

**What the Hog has Done.**

It is well, when we contemplate with pride and satisfaction the developments of western civilization, to give honor to whom honor is due. In point of fact, much of the splendor of our achievements is due to that most despised of all farm animals in the popular estimation—the hog.

Kansas city, Omaha, St. Louis and Chicago boast of their marvellous growth during the past two or three decades. They attribute it to their natural advantages, to their admirable facilities of transportation, and to the intelligence and enterprise of their people. In point of fact, much of it is due to the hog. The establishment of the pork packing industry in any city of the west is universally regarded as a pledge of prosperity, present and future. Wherever the hog has gone, to market in large numbers, packing establishments have sprung up as by magic. Deposits increased in the banks, stores of the great merchants were filled with customers, and the laboring man's home swelled the population and largely increased the wealth of these cities. Were the pork packing establishments removed from any of these cities there would be, for the time being, industrial paralysis, bankruptcies and failures. Few men realize how much of the comfort and prosperity which they enjoy in these cities depends upon the hog.

Again, for all these years the hog has been feeding a hungry world. In the peasant homes of Europe, on the cotton plantations of the south, in the mining camps of the west, and wherever great armies move, pork products are to be found as one of the staple foods of man. The toothsome ham is as grateful to the palate of the millionaire as it is to the palate of the soldier, or miner, or peasant. Tender, sweet and toothsome, it is as grateful alike to the palate of the child, of the laborer and of the old man who looks back over his long years of good feeding and remembers with pleasure the hog.—*Wisconsin Farmer.*

**Canal Tolls.**

At the annual meeting of the Canadian Marine Association, held at Toronto recently, D. G. Thomson, of Montreal, speaking on the question of free canals in Canada, showed that in all cases during the past year the western farmer had paid the tolls on grain, and that it was not in the interest of the farmer and grain dealer that tolls should be imposed, being not only unjust to the western farmer, but also tended to throw the bulk of the business via the Erie canal and New York.

Resolutions were passed urging the government to reduce the high tariff now charged vessels for docking at the Kingston dry dock; also for the abolition of duty upon repairs made upon Canadian vessels in American ports; also in view of the prospects of free admission of Canadian coal to the United States through the operation of the Wilson bill the association urges the Dominion government to admit United States coal free; also to urge upon the government the necessity for immediate action with regard to granting a site for a public elevator at Kingston, a large part of the export trade last year being diverted for want of this elevator; and finally for a reduction of the high price charged for discharging grain at Kingston.

W. A. Geddes, of Toronto, was elected president, and Thomas Marks, of Port Arthur, first vice-president.

A strong deputation was appointed to wait upon the Dominion government to bring the above resolutions and other matters affecting marine interests before the minister's attention.



**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 ..... February 16  
S. S. Warrimoo ..... March 16  
and every month thereafter.

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From Vancouver to Yokohama and Hong Kong.

Empress Japan ..... February 5  
Empress China ..... March 5  
Empress India ..... April 2  
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. 163. Daily.	St. Paul Ex. Press No. 107 Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Ex. Press No. 108 Daily.	Freight No. 164 Daily.	Miles from Winnipeg.	STATIONS.
1.20p	4.00p	0	Winnipeg	12.15p	5.30	0	Winnipeg
1.05p	3.49p	5	Portage Junction	12.27p	5.47a	5	Portage Junction
12.36p	3.34p	9	St. Norbert	12.41p	6.07a	9	St. Norbert
12.10p	3.19p	15	Cartier	12.53p	6.26a	15	Cartier
11.37a	3.00p	23	St. Agathe	1.12p	6.51a	23	St. Agathe
11.22a	2.51p	27	Union Point	1.20p	7.02a	27	Union Point
10.00a	2.55p	32	Silver Plains	1.32p	7.19a	32	Silver Plains
10.27a	2.20p	40	Morris	1.50p	7.45a	40	Morris
10.01a	2.05p	46	St. Jean	2.05p	8.25a	46	St. Jean
9.23a	1.45p	50	Letellier	2.27p	9.18a	50	Letellier
8.00a	1.20p	55	Emerson	2.50p	10.15a	55	Emerson
7.00a	1.10p	63	Pembina	3.00p	11.15a	63	Pembina
11.05p	9.15a	168	Grand Forks	6.40p	8.25p	168	Grand Forks
1.30p	5.25a	223	Winnipeg Junction	10.50p	1.25p	223	Winnipeg Junction
	3.45p	443	Duluth	7.55a		443	Duluth
	8.30p	470	Minneapolis	7.05a		470	Minneapolis
	8.00p	491	St. Paul	7.35a		491	St. Paul
	10.30p	833	Chicago	9.35p		833	Chicago

