

We take the liberty of sending the NORTHWEST REVIEW to many of our friends to whom we hope it will be acceptable, and to all it will be delivered at the very reasonable cost of \$2.50 per year. The reading matter of the NORTHWEST REVIEW is selected with care, and every paragraph will be found interesting. It will compare favorably with weekly papers of the Northwest and we believe it deserves a warm support, especially among Catholics. We trust our friends will help to increase the circulation of the NORTHWEST REVIEW by sending in their names with the subscription fee mentioned, to the office, corner of McDermott and Arthur streets, Winnipeg.

AGENTS WANTED.

Agents wanted throughout Manitoba and the Northwest, to canvas for the NORTHWEST REVIEW, to whom a liberal commission will be given.

CHURCH NOTICES.

CATHEDRAL, ST. BONIFACE.

Sundays—Masses at 7.30 and 10 a. m. Vespers at 3 p. m.

Week Days—Masses at 6.30 and 7.30.

ST. MARY'S CHURCH.

Situated on the corner of St. Mary and Hargrave Streets. Rev. Father Ouellette, Rector; Rev. Father Cahill assistant.

Sundays—Masses at 7.00 8.30. and 10.30, a. m. Vespers at 7.15 p. m. Catechism for perseverance at 2.30 p. m.

Week Days—Masses at 6.15 and 7.30 a. m.

IMMACULATE CONCEPTION.

Situated in Point Douglass. Rev. Father Cherrier, rector.

Sundays—Masses at 8.30 and 10.30 a. m. Vespers at 7.30 p. m.

Week Days—Mass at 7 a. m.

CITY AND PROVINCIAL NEWS.

In the vicinity of Portage la Prairie this fall Mr Brydon thrashed 38,000 bushels of grain and Wallace & McDonald 36,000.

On Thursday there were purchased along the C. P. R. line, in Manitoba, over 30,000 bushels of wheat. Since the north shore route has been opened something over 400 cars of wheat, have been shipped by that route.

Mr. M. Conway, auctioneer, was handed a cheque this morning for the sum of \$387.75, as a settlement of his loss by the late fire. Mr. Conway feels much pleased for the prompt manner in which his claim was adjudged and settled, all having been accomplished within two weeks' time.

At last night's meeting of the council, under the head of inquiries, Ald. Pearson asked if the Commercial Bank had paid any interest to the city for the use of the money repaid from the Biggs loan. Ald. Carruthers answered that he observed the interest had not been included in the cheque, and he thought it must be an error.

Mr. Geo. D. Edwards, the general agent of the Peoples Telephone, has arrived in the city. If he meets with sufficient encouragement he is prepared to open an exchange here for the general public, and he will furnish telephones for private lines, selling the outfits complete.

Persons who returned from the Rockies last night report that of the many thousands who were engaged upon construction, but few remain, and it is expected, by next Friday, the last train will leave Donald. After that trains will only be run through as far as Canmore. Golden City, and the numerous other canvas cities, are almost deserted, and present a very forlorn appearance.

The Pierre Signal says it has reason to believe that the survey-making from La Moure to Pierre is the work of English capitalists, in the interest of the Canadian Pacific. The road talked of is from Emerson to Cheyenne, in order to give the Canadian road a portion of Wyoming's cattle shipments. Benton, Montana, is said to have offered \$100,000 bonus for a Canadian Pacific branch to that place.—St. Paul Pioneer Press.

The banquet given by the ladies of St. Boniface on Wednesday evening last, in aid of Father Sanmoissette's Mission, was a great success. There was an abundance of good things; well arranged and well served. His Grace the Archbishop presided and there were present a number of ladies and gentlemen from Winnipeg. After His Grace had retired a "musical evening" was spent by those who remained.

The silver service presented to Mrs. Hawkins on the occasion of her marriage with Phil Hawkins, the C. P. R. conductor, is one of the finest

that has entered this country. It is costly and rare in design and came from Moore's popular China Hall. Mr. Moore's establishment is certainly the finest equipped house of the kind in the Northwest, and is not surpassed, (if equalled) in any other city.

