

The *Trade Bulletin* recently referred to the anomalies existing in the C. P. R. freight on grain shipped from Manitoba, and in doing so stated that grain would be carried from Gretna to Port Arthur at five cents per bushel less than from Bagot to Port Arthur, the two points being about the same distance from the latter place. The *Bulletin* drew the inference that if the competition of a railway like the St. Paul and Manitoba compelled the C.P.R. to make such a difference in freight rates, what would be the effect upon rates were the C. P. R. to have competition for the traffic of Manitoba from a railway entirely independent of the latter road? Mr. Olds, general traffic manager of the C.P.R., answered the *Bulletin* to the effect that the difference in favor of Gretna as compared with Bagot, was but 2c per 100 pounds on wheat to Port Arthur, instead of 5c per bushel as stated. Mr. Olds gave figures stating that the rate on wheat from Gretna to Port Arthur was 28 cents per 100 pounds, whilst the rate from Bagot to the same place was 30c. per 100 pounds. The fact is that whilst the freight tariff published last fall gives the rates as stated by Mr. Olds, a very material reduction has since been made in the rates from certain Manitoba points. Can it be that Mr. Olds is in ignorance of this change in the rates, which has been in force for some time? The reduction in rates has only been at points in proximity to the St. Paul and Manitoba road as follows: Emerson, reduced from 28c per 100 pounds to 23c per 100 pounds. A similar reduction has been made at Gretna, where the rates were the same as at Emerson. Arnaud, Rosenfeldt and Dominion City have also been given a reduction in rates, the former two places to the extent of 1c and the latter 4c. Thus the real difference in favor of Emerson and Gretna, in comparison with Bagot, is 7c per 100 pounds. This anomalous condition of the wheat tariff will be made clearer when it is stated that the C.P.R. Co. will carry wheat from Gretna or Emerson to Port Arthur at 5c less per 100 pounds than from Winnipeg though the haul from the former points is about 70 miles farther.

Agriculture in Japan.

Japan has an area about equal to that of California. The natives have reduced agriculture to such scientific principles that 12,000,000 feed and clothe 38,000,000 people, besides yielding 40,000,000 pounds of tea, 25,000 bales of silk, and large quantities of rice, tobacco and hemp for export. Of the whole population 20,000,000 belong to the agricultural class. The soil is black vegetable mould, wonderfully fertile. There are few domestic animals, but the Japanese supply the place of barnyard manure with bran, seaweed, non-edible fish and lime. Rice is the great summer crop, and wheat is grown on the same land in winter. The latter is boiled like rice, or into cake, but bread is unknown. Grains are ground with small hand-mills, precisely like those used by the ancient Egyptians. Every sort of vegetable is grown and at least 100 food plants, unknown to us except as weeds, have been domesticated in Japan. Male and female laborers can be hired by the year for \$15 or \$20, but the purchasing power of money is far greater than here and the habits of the people are simple.

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. 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 scenery, making Quick Time and Sure Connections in Union Depots. 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.

E. MILLER, Gen. Manager; J. F. TUCKER, Asst. Gen. Manager; A. V. H. CARPENTER, Gen. Pass. and Ticket Agent; G. H. HEAVY-FORD, 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.

THE ROYAL ROUTE

Chicago and Northwestern Railway

GOING EAST.

Regular Express trains leave Minneapolis at 1.00 p.m. and 3.10 p.m.; and St. Paul 1.40 p.m. and 3.50 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 3.10 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 6.25 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; 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, Gen. Traff. Man., St. Paul. T. W. TEASDALE, 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.