

The Year in England.

The year that has gone bears away with it many sad memories of losses, vexations and disappointments that distressed members of the corn markets and many other commercial men, as well as of farmers and stockkeepers, and yet it was the most brilliant year for light and warmth within man's recollection. The debased prices of wheat and flour made the quotations below all precedent in fact, and oven of estimate. No bear went so far as to forecast that English wheat should fall below 25s per qr., or that foreign flour should be put on Mark Lane at 16s per sack. But 1893 is over, and hope is not dead in the world that 1894 may prove a Happy New Year! Many branches of trade will have to work on different planes to those hitherto found safe and reasonable, and there are always fair chance that changes of bases may allow of commerce and agriculture to work out profitable results from new systems. The roller mill 20 years ago was not an English institution, now it is the adopted child of nearly every miller in the kingdom, and the foreign miller is no longer the governor that regulates the milling trade in the finest sorts of flour.

Possibly the English farmer may learn a lesson from the English miller, and change his systems. At present wheat is produced abroad more cheaply than it can be grown in these islands, and foreign countries may well be left to work out the problem of who shall send us the cheapest wheat in the world. English land has many crops to claim its acres, and as it is of small measurable area, the population of the kingdom may easily eat up such produce as it can grow with a profit. At present the crop prospects of our seeded fields are of good promise, and healthy stock are growing nicely in value, whilst the pastures and green catch-crops are reckoned better than they have been for some years.—*Miller*, London, England.

Testimony to Manitoba Wheat

At the annual meeting of the Canadian Mortgage company, held in Aberdeen, the chairman, James W. Barclay, spoke very encouragingly of the company's prospects in Manitoba. Although the company holds over £716,000 (\$3,580,000) of mortgages, the total amount of foreclosure had been under £4,000 (\$20,000) despite the hard times which have been experienced this year. He said that they had good reason to be satisfied with the manner in which interest is being paid up, notwithstanding the low price of wheat. John F. White, the owner of the Dundee flour mills, in moving a vote of thanks to the directors said: Let him say a word from his own knowledge of the position of Manitoba in regard to the great wheat industry. The wheat industry of Manitoba ranked perhaps as the first in the world. No wheat nowadays brought better prices than No. 1 hard wheat in Manitoba. This year the crop had been secured in such fine order that there was scarcely a second grade. This had obviously been very much in favor of the growers, because if they did not get the same price as last year they got an average price which fairly compensated them. Manitoba farmers were likely to hold their own as long as any farmers in America, as their wheat was higher than the winter wheat from the States, and their produce was nearly double per acre. He had just finished discharging a large quantity of No. 1 hard Manitoba wheat, and the whole of it might be sold for seed wheat, and that seemed to him a sign that even at low prices the farmers of Manitoba were holding their own. All these things should give the shareholders a feeling of security and comfort that they did wisely and well in going to Manitoba.



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. Warrimoo January 16
S. S. Arawa February 16
and every month thereafter.

China and Japan

From Vancouver to Yokohama and Hong Kong.

Empress India January 8
Empress Japan February 5
Empress China March 5
And every month thereafter.

ROBERT KERR,
General Passenger Agent.
WINNIPEG.

NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Monday, November 20, 1893.

Read Up.			Read Down.		
North Bound			South Bound		
Freight No. 183. Daily.	St. Paul Ex. Press No. 107 Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Ex. Press No. 108 Daily.	Freight No. 184 Daily.
1.20p	4.00p	0	Winnipeg	12.11p	5.30
1.05p	3.49p	8	Portage Junction	12.27p	5.47a
12.36p	3.34p	16	St. Norbert	12.41p	6.07a
12.10p	3.19p	24	Cartier	12.13p	6.25a
11.57a	3.00p	32	St. Agathe	1.12p	6.61a
11.22a	2.51p	40	Union Point	1.20p	7.02a
10.00a	2.35p	48	Silver Plains	1.32p	7.18a
10.27a	2.20p	56	Morris	1.50p	7.45a
10.01a	2.05p	64	St. Jean	2.05p	8.25a
9.23a	1.45p	72	Letellier	2.27p	9.13a
8.00a	1.20p	80	Emerson	2.50p	10.15a
7.00a	1.10p	88	Pembina	3.07p	11.15a
11.05p	9.15a	168	Grand Forks	6.40p	8.25p
1.30p	5.25a	223	Winnipeg Junction	10.50p	1.25p
	3.45p	453	Duluth	7.51a	
	8.30p	470	Minneapolis	7.05a	
	8.00p	481	St. Paul	7.35a	
	10.30p	823	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 Tues. & Sat. Thur. & Sun.
1.20p	4.00p	0	Winnipeg	12.15p	5.30p
7.50p	1.45p	0	Morris	2.25p	8.00a
6.53p	1.22p	10	Low Farm	2.49p	8.42a
5.49p	12.57p	21	Myrtle	3.17p	9.27a
5.23p	12.40p	25	Roland	3.23p	9.45a
4.30p	12.19p	33	Rosebank	3.47p	10.15a
3.68p	11.55a	39	Miami	4.03p	10.40a
3.14p	11.33a	49	Deerwood	4.26p	11.23a
2.61p	11.30a	54	Altamont	4.39p	12.02p
2.15p	11.01a	62	Somersett	4.58p	12.45p
1.47p	10.47a	63	Swan Lake	5.15p	1.17p
1.19p	10.33a	74	Indian Springs	5.38p	1.50p
12.61p	10.22a	74	Maricopolis	5.48p	2.15p
12.27p	10.07a	85	Greenway	5.58p	2.50p
11.57a	9.52a	93	Baldur	6.15p	3.23p
12.12a	9.31a	102	Belmont	7.00p	4.13p
10.37a	9.14a	109	Hilton	7.18p	4.58p
10.13a	8.57a	117	Ashdown	7.35p	5.23p
9.49a	8.50a	120	Wawanesa	7.44p	5.47p
9.39a	8.41a	123	Elliott	7.55p	6.04p
9.05a	8.26a	129	Rounthwaite	8.05p	6.37p
8.28a	8.05a	137	Martinville	8.27p	7.18p
7.50a	7.50a	145	Brandon	8.45p	8.00p

Number 127 stops at Baldur for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound.		W. End Read Down	
Read Up Mixed No. 144. Daily.	Miles from Winnip. per.	STATIONS.	Mixed No. 141. Daily.
12.45 p.m.	0	Winnipeg	4.15 p.m.
12.26 p.m.	3.0	Portage Junction	4.30 p.m.
11.51 a.m.	11.5	St. Charles	4.49 p.m.
11.42 a.m.	13.5	Headingley	5.07 p.m.
11.21 a.m.	21.0	White Plains	5.34 p.m.
10.12 a.m.	25.2	Eastace	6.50 p.m.
9.44 a.m.	42.7	Oakville	6.50 p.m.
8.55 a.m.	55.6	Portage la Prairie	7.40 p.m.

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 P-1-cc Dining Cars. Close connection at Chicago with eastern lines, connection at Winnipeg Junction with trains to and from the Pacific coast.

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