The first through English mail has arrived. A letter posted at Ely, in Cambridgeshire, on the 7th inst., was delivered here on the 18th. The first direct mail for Great Britain left Winnipeg last evening. Previous to the opening of the north shore route the mails were sent to Hamilton and re-sorted there, the time made between Winnipeg and England being fifteen or sixteen days.

Track laying on the Regina and Long Lake Railway has now reached the Qu'Appelle Valley. It is the intention of the company to have a steamer on Long Lake in the spring, which will run from the Qu'Appelle Valley about sixty miles north. This will greatly facilitate traffic between the Canadian Pacific and Prince Albert and Battleford. It is also expected that the railway will be pushed on to the Saskatchewan next season. We are pleased to learn that the President of the company, Mr. Pugsley, is much improved in health.

Mr. C. J. Ward, of Chicago, editor of the American Poultry Journal, who is well known in Winnipeg as having acted as judge at the exhibitions of the Pet Stock Club during the past two years, has kindly acceded to a request from the council of the Manitoba Board of Agriculture to prepare a design for a building, to be erected at St. Boniface, in time for next season's exhibition, solely for poultry exhibits. The building will be specially adapted for the purpose for which it is intended and will embrace all modern improvements as adopted at American exhibitions.

AN OLD OFFICIAL HONORED.

The mail clerks of Winnipeg have a way of honoring an associate that is not excelled, and the hearty manner in which they, one and all, treated Mr. O'Loane on the occasion of his departure for the East, was worthy of them and a fitting tribute to that courteous, efficient, and popular mail clerk, and the Review trusts it may be permitted to couple with the wellwishes of his conferees, its regrets at his departure and its kind regard for his future welfare. The following address accompanied by a very handsome gold locket as a souvenir, was made to Mr. O'Loane:

Mr. J. T. O'Loane:—It is with feelings of the deepest regret that we have learned of your intention to take your departure from among us for Ontario. During the years you have been among us we have learned to entertain feelings of the highest regard for you, not only in your capacity as a brother railway mail clerk, but as a friend in whom we can repose the greatest confidence, and we trust that in whatever district you may be placed you may meet with that hospitality you so justly merit.

We wish you to accept this locket as a token of our regard for you, for your many estimable qualities; and though it may not be as costly as we would desire, yet we are assured you will nevertheless accept and long cherish it in remembrance of your former comrades as railway mail clerks in Manitoba and the Northwest Territories. It is with feelings of deep sincerity that we wish you success and happiness in your future home, and may you long live to discharge your duties in your new field of labor.

C E Cavanagh, W T Cox, W B Sloan, J H P Brown, H H Phenney, P W Aisne, J G Moore, T A Scott, F E Harrison, J A Carman, C R Stewart, J Lynch, L T Prudhomme, J J O'Farrell.

Canadian Wheat in Europe.

An interesting feature in connection with this season's growth of wheat in Canada is that a number of applications have been received from Europe for samples of the cereals. Among these is one made in behalf of the Italian Government for the agricultural museum recently opened in Rome. For a similar purpose request has been made for samples of wheat, barley and oats by Dr. Wiltmack, Professor of Botany at the Royal Agricultural College of Berlin. The Director of the Royal Norwegian Farm at Bygdo has also made official application for a collection to enable his Majesty King Oscar to test the hardier varieties of cereals from Canada and particularly the Canadian Northwest, in view of the cultivation in Scandinavia. It is supposed that the honors awarded to Canadian produce at the Amsterdam International Exhibitions of 1883 and 1884 present Antwerp Universal Exhibition, have directed attention thus prominently in Europe to the cereals of the Dominion.

A GRAND SCHEME.

To Open Up a Commercial Waterway Between Winnipeg and Fargo.

