

Canadian Pacific Railway.
(WESTERN DIVISION)

CHANGE OF TIME

On and after May 12th, 1884, trains will move as follows:

Going west.		Going East.
47.30 a.m. leave Winnipeg	arrive	3.45 p.m.
10.09 " " Portage la Prairie		1.15 " "
1.24 p.m. " Brandon		10.00 a.m.
7.00 " " Broadview		2.30 " "
11.40 p.m. " Regina		10.15 p.m.
1.30 " " Moose Jaw		3.20 " "
9.15 a.m. " Swift Current		12.15 p.m.
3.40 p.m. " Maple Creek		7.15 a.m.
7.45 p.m. " Medicine Hat		3.00 a.m.
8.55 a.m. arrive Calgary	leave	2.50 p.m.

Two trains a week will run west of Moose Jaw, leaving Winnipeg on Mondays and Thursdays, with Sleeping Car attached, for Calgary. Returning train will leave Calgary Mondays and Thursdays, and arrive at Winnipeg Saturdays and Wednesdays. Daily trains will run between Winnipeg and Moose J.w.

Going East		Going West
74.30 p.m. leave Winnipeg	arrive	10.15 a.m.
10.00 p.m. " " Portage		12.45 a.m.
3.15 a.m. " " Barclay		7.25 p.m.
2.05 p.m. arrive Pt. Arthur	leave	8.15 a.m.

Going South.		Going North.
7.05 p.m. leave Winnipeg	arrive	7.00 a.m.
10.50 p.m. " " Emerson		4.10 a.m.
11.00 p.m. " " St. Vincent		14.00 a.m.

17.40, 8.15 a.m., leave Winnipeg	arrive	5.15, 8.00 p.m. †
9.55, 11.35 a.m., " " Morris		2.05, 5.30 p.m.
11.40 a.m., " " Gretna		3.45 p.m.
6.00 p.m. " " Manitou		3.30 a.m.

Trains leave for Manitou Mondays, Wednesdays and Fridays only, returning next day.

Train leaves Winnipeg for Stonewall, Tuesdays and Thursdays at 9.30 a.m., arriving at Stonewall 10.30 a.m. and Stonewall at 10.55 a.m. Leave Saturdays at 2 p.m. arriving Stonewall at 3. Return same days, leaving Stonewall at 1.30 p.m. and Stonewall at 2 p.m., arriving at 3 p.m.

Train leaves Winnipeg for West Selkirk Tuesdays, and Saturdays at 4 p.m., arriving at West Selkirk 5.40 p.m., returning leaves West Selkirk Mondays, and Wednesdays at 7.10 a.m., arriving at Winnipeg 8.50 a.m.

- † Daily.
- ‡ Daily except Mondays.
- § Daily except Saturdays.
- ¶ Daily except Sundays.

Trains move on Standard time.

JOHN M. EGAN, Gen. Superintendent.
W. C. VAN HORNE, Gen. Manager
ROBERT KERR, General Freight and Passenger Agent.

The Royal Route. — Chicago, St. Paul, Minneapolis and Omaha, and Chicago and Northwest in Railways.

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 of all accommodations always buy Tickets over the Royal Route.

J. H. Hilland, Gen. Traff. Man, St. Paul
T. W. Teasdale, Gen. Pass. Agt., St. Paul
F. W. Cusack, Gen. Agt., 517 Main St., Winnipeg

Michigan Central Railroad.

Depots foot of Lake Street and foot of Twenty second Street. Ticket offices at Clark Street, south east corner of Randolph, Grand and the Hotel and Palmer House.

THE NIAGARA FALLS ROUTE

This is the popular route from Chicago to Toronto and all other points in Canada. The trains are made up of Special Coaches PALACE PARLOR and SLEEPING CARS of the latest improvements, and NEW DINING CARS unequalled on the continent. This is the ONLY LINE between Niagara Falls and Buffalo in the management, and has undoubted advantages for New York, Boston and Eastern Travel.

Five Through Trains a day from Chicago leave at 6.45 a.m., 8.55 a.m., 4.30 p.m., 8.55 p.m. and 9.55 p.m.

For through tickets, time tables, or full information, apply to any Ticket Agent in the Northwest.

H. B. LEDYARD, Gen. Manager, Detroit.
O. W. RUGGLES, Gen. Pass. & Tkt. Agt., Chicago.
W. M. McLEOD, Manitoba Pass Agent, Winnipeg.



THE SHORTEST ROUTE!

—FROM—

WINNIPEG AND ALL PARTS OF CANADA

—TO—

British Columbia

IS BY THE

NORTHERN PACIFIC RAILWAY.

For Information, Maps, Folders, etc., apply to
SAM McCLELLAND,
Northwestern Agent,
LELAND HOUSE BLOCK, - WINNIPEG.

Albert Lea Route.

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" express leaves Minneapolis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of comfortable day coaches, Pullman sleeping cars, and our justly famous palace dining cars, running through without change. Train leaving Minneapolis 7.40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba.

J. A. McCLELLAND, Traveling Passenger Agent.
F. BORD, General Traffic and Passenger Agent.

Chicago, St. Paul, Minneapolis, Omaha, & North-Western Railways.

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m. and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace dining cars.

GOING SOUTHWEST.

The Chicago 6 p.m., and Omaha trains leave St. Paul at 10.15 a.m., Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.30 p.m.

The Chicago, Milwaukee & St. Paul Railway

Is the short line from St. Paul and Minneapolis, via La Crosse and Milwaukee, to Chicago, and all points in the Eastern States and the Canada.

It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the North-west.

It is the only line running Pullman Sleeping Cars, Palace Smoking Cars, Palace Dining Cars, via the famous "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.

S. S. MERRILL, General Manager.
A. V. H. CARPENTER, General Passenger Agent.
W. H. DIXON, General N. W. Pass. Agt., St. Paul, Minn.
CHAS. N. BELL, Commercial Agt., Winnipeg, Man.

Chicago and Grand Trunk Railway.

GOING EAST.

Leave Chicago 9.10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.30 p.m., 6.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m., arrive at Chicago 6.50 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.

Pullman palace sleeping coaches are run through without change, between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

GOING WEST.

Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 6.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

Train leaving Boston 7.00 p.m., Montreal 9.30 a.m., Toronto 11.45 p.m. and Port Huron 7.45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

Train leaving Montreal 10.00 p.m., Toronto 12.15 p.m., Port Huron 8.00 p.m., has through Pullman palace sleeping coach from Montreal to Chicago.

GOING EAST.

Train No. 3 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.

Train No. 5 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

Train No. 1 leaving Chicago 9.10 a.m., has through Pullman palace coach from Port Huron to Toronto and Montreal.

The Chicago & Grand Trunk & Grand Trunk Railways

Will be seen by the following Map to be the most Direct Route between

CHICAGO AND ALL CANADIAN POINTS.



Having NO CHANGE OF CARS of any class between CHICAGO, PORT HURON, STRATFORD and BUFFALO. The only line running PULLMAN PALACE SLEEPING CARS from CHICAGO to SUSPENSION BRIDGE, BUFFALO, TORONTO, MONTREAL, NEW YORK and BOSTON through Canada without change.

This line is becoming the most popular route to all points East, via Montreal and down through the White Mountains, also via Niagara Falls, where its trains pass over the SUSPENSION BRIDGE, in full view of America's Greatest Cataract. During the Summer Season passengers going East have choice of Boat or Rail on the St. Lawrence River, where nature taken its sway and crowned the river with the most beautiful scenery.

Always ask for Tickets via this Line.

GEO. B. BEEVE, Traffic Manager.

S. R. CALLAWAY, General Manager.