

White Pine Product in 1893.

The Chicago Northwestern Lumberman says. "The Lumberman this week presents its report of pine products in 1893. The mill output in each district of the three states, Michigan, Wisconsin and Minnesota, will be of interest to the mill operators in the localities indicated. The summary of district totals for lumber and shingles given in separate tables will interest every lumberman in the entire country.

"It will be observed that the grand total output in 1893 fell below the total in 1892 to the amount of 1,302,999,965 feet of lumber, and in shingles there was a comparative decrease of 858,827,076. The total product last year was smaller than in any year since 1886, when it was 7,425,368,443 feet, and less than that in 1885, years of restricted production which followed the industrial and trade depression of 1883 and 1884. It is a noteworthy fact that the decline last year, notwithstanding the worst panic and depression known since 1873, did not bring the total as low as in either 1885 or 1886. This feature appears, too, after several years of lavish cutting, which pushed production in 1892 to nearly 9,000,000,000 feet, and was popularly supposed to have well nigh denuded the forests of the three great pine bearing states. Hence we may conclude that in another period of general prosperity it is possible that production may again be forced beyond the 8,000,000,000 mark. Manifestly, northern pine is still far from exhaustion.

"The falling off in production last year as compared with that of 1892 was 306,824,063 feet in the Chicago district, or, more properly, grand division; 693,243,510 feet in the division west of the Chicago district; and 303,538,909 in the Saginaw and Lake Huron division. Thus it will be seen that, compared to total product, eastern Michigan lost proportionately more than the territory to the westward. This is the natural result of the exhaustion of much of the stumpage in eastern Michigan as compared to that further west, where the cutting of pine has not reached an extent that necessitates a falling off in annual product.

"Figures touching shingle production in any year carry less important weight than those pertaining to lumber. Production is much affected by the amount of lumber turned out, for pine shingles especially are in the nature of a by product, and the output of shingles is mostly determined by current demand for lumber. The reader can scan the array of figures presented and thus reach conclusions that may be of most interest to him.

"When we turn to the table showing stocks on hand we are struck with the amount of excess over stocks on hand at the close of 1893 as compared to the surplus in 1892. The grand total of excess in 1893 was 3,646,469,071, or 527,148,826 more than at the close of 1892. Thus, while there was a falling off in production of about 1,300,000,000 feet in 1893 compared to that of 1892, there is a comparative excess of stock on hand over 500,000,000 feet. Nothing could more forcibly show the shrinkage of demand during the past year. This decline of requirement seems to have affected all districts in nearly equal proportion, so that no section of the field at large can claim to have prospered more than another. The shrinkage of value has also been considerable, and the year altogether not one of prosperity to producers."

Tie to this Truth.

When you start out on a journey you will get **The Best Service. The Greatest Luxury. The Most Complete**

Comfort if your ticket reads via **The North-Western Line.** For full information as to through rates and routes and for Sleeping Car Berths, call on your Home Agent, and for Map Fold: **Free**, address **T. W. TEASDALE, G.P.A.**
C. St. P.M. & O. Ry., St. Paul.



The Popular Route

—TO—
**Montreal,
Toronto,
New York**

And all Points in the East.

TO

**Vancouver,
Victoria, Tacoma,
Seattle,
Portland,
San Francisco**

And all Pacific Coast Points.

A U S T R A L I A

From Vancouver to Honolulu and Sydney.

S. S. Arawa April 16
S. S. Warrimoo May 16
and every month thereafter.

China and Japan

From Vancouver to Yokohama and Hong Kong.

Empress India April 2
Empress Japan April 23
Empress China May 14

And every month thereafter.

ROBERT KERR,
General Passenger Agent.
WINNIPEG.

NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Monday, March 5, 1894.

