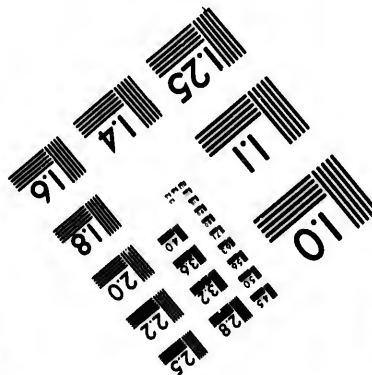
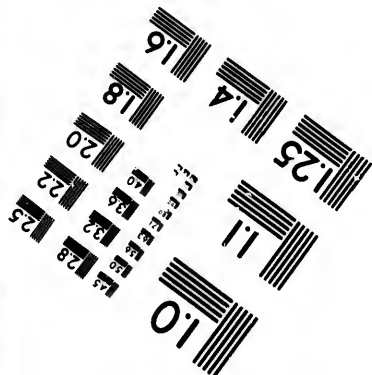
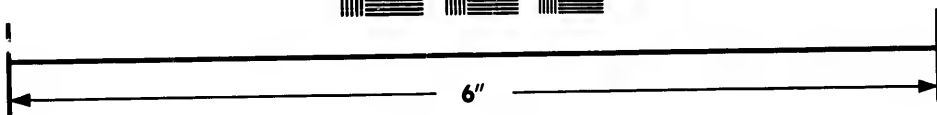
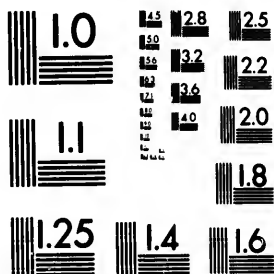


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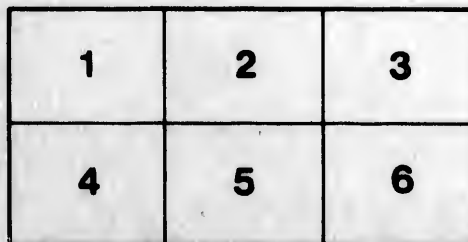
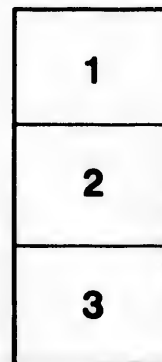
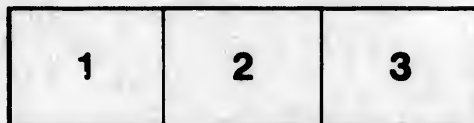
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# Settlers' Index

Handwritten numbers: 75, 12, 9.00

.....TO.....

# GOLDEN MANITOBA

## AND CANADIAN NORTH-WEST

**D. McNICOLL,**  
Passenger Traffic Manager,  
MONTREAL,

**O. E. E. USSHER,**  
General Passenger Agent,  
MONTREAL

**O. E. McPHERSON,**  
Ass't General Passenger Agent, TORONTO.



## Passengers

SHOULD GET ALL RATES VERIFIED  
BY THEIR NEAREST

## Canadian Pacific Railway Agent

BEFORE STARTING, AS THEY ARE  
IN ALL CASES SUBJECT TO REGU-  
LATIONS IN EFFECT AT TIME OF  
PURCHASE.



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# Railway and . . . . Free Land Grant

New Conditions of Payment



## THE CANADIAN PACIFIC RAILWAY COMPANY

Own nearly 25,000,000 acres of land in the Canadian North-West, lying chiefly along its Main Line and Branches.

For the greater convenience of purchasers, the Company have adopted new conditions of payment, whereby the aggregate amount of principal and interest is divided into ten equal instalments, the first to be paid at the time of purchase, and the remainder annually for nine consecutive years thereafter, except in the case of actual settlers requiring the land for their own use, when the second instalment shall fall due two years from date of purchase, the third in three years, and so on.

The interest charged under the new regulations is six per cent., the same as in the past, but the actual settler is relieved entirely of interest for the first year. He also has his second instalment deferred for two years to give him an opportunity to realize from the land before that payment matures. In addition to this, the system of equal payments will doubtless in most cases be found more convenient than the old plan, which called for the

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heaviest payments in the early portion of the term of the contract when the settler was least able to meet them, not having had time to get his land thoroughly under cultivation.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices under the new conditions :—

160 acres at \$3.00 per acre,	\$ 61.52
160 acres at \$3.50 per acre,	71.77
160 acres at \$4.00 per acre,	82.03
160 acres at \$4.50 per acre,	92.28
160 acres at \$5.00 per acre,	102.54
160 acres at \$5 50 per acre,	112.79
160 acres at \$6.00 per acre,	123.04

**DISCOUNT FOR CASH.**—If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. on the amount paid in excess of the usual cash instalment.

