ORTHERN R.R

TIME CARD.

Taking effect on Sunday, September 3, 1893.

Central or 90th Meridian Time.)

North Bound		South Bound
Freight No. 163. Daily. St. Paul Ex. press No. 107 Daily. Milles from	STATIONS.	St. Paul Express No. 108 Dally. Freight No. 154 Daily.
1 20p 4.05p 0		11 33a 5 30
1.05p 3.65p, 8 0,	Portage Junction	11.470 6.47a
12.39p 3 \$8p 9 3	St. Norbert	12.02p 6 07a
		12.1fp 6.25a
11 56: 3.05p 23 6	St. Agathe	12 33p 6.61a
11 20a; 2.57p ₁ 27 4		12 12p. 7 02a
10 59a 2.44p 32 6	Silveriains	12 68p 7.1°a
10 26a 2 26p 40 4	Morris	1.11p 7 45a
10 00a 2.12p 46 8	St. Jean	1.25p 8.45a
	Letellier	
8 00a 1.25p 65 0	Emerson	2.10p 10.15a
7 (0. 1 15p 68 1	Pembina	2 25p 11 15a
11.05p 9.20a 168	Grand Forks	6.00p 8.25p
1.30p 5 30a 223	Winning Junction	9.55p 1.45p
3.45p 463	Daluth	12.40p
S. (0p. 470)	Minneapolis	6.553
8,00p ¹ 481 ⁴		7 255
1 5,00p 88 ti	Chicago	7 15al

MORRIS-BRANDON BRANCH.

East Bound.	1	West Bound.
130 1138 1138 1138	•	8at. 8at.
	•	
K. No. X. No. X. No. Thes., hhur. & ornis.	STATIONS	Mon.
Park of St. N. S	i	
Ft. No.	i	The Nod No. N
# 2 # F 22		=======================================
4 05p) 0	Winnipeg	11.353
7,30p 1.05p 0		2.20pl 8 00a
6 40p 12 40p 10 0		2.55pj 8 50a
5.44p 12.17p 21 2		3.2tp 9.001
5.21p 12.07p 25.9		3.34p 10 16a
4.41p 11.44a 83 5		3.63, 10.652
4.03p 11 3ta 59 6		4.08p[11.24a
3,17p 11 13aj 49 0		4.32p 12.20p
2 52p 11 00a 54 1	* A tamont .	4.45) 12 4 10
2.13p to 41a 62 1	Somerset	5 04p 1 23p
1.43p 10 20 d 68 4		5.10p 1.53p
1 135 10 135, 74 6	I dian Springs	5.95p 2.23p
12 501 10.0 a 7 4		5.17p 2 43p
	Greenway .	6.03, 3 1 p
11.47a 9 32 92 11 (0a) 9 0a 102 0		6.45p 4.24p
10.242 8 532 (0) 7	· · · · · · · · · · · · · · · · · · ·	7.20p 5.10p
9 572 8.372 117 3	A-li fown	7.380 6.430
9 31 8 302 120 0	Wawanesa	7 45p 6 £9p
9 242 8 203 1:3 0	buot's	7.50pl 6 15p
8,47a, 8 05a,129 5	Rounthwaite	S UND 8.450
8.10a 7 55a 137 2		8 27p 7.23p
7 30a 7 30a 145 1	Brandon.	8.45p, 8.00p

Number 127 stops at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound Read up Mixed No. 144. Daily.	Mls.fr'm Winni- per.	STATIONS.	W. Bad Read Down Mixed No. 141. Daily
12.03 a.m.	10	Winnipeg	4.15 p m.
11 46 a m	30	Portage Junction	, J.Sup.m.
11.14 a.m	11.6	· St. Charles	4 49 pm.
11.01 a.m	13.5	· Headingly	5.07 p.m.
10.33 a.m.	l 21.0 l	White Plains	5.34 p.m
9 34 a.m.	35.2	· Eustace	6.16 p.m.
9 06 a m	42.1	· Oakville .	6 50 p m
8.10 a.m.	1 65.6 1	Portago la Prairic	7.40 p.m.

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

Numbers 167 and 168 have through Pulman Vestibuled Drawing Room Sleeping Cars between Winnipeg and St. Paul and Minneapo is. Also t'alice Uning Cars. Close connection at Winnipeg Junction with trains to and from the Pacific coast.

