengers are landed in Chicago 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—

Chicago, Milwaukee & St. Paul R'y

Is the Fast Mail Short Line from St. Paul and Minneapolis, via Lacrosse and Milwaukee, to Chicago, and all Points in the Eastern States and Canada.

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. It has Four Direct Routes of its own between St. Paul and Chicago, and it runs three Fast Express Trains daily between those points via its Short Line, "The Limited," making the run in 12 hours and 20 minutes.

Look at the map and observe the time tables, and then go to the nearest ticket office and ask for your ticket over the Chicago, Milwaukee & St. Paul Railway, and thus secure the very best accommodations to be had for your money, as this Company runs none but the finest trains, over the most perfect tracks, through the most populous towns and villages, and in the midst of pastoral and picturesque country, making quick time and sure connections in Union Depots. No change of Cars of any class between St. Paul and Chicago.

2nd 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. and Ticket Agent, GEO. H. HEAFORD, Asst. Gen. Pass. and Ticket Agent, Milwaukee, Wis.; W. H. DIXON, Asst. Gen. Pass. Agent, St. Paul, Minn.

CHAS. N. BELL, Commercial Agent, 407 Main St., WINNIPEG, MAN.

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 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 8.20 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.

2nd THE ROYAL ROUTE 2nd

Chicago and Northwestern Railway

GOING EAST. 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 WEST. Regular Express trains leave Chicago at 2.45 p.m. and 10.35 p.m., arriving at St. Paul at 6.55 a.m. and 2.25 p.m., and Minneapolis at 7.35 a.m. and 8.10 p.m.

"SHORT LINE LIMITED." Leave Minneapolis 7.00 p.m., St. Paul 7.35 p.m., arrive at Chicago 7.55 a.m. Leave Chicago 7.30 p.m., arrive St. Paul 7.55 a.m. and Minneapolis 8.30 a.m. This is the finest train that runs and makes the distance 419 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 6.35 p.m. daily.

Passengers over the Royal Route have all the luxuries of Modern all-day 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, also 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, T. W. TEASDALE, Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul.

S. C. STRICKLAND, Gen. Agt., Leland House Bldg., Winnipeg

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, Saginaw, Buffalo, Niagara Falls, New York, Toronto, Montreal and Boston.

GEO. B. REEVE, Traffic Manager.

W. J. SPICER, General Manager.