

We take the liberty of sending the NORTH WEST 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.**

Dr. Hagarty, of the Portage, is in town.

The rivers were frozen over on the 6th of November last year, over a week earlier than this year.

Owing to the mild weather of the past few days the ice on the river is in a very unsafe condition and people should not be too venturesome in crossing it.

Mr. Conway, who had his premises damaged by fire last week has since had his store thoroughly renovated and intends carrying on his business at the popular corner in the future as in the past with every satisfaction to both buyer and seller.

The threshers of the district of Portage la Prairie wound up the season's work by a grand ball in the town hall last night. The enjoyment of the affair was only equalled by the satisfaction in a splendid fall's work and a bountiful harvest.

Rev. Father McWilliams, of Railton, Ont., has returned from a trip through the Rockies and is at the Leland. He will remain two or three days in the city, after which he expects to return west and visit the scenes of the recent troubles, going as far as Battleford.

The Rev. Father Drummond, S.J., of the St. Boniface College, will lecture in St. Mary's Church on Sunday evening, December 6th, under the auspices of the St. Vincent de Paul Society, in aid of the poor of the city.

Monday next, the 23rd inst., being the anniversary of the consecration of His Grace the Archbishop, the students of St. Boniface College intend giving a literary and musical entertainment in honor of the occasion.

Tracklaying on the extension of the C. P. R. Southwestern is now completed twenty-five miles west of Manitou, and the difficult section in the Mary Jane coulee is now almost overcome. On getting out of the coulee, where there has been considerable rock work, it is expected that two miles of track per day will be laid.

Mr. A. Cail, of Morden, last week completed his season's threshing, having commenced on the 12th of September. Since that time he has threshed 35,415 bushels of grain. The average yield he found to be about 25 bushels to the acre, and the sample prime, his route covering a section of the country not affected by the frost.

The Ladies of St. Boniface, wishing to assist the Rev. Father Sammoissette in his efforts to provide a mission house for his parish, have decided to do so by way of a banquet, which will take place on the 25th inst. It is to be hoped the young men of St. Boniface will supplement the efforts of the young ladies in a substantial manner for there is none more worthy of support than the faithful missionary of St. Agathe.

**IN THE MOUNTAINS.**

**Major Rogers Talks with a Reporter Regarding the C. P. R.**

The name of Major Rogers is familiar to every person who has been directly or indirectly associated with the construction of the C. P. R. He is the gentleman who located the pass through the Mountains. A reporter had a pleasant chat with him at the C. P. R. dining hall regarding the past, the present, and the future operations of the great national highway. The Major is a man of about fifty years of age, and his silvery locks and beard bespeak many trying experiences. He is of comparatively slight physique, while his sharp features indicate clearness and precision of mind. For the past thirty years he has been following the pursuits of engineering, and the greater part of his experience has been in connection with railway construction. Therefore his opinion of the C. P. R. ought to be of more value than that of the ordinary railway man. He is most enthusiastic over the road. "Why," said he, "I am prepared to stake my reputation that it has the finest road beds, unequalled grades, and best constructed railway in America. In the run down from the crossing of the Columbia the other day we averaged thirty-two miles an hour, including stoppages. With a little grading I venture to say that over fifty miles an hour can be averaged through the mountains. The construction of the C. P. R. did not cost half so much per mile as did the Northern Pacific, yet it is a superior road in every respect. The C. P. R. was also built through the mountains with a great deal less trouble." Regarding snow slides in the mountain the Major said that very little if any danger need be expected from that source. With but very little cost, he said, that evil could be remedied.

Mr. P. A. Phillion, a young and enterprising citizen, will open on Monday evening next an ice rink, in the building where formerly was the Manitoba Rink. The exhilarating effects of ice skating may now be enjoyed by those who have long desired a rink of this description and the proverbial courtesy and popularity of the proprietor is a sufficient guarantee that the rink will be conducted in a proper manner. Tickets may be had at the rink and at Mr. Thomas' cigar store, 418 Main.

Messrs. Hughes & Co. have just imported from the East two of the finest hearses on the continent. They were exhibited at the late Dominion exhibition and secured the first prize. They are handsomely trimmed with satin and highly mounted. This enterprising undertaking establishment has assumed large proportions of late and is now the leading furniture and undertaking house in the Northwest, and the Messrs. Hughes & Co. are deserving of the success they are meeting.

**The Cost of Cologne Cathedral**

The amount of money which has been spent upon the completion of the Cathedral of Cologne since the year 1823 gives one an idea of the enormous sums which must have been lavished by the piety of our ancestors in raising cathedrals in every important town in this country and on the continent. The sum laid out in the completion of Cologne Cathedral amounts to 1,050,000. This is altogether irrespective of sums given for the decoration of the building and for the proper performance of religious services. We do not know whether any record was kept of the building expenses of the Cathedral from its original foundation up to the date when the work of the completion of the edifice was commenced; but, as the main body of the edifice was finished, it is probable that the expenditure largely exceeded the above sum. It is true that but one or two out of the hundreds of cathedrals in Europe can have equalled Cologne in costliness. The aggregate expenses, however, would even in the present day, have been considered as almost fabulous, and when the comparative poverty of Europe in the days when these cathedrals were built is taken into consideration one is lost in admiration at the enormous sacrifices which must have been made to erect the stately and gorgeous edifice.—London Standard.

**A Contented Congregation.**

Citizen—How are matters progressing in your church, deacon?  
Deacon—Finely. The congregation is large and increasing, and every one seems to feel a personal interest in forwarding the glorious cause.  
Citizen—So everything is running smoothly and harmoniously?  
Deacon—Oh, yes. The pastor complains somewhat of not being able to collect his back salary, but aside from that harmony reigns, while the religious fervor and zeal are constantly growing.—New York Sun.