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

CHAS. S. FEE,

II. SWINFORD.

G. P. &T. A., St. Paul. General Agt., Winnipeg. H. J. BEICH, Ticket Agent, 468 Main St., Winnipeg.

THE FAVORITE LINE

TORONTO. MONTREAL, NEW YORK

and all points in the East.

St. Paul, Minneapolis and Chicago; Vancouver, Tacoma, Scattle, Portland, San Francisco and all points on the Pacific Coast.

Trains leave Winnipeg Monday, Wednesday and Saturday, connecting with steamers leaving Fort William.

S. S. MANITOBA, every Tuesday.

S. S. ALBERTA, every Friday.

S. S. ATHABASCA, every Saturday.

AUSTRALIA

From Vancouver to Honolulu and Sydney.

S. S. Warrimoo November 16 S. S. Arawa December 16 and every month thereafter.

China and Japan

From Vancouver to Yokohama and Hong Kong

Empress Japan November 13 Empress China...... December 11 Empress India..... January S And every month thereafter.

For full information apply to W. M. McLeod, City Passenger Agent, 471 Main street; J. S. Carter, Depot Ticket Agent, or to ROBERT KERR,

General Passenger Agent. WINNIPEG.

Success at the Fair.

The Cavadian Pacific Railroad has done well at the World's Fair. The company has re-ceived the highest award for its standard pas-senger train and locomotive. This award reads as follows:-" For excellence of design and construction of a handsome trans-continental passenger train having special features of meritin its colonist sleeping cars. Lecomotive for general excellence of workmanship and design, especially of the steel cab lined with wood, and the manner in which the main frames over the cylinder saddle are braced." The company has also received an award on their models of their China and Japan steamers.

Hides, Pelts, Wool, Etc.

Jas. McMillan Co., of Mi meapolis, in their monthly circular for November say:—

Sheep P. Its-The receipts are very heavy and the prices very low. A great many sheep are being killed for mutton. At these very low prices the demand is good; but whenever a dealer wishes to get an advance he cannot sell his pelts. On account of the low prices of wool there does not seem to be-any prospect of any improvement in the market in the immediate future. Caution your butchers to be careful and not cut or sco.o the pelts in taking them off. These are times when it is necessary to be careful and not waste anything by destroying.

Hides The receipts are larger and will increase as winter comes on. Tanners are not active buyers of hides, as on account of the hard times the consumption of leather is small, which indicates, together with the increase of receipte, that prices will continue to rule low for all grades, both green and dry. Calf and kip are in the best demand of any class of green ealted stock.

Sencea Root The receipts are fair; the demand is active. We have advanced our prices. A while ago it looked as though there would be a glut of seneca root on account of a light do-mand, as a great deal had been sold to con-sumer. The present demand is largely specu-lative, whether they will be maintained ro-mains to be seen. We think it a good time to

Worl The receipts are light us the scason is al out over for receiving this article; still, on account of the low prices considerable wool has been held. Our prices may seem low, but they are more than the shipper will get by shipping to the east at the present time. On account of the present low prices a good many of our customers have been discussing the sheep industry. The present prices of wool, compared with similar grades of foreign, are as low, except the finer grades; therefore if a free wool bill is placed, as seems likely, wool cannot decline any more, except these finer grades. If wool is put on the free list there is no reason account of the low prices considerate wool has wool is put on the free list there is no reason why you should not write your representatives and senators in Congress often after Decomber 5th to insist that woollens be put on the free list as well; because the present administration was elected to furnish lower priced woollens to the tolling classes. Now is the time to go into the sheep industry, Lecause sheep can be bought at the "ground floor" prices, and at such prices they will still pay a large per cent of profit at present prices of mut on and wool, besides the good they do the land. Do not get discouraged and go out of the sheep business; there is a better time in the future for the sheep-grower, even though he has to wait two or three years; and he can increase his flocks rapidly in the meantime with prop'r care.

The deputy postmaster general has sent out furth r matructions to postmasters relative to 'dunning' circulars. They are to the effect that care should be taken to exclude from the mail all correspondence posted by collecting agencies, in which the "dunning" character of their business is indicated.