Purchasers paying any instalment, or more, one full year before the date of maturity, will be allowed a discount at the rate of six per cent. per annum.

For further information write to L. A. Hamilton, Land Commissioner, C.P.R., Winnipeg, Man.

All surveyed even numbered sections, excepting Nos. 8 and 26, are held exclusively for free homesteads, and entry therefor for the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The railway traverses four of the most important divisions of the North-West, viz.: Manitoba, Assiniboia, Alberta and Saskatchewan. The last named has been recently opened up by the railway, and contains some of the best districts, while its soil is unsurpassed on the continent.

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**REDUCED PRICES.** The Canadian Pacific Railway have made a general reduction in the price of all lands listed at \$4.00 per acre and upwards, excepting only such as are particularly valuable owing to proximity to stations or to other special causes. This reduction will, in most cases, range from 25 to 33 per cent. The lands in the Edmonton district, unsurpassed in the Dominion, are sold at a uniform price of \$3.

**MANITOBA** is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great as those of any other part of the North American Continent. The soil is a rich black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. Last year (1897) the aggregate yield of wheat was 18,261,950 bushels, an average of 14.14 bushels to the acre; of barley, 3,183,602 bushels, averaging 20.77 bushels; oats, 10,629,513 bushels, averaging 22.7 bushels; and other grains 329,560 bushels. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe, so that the intending settler, no matter what his nationality, can settle among his own countrymen.

**ASSINIBOIA,** the central District of the North-West, contains the largest unbroken tract of wheat growing land to be found on

the American Continent, viz. : the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line keeping in the same uniformly rich clay loam. The western part of the District is particularly well adapted to stock raising, having a climate that permits of cattle grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses on the plains, and watered by the South Saskatchewan, Red Deer, Swift Current and the innumerable spring-fed streams flowing from the Cypress Hills.

**ALBERTA** is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of about 120,000 miles. It is characterized by a mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the Chinook winds, which follow a north-easterly direction from the current in the southern Pacific Ocean, whence they receive their warmth. The snow in winter rarely lies longer than four or five days when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province an abundance of water for grazing and all other purposes.

The wild grasses of the District are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market, and it is a fact that, even

in the spring; cattle which have not received any feed except what they got by grazing are brought in from the ranches as fat as stall-fed cattle in the Eastern Provinces.

The surplus cattle raised in the Edmonton district are shipped to British Columbia and to the European markets via Montreal. The quantity shipped up to the present has been limited, the bulk of it finding a market in Vancouver.

The grain raised in the Edmonton district does not more than at present supply local requirements. There was, however, a surplus of oats in 1897, which found a market in British Columbia, and the erection of extensive oatmeal mills at Edmonton last year has created an excellent home market.

The cool temperature in summer with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for Cheese and Butter making, and it is rapidly becoming as noted for such industries as for its ranches.

There is a local lumber supply at Edmonton, but the finer grades are obtained from British Columbia.

This District is being opened up rapidly by the C. P. Ry. branches from Calgary to Edmonton and to Macleod.

**SASKATCHEWAN.** The valley of the Saskatchewan, which extends from the Rocky Mountains to Manitoba, contains some of the most fertile soil in the world. The territorial division of Saskatchewan comprises that

portion of the great valley and surrounding country lying next north of Assiniboia. Prince Albert, near the forks of the North and South branches of the Saskatchewan, reached by the Canadian Pacific, is the principal centre, and throughout the District are many thriving settlements, in which are located a large number of prosperous settlers, and in a short time will be served by the M. & N. W. Ry., as well as by the Canadian Pacific.

**LAND** are offered reduced return rates,  
**EXPLORERS** first-class, to Winnipeg from points in Canada east of Sudbury, and can, on presentation of the return half of same to the undersigned, purchase return tickets from Winnipeg to points west in the Province of Manitoba, Assiniboia, Saskatchewan or Alberta, the value of which will be refunded to the original holder should he purchase within 30 days one-quarter section (160 acres) of Canadian Pacific farm lands. A similar rebate will be made to actual settlers on Canadian Government lands west of Winnipeg and east of Calgary, on production of proof of purchase or entry of same within the 30 days.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Offices of the Company in the station buildings, where maps and pamphlets, descriptive of the Free Grant and Railway Lands, through which the Railway passes, can be obtained. Stop-over privileges between Winnipeg and Calgary will be granted (on application to the conductor) on Through Second-Class or Colonist Tickets to British Columbia

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or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars, apply to

**L. A. HAMILTON,**

C.P.R. Land Commissioner,

WINNIPEG,

Or any Agent of the C. P. Ry. Company.

