

**An Astonished Drummer.**

The Rev. A. E. Dunning, D.D., the manager of the Congregational publishing house and Sabbath-school work, and one of the busiest men in Boston, is an off-hand, approachable man, with a bright winning face, easy manner and personal magnetism, that contribute much to his success. He has none of the outward signs of the clerical calling, but looks more like a business man. He travels nearly all the time, and he says that in the cars he generally passes as a drummer, and is recognized by the fraternity as one of their number. On going into Minneapolis one Saturday evening, a smart young fellow approached in a free and easy way:

"Going to stop over Sunday?"

"Yes," replied the Doctor.

"Stop at the Blank Hotel, I suppose?"

"No, I am going to stop with a friend."

"Come around to the hotel to-morrow afternoon, and we'll have a racket. Quite a number of the boys will be there."

"But to-morrow is Sunday."

"I know it, and that's why we can have such a good time."

"Oh, I think that we fellows who are traveling all the time ought to keep Sunday," said the Doctor.

"Yes," said the drummer, good naturedly, "but I'll bet you won't."

"I'll tell you what I'll do; I'll go to church to-morrow if you will."

"I'll do it. Where shall we go?"

"To the First Congregational. It's the best church in town."

"All right. I'll be there, but I'll bet you won't."

The drummer was there according to his promise, and could hardly believe his eyes when he saw his friend of the night before ascend to the pulpit. Dr. Dunning tried to find him after the service, but he had fled. — *Merchant.*



**Northern Pacific Railway.**

Pemona, Grand Forks, Helena, Butte and all Prominent Montana points.

—THE—

**POPULAR TRANS-CONTINENTAL**

—AND—

**DINING CAR ROUTE**

To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

**Express Trains Daily**

To which are attached

Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park. For full information, address,

CHAS. S. FEE,  
Gen. Passenger and Ticket Agent,  
ST. PAUL, MINN.

**Manitoba and Northwestern Ry.**

**CHANGE OF TIME.**

Taking Effect November 21th, 1888.

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE			ARRIVE
20 00		Portage la Prairie	13 30
17 45	35	Gladstone	12 05
19 45	61	Neepawa	10 38
19 45	79	Minnedosa	9 55
20 50	94	Rapid City	8 30
21 30	115	Shoal Lake	8 00
22 30	138	Birtle	7 00
23 30	155	Binscarth	5 53
24 10	166	Russell	5 15
24 40	180	Langenburg	7 15
1 45	200	Saltecoats	3 40
ARRIVE			LEAVE

**Notes.**  
Trains for Binscarth leave Birtle Tuesdays and Saturdays only at 22.50; returning leave Binscarth Wednesdays and Mondays only at 5.55. For Russell leave Birtle Tuesdays only at 22.50; returning leave Russell Wednesdays only at 5.15. For Langenburg and Saltecoats leave Birtle Saturdays only at 22.50; returning leave Saltecoats Mondays only at 3.40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 20.00; returning leave Rapid City Mondays, Wednesdays and Fridays at 8.30.  
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.  
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent, Portage la Prairie, or to  
W. R. BAKER, General Superintendent.

THESE VESTIBULED TRAINS go in service May 15th.

**Chicago, St. Paul, Minneapolis & Omaha Ry**  
**THE NORTHWESTERN LINE,**

The best equipped line to CHICAGO, OMAHA AND KANSAS CITY. The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARES.

Trains Eastward will run as follows: Leave Minneapolis 6.00 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 a.m.; Chicago 9.50 a.m.

The Sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at Lowest Rates, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager.  
F. B. CLARKE, General Traffic Manager.  
T. W. TEASDALE, General Passenger Agent.



Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, General Manager.  
A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt.  
J. F. TUCKER, Ass't Gen'l Manager.  
GEO. H. HEAFFORD, Ass't Gen'l Pass. and Tkt. Agt.  
MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

**What! This!**

A great many persons of late have been trying to determine which would be the most advantageous thing to do, to enjoy health and pleasure.

After careful investigation it has been ascertained that the most practical, is to purchase a ticket to one of the numerous Winter Resorts of the South or West, via

**Minneapolis & St. Louis Railway,**  
**Albert Lea Route**

ST. PAUL, MINNEAPOLIS & ST. LOUIS SHORT LINE which are now on sale at all principal points at greatly reduced rates.

Your especial attention is called to the fact that the "Albert Lea Route" is the ONLY LINE making daily connections with the Vestibuled Trains of the "Great Rock Island Route," which run through without charge to Colorado Springs, Pueblo and Denver.

The solid through train service of the St. Paul, Minneapolis & St. Louis Short Line is unsurpassed for parties desiring to visit the Winter Resorts of the South, and is positively the ONLY LINE running Pullman Buffet Sleepers and First-Class Coaches through to St. Louis via Burlington.

For detailed information concerning rates, routes, etc., call upon your nearest Ticket Agent, or write to

E. A. WHITAKER,  
Gen. Ticket and Pass. Agent, MINNEAPOLIS, Minn.

Parsons, Bell & Co., Agents, Winnipeg.

**Northern Pacific & Manitoba Ry.**

ARRIVE DAILY		LEAVE DAILY	
6 15 p.m.	Winnipeg	9 10 a.m.	
6 05 "	Portage Junction	9 20 "	
5 48 "	St. Norbert	9 40 "	
5 27 "	St. Agathe	10 20 "	
4 42 "	Silver Plains	10 47 "	
4 20 "	Morris	11 10 "	
4 04 "	St. Jean	11 23 "	
3 43 "	Catherine	11 55 a.m.	
3 20 "	West Lynn	12 20 p.m.	
3 05 p.m.	Pembina	12 35 "	
2 55 a.m.	Winnipeg Junction	8 50 "	
8 35 p.m.	Minneapolis	8 35 a.m.	
8 00 "	St. Paul	7 05 "	
8 40 "	Helena	6 40 p.m.	
8 40 "	Garrison	6 15 "	
1 05 a.m.	Spokane	9 45 a.m.	
8 00 p.m.	Portland	6 30 "	
7 40 "	Tacoma	8 50 "	
4 30 "	"via Cascade"	6 40 "	

Pullman Palace Sleeping Cars and Dining Cars on every train.  
J. M. GRAHAM, General Manager.  
H. SWINFORD, General Agent.