

**Insurance Briefs.**

A. F. Martin has resigned the agency of the Sun Life Assurance Co., at Calgary, and Alfred H. Wado has been appointed to the vacancy.

Zinc water, it is now claimed, if applied to wood makes it absolutely fire proof, will revolutionize fire insurance and immensely decrease the loss by fire.

A little care and time, and a small amount of money expended now in overhauling furnaces and flues and putting them in order will prevent many fires during the coming cold months.

A Nantucket hotel makes among its requests of guests, that if they should discover the house to be on fire, they should notify the watchman who may be found somewhere about the premises and probably asleep. It would be a pity to let the poor fellow be cremated.

**Railway Time Changes.**

Commencing on Sunday last (yesterday) the daily express service between Winnipeg and St. Paul on the C. P. R. and the St. P., M. & M. will be transferred to the Grotna, instead of via Emerson, and the trains will reach here, in time to make connection with the C. P. R. Pacific express. Going south the St. P., M. & M. express will leave at 9.45, forty minutes later than old time. By this arrangement travellers from the east and south will take dinner here. The Emerson section of the C. P. R., on which the St. Paul business is now done, will be operated as a branch line, with a tri-weekly passenger service. Trains will leave

Winnipeg for Emerson on Tuesdays, Thursdays and Saturdays at 14 o'clock and return the same night. On the Deloraine branch express trains will leave here after the arrival of the Pacific express at 12.40 on Tuesdays, Thursdays and Saturdays, reaching Deloraine 20.30 on the same days. A stop will be made at Manitou for dinner. Returning the express will leave Deloraine on Mondays, Wednesdays and Fridays at 5.15 and reach here at 15.35 in time to connect with the Atlantic express. On the off days a mixed train will leave Winnipeg at 8.45 in the morning, making connections with the St. P., M. & M. train at Grotna, reaching Manitou at 19.55. The train will leave Manitou on off days at 10.40 arriving in Winnipeg the same evening at 21.20.

The Glenboro train will leave Winnipeg on Mondays, Wednesdays and Fridays at 12.30, after the arrival of the eastern express, reaching Glenboro at 20.20. Returning, it will leave Glenboro at 8 o'clock, arriving in Winnipeg at 15.30.

The trains for Stonewall will leave the city on Tuesdays, Thursdays and Saturdays as heretofore, at 10.35, arriving at Stonewall at 11.50 o'clock. Returning, the train leaves Stonewall at 15 o'clock, reaching Winnipeg at 16.30.

On the Selkirk branch, the train will leave Winnipeg on Mondays, Wednesdays and Fridays at 8.45, reaching West Selkirk at 10.30 o'clock. The train returns to Winnipeg on the same day at 16.30, leaving Selkirk at 14.30.

**Lake Superior District.**

Austin & Elliott, Port Arthur, have opened out in their large new store built this season.

R. E. Mitchell has sold the steam barge, Butcher Boy, to Graham, Horne & Co., lumber dealers.

Sault Ste. Marie is to have an electric light system at once. The waterworks will also be put in operation.

Neil McArthur has disposed of his interest in the Continental hotel, Port Arthur, to Spofford & Adams.

Algoma has a permanent exhibit of her agricultural and mineral resources in the office of Murdock, Dickson & Co., corner Front and Scott streets, Toronto.

The Port Arthur *Sentinel* has the following to say of the mining industry at Thunder Bay: The Badger mine, which is pronounced to be the richest producer in the district, is reported to have realized \$70,000 from its last shipment of ore to Newark. Reports from the mining country south-west of Port Arthur continue encouraging. A couple of rich veins are said to have been discovered lately in the Beaver and Silver Mountain districts. The Silver Mountain "West End" mine has got its new hoisting and pumping apparatus in good shape and is making a grand showing both in the main shaft and about 1,000 feet further east where another shaft has been commenced, and is now down some twenty feet. There has been quite a rush of explorers during the month to secure all that could be located before the arrival of winter when such work cannot be carried on to advantage. The principal surveys are along the Silver belt north of Whitefish and Arrow Lakes along the projected railway route. The greater portion of the surveys were for Americans.

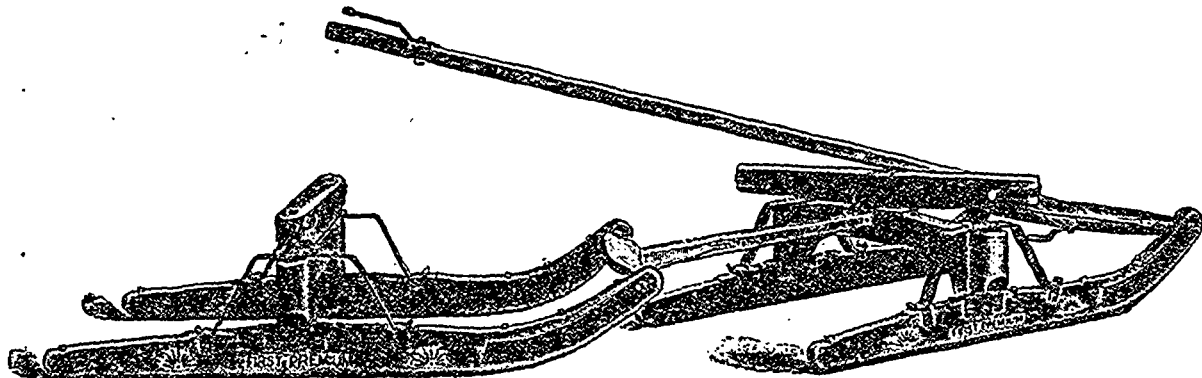
**F. A. FAIRCHILD & CO.**

—WHOLESALE DEALERS IN—

**AGRICULTURAL IMPLEMENTS,**

**CARRIAGES, SLEIGHS, &c**

PLOWS, SULKY PLOWS, GANG PLOWS, HARROWS, SEEDERS, FEED CUTTERS, CRUSHERS, WAGONS  
BUGGIES, BUCKBOARDS, PHAETONS, SURREYS, ROAD CARTS, CUTTERS,  
SLEIGHS, RUNABOUT WAGONS,



CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

**WINNIPEG.**