The people of Big Stone City, Dakota, have just now a big scheme on hand, which is that of opening up navigation from that place to Winnipeg. The scheme is explained by Mr. Edgar M. Bennett, a lawyer of Big Stone and one of those interested in the scheme, who has written the following letter to the city council on the subject—

To the Mayor of Winnipeg, Man:

Honorable Sir: There is a movement on foot at this place and Ortonville relative to the opening of navigation from the foot of Big Stone Lake to Winnipeg. There is a party in this vicinity about purchasing a steam dredge boat of the largest size, and proposes that if sufficient encouragement be given him to make an attempt to carry out the plan which, if carried out, will result in the greatest benefit to every property holder along the Red River and Minnesota valleys. It will ultimately result in bringing prices for wheat, lessening the cost of freight, and be a great competitor of all railroad systems along the route mentioned. The party about purchasing the dredge says that he will connect the lakes, reference being made to Big Stone Lake and Lake Traverse, dredge out the northern portion of the latter named lake so as it will become navigable, also dredge out the Red River from there to Fargo, so that a good sized steamer can travel from the foot of Big Stone Lake to Fargo, for \$200,000, and the money need not be paid, not a penny of it, until the job is completed. That would practically open up navigation from this place to Winnipeg. That is \$200,000 less than the estimate made by the engineer to our general government at Washington. Now, if it can be done at the price herein stated it would pay for itself twice over the first season, and would be of great benefit to your city and every one along the route. What I desire to know is could we expect any encouragement from your city; if so, how much? I am now speaking from a financial point of view, please look into the matter and make reply at your earliest opportunity, and oblige."

When Mr. Bennett's letter came up for discussion, the mayor was requested on motion of Alds. Young and Archibald, to write to Mr. Bennett in reply to his communication of the 11th inst., stating that improvements to rivers and harbors are under the control of the Dominion of Canada, but that this council will assist in every practicable way to further the undertaking.

Mr. Egan Again Honored.

That most courteous and efficient officer Mr. Egan, General Superintendent of the C. P. R., has again been honored for his kindly services rendered to passengers on the Canadian Pacific, this time, however, by no less a person than His Excellency the Governor General, who has thought fit to send Mr. Egan a tangible proof of his high appreciation of that gentleman's ability as well as a lasting memento of his tour across the Northwest territory. The gift consists of an inkstand of solid silver and exquisitely designed, and one, we are sure, in which that worthy and capable gentleman, will be proud to dip his quill.

The Southwestern.

The land examiners on the line of the Southwestern are pushing their work with all rapidity and expect to reach Deloraine before they are obliged to cease work. Tracklaying and the work of locating are going on rapidly.

The Claims Commission.

The royal commission, which for the past month or two has been examining into transport claims, is making satisfactory progress, and will probably conclude its work here before Christmas. The brigade office will then be closed here, and the commissioners will go to Ottawa, where the business will be wound up. Some 18 or 20 witnesses have been examined here under oath by the commission.

Limerick, Nov. 10.—A large party of the King's Royal Rifles broke out of the barracks here to-night armed with bayonets and made an indiscriminate attack upon people residing in the vicinity. One man was stabbed in the head and three men were severely wounded. Pickets were immediately sent out and the mayor and a large force of police soon arrived and suppressed the disorder. The people residing in the vicinity fled in terror to their homes and barricaded the doors. The soldiers were eventually carried back to the barracks.

GO TO THE

GOLDEN LION!

FOR ALL THE

Newest Line in Dry Goods.

SPECIAL LINES IN

CARPETS

CALL AND SEE THEM.

PARKES & CO. 430 MAIN STREET.

GREEN BALL STORE

JOHN SPRING,

434 MAIN STREET. WINNIPEG, MAN.

Having leased the above magnificent premises (Highly, Young and Jackson's old stand) next the Golden Lion, with plenty of light, plenty of room to show goods—all fresh stocks, and offering the largest stock of

Clothing & Gent's Furnishings

IN THE CITY TO CHOOSE FROM.

