

How a Blizzard Acts and Ends.

"What a delightful day, so mild and calm!" is the expression heard. "I fear there will be a storm after this," remarks some one. Still the hours pass until night falls becoming gloomy, and from the far off polar sea comes a current of air with an icy breath, increasing as the night wears on into a wail that no one forgets who has heard the sound. In the morning the fine, dry snow that has been generated in the regions of the north is running like a river over the prairies, rising in the air and curling, in wild whirls, ever on the rapid move, falling and racing behind every building, woodpile or other obstruction, as if eager to get out of the way of the wild, homeless wind that presently becomes stronger, louder, faster and fiercer, until all the upper regions are in an uproar of storm and drift. Every living thing gets out of sight seeking the best shelter that is available, and the elemental war goes on. After a day or two of tempestuous violence the wind subsides, the skies clear, the sun shines out with its usual splendor.

Farmers clear the drifts from doors and from the windows of buildings; they uncover the ends of the haystacks and look to see under what drift the woodpile may be interred. Cattle come out of the stables and shake off the snow, that may have shot like a sand blast through some small opening. In the town drifts have to be removed, the sidewalks cleared, doors and windows restored to their former condition. By and by the steam whistle is heard and a strong engine appears with a single car at one end and a snow plow at the other and it is known that communication with the outer world is restored. The mail, three or four day's old, is received and examined, but it is too soon to hear reports of accidents, but accidents will have happened. Some rash person will have ventured out and become lost in the blinding drift; some anxious father or husband, eager to reach home lest his family should be uneasy on account of his absence, becomes entangled in the vortex of the storm and after some hours of hope and fear sinks exhausted and in a few moments is wrapped in the winding sheet of winter spread by the spirits of the air.—Pilot Mound Sentinel.

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In Effect May 24th, 1890

Going South.		STATION.		Going North.	
Mixed No. 5		Daily, except Sunday.		Mixed No. 6	
7 30a	De	Lethbridge	Ar	10 00p	De
12 15p	Ar	Calcutta	De	6 20	Ar
(Internat'l bound.)					
1 15	De	Sweet Grass	Ar	4 40	De
3 50	De	Shelby Junction	Ar	2 15	De
4 40	De	Conrad	Ar	1 40	De
6 15	De	Piegan	Ar	12 30p	De
7 55	De	Collins	Ar	10 15a	De
9 30	De	Steel	Ar	8 45	De
10 05	De	Vaughan	Ar	8 10	De
10 45	Ar	Great Falls	De	7 30	Ar

Going West.		STATIONS.		Going East.	
Mixed No. 2 Daily				Ex't No. 3 Mixed D. ex. No 1 Sun.	Mixed No 1 Daily
7 00p	De	Dunmore	Ar	4 45p	5 40a
10 30	De	Grassy Lake	Ar	12 45	2 00a
2 00a	Ar	Lethbridge	De	8 55a	10 40p

CONNECTIONS.

Canadian Pacific Railway at Dunmore Junction: East bound train (Atlantic Express) leaves Dunmore at 10.17 a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.

Great Northern Railway at Great Falls: South bound train to Helena, Butte, &c., leaves Great Falls at 10.35 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 2.55 p.m.

Macleod and Pincher Creek Stage leaves Lethbridge Tuesdays, Thursdays and Saturdays, at 7 a.m. Returning from Macleod Mondays, Wednesdays and Fridays.

Chateau Stage Line leaves Steel daily at 9 a.m. to Chateau, Bellevue, Bynum, Dupuyer, Hobbins and Piegan and arrives daily from these points at 9 p.m.

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