**ORDERS OF THE CATHOLIC CHURCH**

The following are the different orders in the Catholic Church—The Carmelites, Augustinians, Benedictines, Redemptorists, Carthusians, Dominicans, Franciscans—an order with many offshoots—Servites, Jesuits, Barnabites, etc., are regularly constituted orders composed of lay brothers. Their functions are teaching, preaching, giving retreats, missions, etc. The Trappists are the austere order in the church. Both priests and brothers spend much time in manual labor, field work, brick-making, stone-cutting, etc. They reclaim great tracts of barren country and promote the material interest of the world by their industry, as they aid its spiritual interests by their prayers and penances. There are also a number of religious congregations of men. The following add to the obligations of the priesthood the three simple vows of poverty, chastity and obedience. The Passionists, Redemptorists, Fathers of the Mission, better known as the Lazarists or 'Vincentians,' the Oblates of Mary Immaculate, the Oblates of St. Charles, the Fathers of the Holy Cross, Congregation of St. Paul—usually called Paulists, etc. These priests teach, preach, direct colleges, give missions, and take pastoral charge of parishes, much as their brethren of the great orders do. There are also several congregations of secular priests, living together under a common rule, but without the vows of religion as the Sulpicians, the French Oratorians, the priests of the Oratory of St. Philip Neri, etc. Then there are a multitude of brotherhoods. Some devoted exclusively to teaching and works of mercy as the Brothers of the Christian Schools, the Xaverian Brothers, Brothers of Mary, Brothers of the Holy Cross, etc.

**LAND MONOPOLY.**

Mr. Winans, the American land monopolist, who will not allow a strange lamb to feed upon his broad acres, has shot 150 stags this season. Everybody will be pleased to know that Mr. Winans is enjoying himself. Mr. Winans is not content with fencing off his estate so that no plebeian can see into it, but he has closed the public roads passing through it. Lord Tweedmouth, it is stated, has just intimated his intention of taking proceedings to "interdict" Mr. Winans from stopping up several public paths and three bridges which his lordship had erected across the Dheag in order to give access to a road. Mr. Winan's name is spelled h-o-g.

It is now asserted that the dictionaries are all wrong as to the derivation of the word pioneer. The word is said to have originated in this way: In the mining camps of California in '49 the miners ate from tin plates which were fastened to the table. Sometimes, when one of these plates became empty, a miner would call out, 'Pie on here! pie on here!' From this the miners came to be known as pie on here, or pioneers.

**TENDERS**

Sealed Tenders addressed to the undersigned and endorsed "TENDERS FOR WOOD," will be received by the Eastern Judicial District Board up to

NOON OF SATURDAY, THE 21ST INST.,

—FOR—

700 Cords of Oak, Ash, Tamarac

—OR—

Split white, white Poplar wood

All to be good body wood, four feet long. No mixed wood will be accepted. To be delivered as follows—

350 Cords at the Court House and 350 at Jail, Kennedy Street,

at such time and in such quantities as may be directed by the undersigned. The right being reserved to cancel any contract if the wood is not of a satisfactory quality; also should the same not be delivered to the satisfaction of the Board. The lowest or any tender not necessarily accepted.

ARTHUR STEWART, Sec.-Treas. Box 1288.

**CHANGE OF TIME.**

Through Trains with Sleeping Cars attached will be run daily between Winnipeg and St. Paul as follows: Leaving Winnipeg at 9.45 a. m. (via St. Vincent, Crookston, Barnesville, Breckenridge and Morris) arriving in St. Paul at 7.30 a. m. Return leave St. Paul at 7 p. m. (via same route) arriving in Winnipeg at 5.25 p. m. For full information and tickets to all points in Canada and United States, also Ocean Tickets to and from any place in Europe at LOWEST RATES and by the BEST LINES. Apply to the City Ticket Office of the St. Paul, Minneapolis and Manitoba Railway 388 Main street, Winnipeg. H. G. McMICKEN, Agent.

AGENCY FOR THE FOLLOWING STEAMSHIP LINES  
ALLAN, ANCHOR, CUNARD.  
GUION, HAMBURG, INMAN,  
NAVIGAZIONE GENERALE,  
ITALIANA, STATE, WHITE STAR  
& NORTH GERMAN LLOYDS.

GO TO THE

**GOLDEN LION!**

FOR ALL THE

**Newest Line in Dry Goods.**

SPECIAL LINES IN

**CARPETS**

CALL AND SEE THEM.

Parkes & co., 432 Main St.

**GREEN BALL STORE,**

JOHN SPRING,

434 Main Street, Winnipeg

Having leased the above magnificent premises (Higgins, 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 & Gents' 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 RUBBE  
BUFFALO, RACCOON, PERSIAN LAMB, AND OTHER FUR COATS,  
Fur Caps, Gloves, Shirts, Collars, Ties, Scarfs, and Braces in Endless Variety

—GIVE ME A CALL—

JOHN SPRING. 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.**

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. R. Miller, General Manager; J. F. Tucker, Assistant General Manager; A. V. H. Carpenter, General Passenger Agent; Geo. H. Hearford, Assistant General Passenger Agent, Milwaukee, Wis.; W. H. Dixon, Assistant General Passenger Agent, St. Paul Minn.; CHAS. N. BELL, Commercial Agent, Winnipeg.

**THE GREAT CANADIAN LINE.**

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.