All Being Bought for Cash I am Prepared to Give Bargains in

OVER 900 MEN'S SUITS, 600 BOYS' SUITS, 1,000 OVERCOATS, LINED WITH TWEED, AND RUBBER

BUFFALO, RACCOON, PERSIAN LAMB, AND OTHER FUR COATS,

Fur Caps, Gloves, Shirts, Collars, Ties, Scarfs, and Braces in End ss Variety

JOHN SPRING. ^{LET GIVE ME A CALL} 434 MAIN STREET

JUST RECEIVED!

—AT THE—

THE CHEAP STORE!

KNOWN AS THE GLASGOW WAREHOUSE

50 Cases Men's, Women's & Children's

Overshoes at Wholesale Prices

DRY GOODS;

Of All Kinds the Cheapest in the City.

Another Bankrupt Stock Just to hand from Rapid City. Dry Goods and Groceries, Estate McDowell. All Must be Sold at Once.

EVERYBODY INVITED IN THE CHEAPEST SPOT IN WINNIPEG

Geo. H. Rogers & Co, 568 Main St

DEALERS IN BANKRUPT STOCKS

The Best Spot to Buy

DRY GOODS & CLOTHING

— IS AT THE —

TORONTO HOUSE.

- Dress Goods 12c, 15c, 20c, 25c, and 30c. per yard.
- Black Cashmeres, 40c, 50c, 60c, 75c, and \$1.00 per yard.
- Ladies' Ulsters, \$4.50, \$5.00, \$6.00, \$7.50, \$9.00, and \$10.00.
- Ladies' Jackets, \$4.50, \$5.00, \$6.00, \$7.00, \$8.00, \$9.00, and \$10.00.
- Ladies' Fur Jackets, from \$20.00 and upwards.
- Children's Ulsters, all sizes.
- Grey Flannels, 20c, 25c, 30c, and 35c per yard.
- Check Home Made Flannels, 25c per yard.
- Best Woolen Yarn, 45c per lb.
- Best Spools, 40c per doz.
- Men's Suits from \$6.90 upwards.
- Men's Over Coats from \$5.90 upwards.
- Men's all wool pants, from \$1.69 upwards.
- Boys' Suits from \$1.50 upwards.

Thos. Brownlow, . 519 Main St.,

AND 1, 3, 5, AND 7 MARKET STREET EAST.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

THE GREAT CANADIAN LINE.

Is the Fast Short Line from St. Paul and Minneapolis via La Crosse and Milwaukee to Chicago and all points in the Eastern States and Canada. 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 room and the finest Dining Cars in the world, via the "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 Lines in 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. E. Miller, General Manager; J. P. Tucker, Assistant General Manager; A. V. H. Carpenter, General Passenger Agent; Geo. H. Heafford, Assistant General Passenger Agent, Milwaukee; W. H. Dixon, Assistant General Passenger Agent, St. Paul Minn.; CHAS. N. BELL, Commercial Agent, Winnipeg.

Particular attention is paid to the fact that on August 11, 1884, a NEW THROUGH LINE from Chicago and the West to Montreal and the East was opened for Traffic. This is the GREAT PACIFIC TRUNK LINE, and the only route between the East and West, via Ottawa, the Capital of the Dominion. It is composed of the MICHIGAN CENTRAL from Chicago and Toledo to St. Thomas, where connection is made with the Ontario Division of the Canadian Pacific Railway, St. Thomas to Smith's Falls via Toronto, and the Eastern Division from Smith's Falls to Montreal, via Ottawa, forming a DIRECT ALL RAIL ROUTE from the West to the Canadian Seaboard. It is laid with steel rails and was well ballasted and made the model road of Canada before being opened for passenger business. The train service is unexcelled in this country. Fast express trains, with the finest equipment of passenger coaches, elegant parlor day and luxurious sleeping cars on this continent, run through without change making as quick time as the fastest trains of any other route.