

Large Cargo of Australian Meat.

The steamship *Porthshire*, which recently arrived in London, has brought from Australia and New Zealand the largest cargo of refrigerated goods ever imported. The cargo consists of 70,000 carcasses of sheep, 9,000 hanches, 9,000 legs, about 550 tons of frozen beef, 750 cases of butter, 150 bags of bullocks' hearts, 150 bags of ox tails and kidneys, and seven cases of oysters. The holds have sufficient capacity to have accommodated 12,000 more carcasses of sheep.

The shipment is an interesting one, as it is the first time that meat has been brought to this country from Australia or New Zealand by means of an ammonia machine, and the excellent quality of the goods, as certified by the consignees, is sufficient evidence of the success of the Lunde machines by which the holds were cooled. Until recently only cold air machines were used in the trade. The ammonia machines occupy far less space, and apply the cold in a much more efficient manner, besides greatly reducing the consumption of steam.

The plant on the *Porthshire* consists of two independent refrigerating machines on the Lunde system, each machine consisting of a compound ammonia compressor and an ammonia condenser combined on one bed plate with a compound steam engine. The refrigerators consist of a series of coils of wrought iron tubes wound in long lengths without joint from end to end. There are upwards of eight miles of wrought iron tubing in the installation. The air is circulated by means of fans, which draw the warmer air from the holds, pass it over the refrigerating coils, and return it to the hold through suitable trunks. It is claimed for this system that the air is delivered into the holds pure, dry and free from snow or moisture. There are no pipes in the hold whatever. The active circulation of air thus insured enables the temperature to be kept extremely even; the variation between the different parts of the hold does not exceed 5 degrees Fahrenheit.

The Great Northern Ry.

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SOUTH
AND
WEST.

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For further information apply to J. A. DONALDSON, Gen. Agent 508 Main St., Winnipeg. or F. I. WHITNEY, G.P. & T.A., St. Paul.



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And every three weeks thereafter.

ROBERT KERR,
General Passenger Agent.
WINNIPEG.



TIME CARD.

Taking effect on Wednesday, June 29, 1894.

Read Up.		Read Down.	
North Bound		South Bound	
St. Paul Ex. 107	St. Paul Ex. 108	St. Paul Ex. 107	St. Paul Ex. 108
Daily.	Daily.	Daily.	Daily.
1.20p	3.00p	0	11.30a
1.05p	2.50p	0	11.42a
12.42p	2.35p	9 31	11.55a
12.22p	2.23p	15 3	12.05p
11.54a	2.05p	23 5	12.21p
11.31a	1.57p	27 4	12.33p
11.07a	1.49p	35 5	12.45p
10.31a	1.29p	40 4	1.00p
10.03a	1.15p	46 8	1.15p
9.23a	12.53p	56 0	1.34p
8.00a	12.30p	65 0	1.55p
7.00a	12.15p	68 1	2.05p
11.05a	5.30a	168	2.45p
3.30p	4.55a	223	9.25p
	3.45p	453	7.23a
	3.30p	470	6.20a
	8.00p	481	7.00a
	10.50p	883	9.35p

MORRIS-BRANDON BRANCH.

East Bound.		West Bound.	
Ex. No. 120	Ex. No. 121	Ex. No. 127	Ex. No. 120
Thurs. & Sat.	Thurs. & Sat.	Mon. & Fri.	Wed. & Fri.
1.20p	3.00p	0	11.30a
7.50p	12.55p	0	1.35p
6.50p	12.32p	10 0	2.00p
6.50p	12.07a	21 9	2.15p
6.50p	11.50a	25 0	2.30p
4.30p	11.35a	35 6	2.55p
3.60p	11.24a	39 0	3.12p
3.14p	11.02a	49 0	3.36p
2.51p	10.50a	54 1	3.49p
2.15p	10.33a	62 1	4.03p
1.47p	10.15a	68 4	4.22p
1.10p	10.01a	74 6	4.35p
12.57p	9.53a	79 4	4.50p
12.37p	9.38a	83 0	5.07p
11.57a	9.24a	82 3	5.22p
11.12a	9.07a	102 7	5.45p
10.37a	8.55a	100 7	6.04p
10.13a	8.29a	117 3	6.21p
9.49a	8.22a	120 0	6.29p
9.29a	8.14a	123 0	6.40p
9.05a	8.02a	129 6	6.53p
8.28a	7.45a	137 2	7.13p
7.50a	7.25a	145 1	7.30p

Number 127 stops at Baldur for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound		W. End	
Read up Mixed No. 144.	Mixed No. 144.	Read Down Mixed No. 143.	Mixed No. 143.
M., W. & F.	M., W. & F.	M., W. & F.	M., W. & F.
11.55 a.m.	0	2.00 a.m.	0
11.42 a.m.	3.0	4.15 a.m.	1
11.10 a.m.	11.5	4.40 a.m.	1
11.00 a.m.	13.5	4.48 a.m.	1
10.30 a.m.	21.0	5.10 a.m.	1
10.02 a.m.	35.2	5.35 a.m.	1
9.05 a.m.	42.1	6.25 a.m.	1
8.20 a.m.	55.5	7.30 a.m.	1

Stations marked * - have no agent. Freight must be prepaid.

Numbers 107 and 108 have through Pullman Vestibuled Drawing Room Sleeping Cars between Winnipeg and St. Paul and Minneapolis. Also Palace Dining Cars. Close connection at Chicago with eastern lines, connection at Winnipeg Junction with trains to and from the Pacific coast.

For rates and full information concerning connections with other lines, etc., apply to any agent of the company, or

CHAS. S. FEE, H. SWINFORD,
G. P. & T. A., St. Paul. General Agt., Winnipeg.
H. J. BELOH, Ticket Agent, 456 Main St., Winnipeg.