Read Up.			Read Down.		
North Bound			South Bound		
Freight No. 168. Daily.	St. Paul Ex-press No. 107 Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Ex-press No. 108 Daily.	Freight No. 164 Daily.
1.20p	4.00p	0	Winnipeg	11.00a	5.20a
1.05p	3.49p	8 0	Portage Junction	11.15a	5.47a
12.42p	3.25p	9 30	St. Norbert	11.26a	6.07a
12.22p	3.21p	15 30	Cartier	11.38a	6.25a
11.44a	3.0p	23 5	St. Agathe	11.51a	6.51a
11.31a	2.54p	27 4	Union Point	12.02p	7.02a
11.07a	2.42p	32 5	Silver Plains	12.14p	7.19a
10.31a	2.25p	40 4	Morris	12.27p	7.45a
10.03a	2.11p	46 3	St. Jean	12.45p	8.25a
9.23a	1.51p	56 0	Letellier	1.07p	9.18a
8.00a	1.30p	65 0	Emerson	1.30p	10.15a
7.00a	1.15p	63 1	Femina	1.40p	11.15a
11.05p	9.15a	169	Grand Forks	5.2 p	8.25p
1.30p	5.25a	223	Winnipeg Junction	9.22p	1.22p
	3.45p	453	Duluth	7.55a	
	8.30p	470	Minneapolis	7.05a	
	8.00p	481	St. Paul	7.35a	
	10.30p	883	Chicago	9.35p	

MORRIS-BRANDON BRANCH.

East Bound.			West Bound.		
Ex. No. 130 Mon. & Fri. Wed. & Sat.	Ex. No. 128 Tues. & Sat. Thur. & Sun.	Miles from Morris.	STATIONS.	Ex. No. 127 Mon. & Fri. Wed. & Sat.	Ex. No. 129 Thur. & Sat. Thur. & Sat.
1.20p	4.00p	0	Winnipeg	11.00a	5.30p
7.50p	12.25p	0	Morris	2.30p	8.00a
6.53p	12.02p	10 0	Lowe Farm	2.55p	8.44a
6.49p	11.37a	21 2	Myrtle	3.21p	9.31a
6.23p	11.20a	25 9	Roland	3.32p	9.60a
4.39p	11.03a	33 5	Rockbank	3.50p	10.23a
3.68p	10.54a	39 6	Miami	4.05p	10.51a
3.14p	10.33a	49 0	Deerwood	4.25p	11.44a
2.51p	10.21a	54 1	A tamont	4.41p	12.20p
2.15p	10.03a	62 1	Somerset	5.00p	12.51p
1.47p	9.49a	68 4	Swan Lake	5.15p	1.22p
1.19p	9.35a	74 6	Indian Springs	5.30p	1.54p
12.57p	9.21a	79 4	Maricopolis	5.49p	2.18p
12.57p	9.10a	88 1	Greenway	5.58p	2.52p
11.67a	8.55a	92 E	Balder	6.15p	3.45p
11.12a	8.33a	102 0	Belmont	7.00p	4.15p
10.37a	8.16a	109 7	Hilton	7.18p	4.53p
10.13a	8.00a	117 3	Ashdown	7.35p	5.23p
9.49a	7.53a	120 0	Waranaca	7.44p	5.47p
9.39a	7.45a	123 0	Elliotts	7.55p	6.04p
9.05a	7.31p	129 5	Rounthwaite	8.08p	6.37p
8.23a	7.13p	137 2	Martinville	8.27p	7.15p
7.50a	6.55a	145 1	Brandon	8.45p	8.00p

Number 127 stops at Balder for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound.		W. End	
Read up Mixed No. 144. M., W & F.	Miles from Winnipeg.	STATIONS.	Read Down Mixed No. 141. M., W & F.
5.30 p.m.	0	Winnipeg	9.00 a.m.
5.15 p.m.	3.0	Portage Junction	9.15 a.m.
4.43 a.m.	11.5	St. Charles	9.44 a.m.
4.30 a.m.	13.5	Headingley	9.54 a.m.
4.07 a.m.	21.0	White Plains	10.17 a.m.
3.15 a.m.	35.2	Eustace	11.03 a.m.
2.43 a.m.	42.1	Oakville	11.36 a.m.
1.45 a.m.	55.6	Portage la Prairie	12.30 p.m.

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

Numbers 107 and 168 have through Pullman Vestibled Drawing Room Sleeping Cars between Winnipeg and St. Paul and Minneapolis. Also P.O. 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. BELCH, Ticket Agent, 456 Main St., Winnipeg.