**MORRIS-BRANDON BRANCH.**

East Bound.				West Bound.			
Fr. No. 130 Mon., Wed. & Fri.	Fr. No. 128 Tues. & Sat.	Miles from Morris.	STATIONS.	Fr. No. 127 Mon., Wed. & Fri.	Fr. No. 120 Tues. & Sat.	Miles from Morris.	STATIONS.
1.20p	4.00p	0	Winnipeg	12.15p	5.30p	0	Winnipeg
7.50p	1.45p	0	Morris	2.25p	8.00a	0	Morris
6.53p	1.22p	10	Low Farm	2.49p	8.42a	10	Low Farm
6.49p	12.57p	21	Myrtle	3.17p	9.27a	21	Myrtle
5.23p	12.40p	25	Roland	3.23p	9.45a	25	Roland
4.59p	12.29p	33	Rosebank	3.47p	10.16a	33	Rosebank
3.58p	11.55a	39	Miami	4.03p	10.40a	39	Miami
3.14p	11.33a	49	Deerwood	4.26p	11.28a	49	Deerwood
2.51p	11.20a	54	Altamont	4.39p	15.02p	54	Altamont
2.15p	11.02a	62	Somerset	4.58p	12.45p	62	Somerset
1.47p	10.47a	68	Swan Lake	5.15p	1.17p	68	Swan Lake
1.19p	10.33a	74	Indian Springs	5.30p	1.50p	74	Indian Springs
12.51p	10.24a	79	Maricopolis	5.42p	2.15p	79	Maricopolis
12.27p	10.07a	86	Greenway	5.58p	2.50p	86	Greenway
11.57a	9.52a	92	Balder	6.15p	3.22p	92	Balder
11.12a	9.31a	102	Belmont	7.00p	4.13p	102	Belmont
10.37a	9.14a	109	Hilton	7.18p	4.63p	109	Hilton
10.13a	8.57a	117	Ashdown	7.35p	5.23p	117	Ashdown
9.49a	8.50a	120	Wawanesa	7.44p	5.47p	120	Wawanesa
9.32a	8.41a	123	Elliotts	7.55p	6.04p	123	Elliotts
9.05a	8.28a	129	Rounthwaite	8.08p	6.37p	129	Rounthwaite
8.38a	8.0a	137	Martinville	8.27p	7.18p	137	Martinville
7.50a	7.50a	145	Brandon	8.45p	8.00p	145	Brandon

Number: 127 stops at Balder for meals.

**PORTAGE LA PRAIRIE BRANCH.**

East Bound.		STATIONS.		W. End Read Down.	
Read up Mixed No. 144. Daily.	Miles from Winnipeg.			Mixed No. 141. Daily.	
12.45 p.m.	0	Winnipeg	4.15 p.m.		
12.20 p.m.	3.0	Portage Junction	4.30 p.m.		
11.51 a.m.	11.6	St. Charles	4.50 p.m.		
11.42 a.m.	13.5	Readingly	5.07 p.m.		
11.21 a.m.	21.0	White Plains	5.34 p.m.		
10.19 a.m.	35.2	Eustace	6.28 p.m.		
9.44 a.m.	42.1	Oakville	6.50 p.m.		
8.53 a.m.	65.5	Portage la Prairie	7.40 p.m.		

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

Numbers 107 and 163 have through Pullman Vestibuled Drawing Room Sleeping Cars between Winnipeg and St. Paul and Minneapolis. Also Pullman 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, 463 Main St., Winnipeg.