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## Government Lands

### FREE HOMESTEAD REGULATIONS.

Any even-numbered section of Dominion Lands in Manitoba or the North-West Territories excepting 8 and 26, which have not been homesteaded, reserved to provide wood lots for settlers, or other purposes, may be homesteaded by any person who is the sole head of a family, or any male over eighteen years of age, to the extent of one-quarter section or 160 acres, more or less.

**ENTRY.** Entry may be made personally at the local land office in which the land to be taken is situate, or if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, or W. F. McCreary, Dominion Immigration Commissioner, Winnipeg, receive authority for some one to make the entry for him. A fee of \$10 is charged for an ordinary homestead entry; but for

lands which have been occupied an additional fee of \$10 is chargeable to meet inspection and cancellation expenses.

The entry must be perfected within six months of its date, by the settler beginning to reside upon and cultivate the land, unless entry is obtained after the first of September, in which case it need not be perfected before the first day of June following.

**HOMESTEAD DUTIES.** After perfecting his Homestead Entry as described, the settler must continue to reside upon and cultivate the land for which he holds entry for three years from the date thereof, during which period he may not be absent from the land for more than six months in any one year without forfeiting the entry.

Upon furnishing proof, which must be satisfactory to the Minister of Interior, Ottawa, that he has fulfilled the conditions as to residence and cultivation before specified, the settler shall be entitled to a patent from the Crown for his homestead, provided he is a British subject by birth or naturalization.

If the homesteader desires to obtain his patent within a shorter period than three years he will be permitted to purchase his homestead at the Government price ruling at the time, upon proof that he has resided thereon for twelve months from the date of perfecting entry, and that he has brought at least thirty acres under cultivation.

**APPLICATION FOR PATENT** may be made before the local agent or any homestead inspector. Before making application for patent the settler must give six months' notice in writing to the



Minister of the Interior, of his intention to do so. When, for convenience of the settler, application for a patent is made before a homestead inspector, a fee of \$5 is chargeable, no fee, however, being charged if the application be made at the land office. Application for patent must be made within five years from the date of the homestead entry, otherwise the right thereto is liable to forfeiture.

**DOMINION LAND OFFICES** are located at Winnipeg, Brandon, Minnedosa, Dauphin, Estevan, Regina, Yorkton, Lethbridge, Calgary, Red Deer, Edmonton, Beaver Lake, Battleford and Prince Albert.

**TIMBER.** A liberal supply of timber for house-building purposes and fuel is granted free to settlers on payment of a small office fee for the permit to cut.

For full information as to conditions of tender, and sale of timber, coal or other mineral lands, apply to the Secretary of the Department of the Interior, Ottawa, Ontario; or to any other of the Dominion Lands Agents for Manitoba or the North-West Territories.

# List of Publications

## FARMING AND RANCHING IN WESTERN CANADA

A most interesting and well-written pamphlet descriptive of the advantages and capabilities of the Province of Manitoba and the Districts of Alberta and Assiniboia, and the fertile valley of the Saskatchewan with detailed information as to cattle, horse and sheep ranching, dairying, mixed farming and mining. It is carefully illustrated with views produced from photographs. Land and railway maps are also included.

## BRITISH COLUMBIA.

The best compilation of trustworthy information yet issued regarding the Pacific Coast Province, carefully revised and brought up to date. It is well illustrated, with maps of the Province, and should be in the hands of everyone who feels the slightest interest in British Columbia.

## GOLD IN CARIBOO AND KOOTENAY, B.C.

A brief but comprehensive description of the famed Cariboo and Kootenay mining regions in British Columbia, which now rank amongst the richest ore-producers of the world, with maps of these two great mineral districts and directions how they can be most easily reached.

## KLONDIKE AND YUKON GOLD FIELDS.

A pamphlet dealing very extensively with the means of reaching these now world-renowned gold fields, together

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with the latest and most authenticated information regarding the climatic conditions of the country, its resources and probabilities, as well as a detailed list of what is necessary to take. It is handsomely illustrated, and contains a map showing plainly the different routes.

**“MANITOBA AS IT IS TO-DAY.”** This pamphlet should be in the hands of every one whose intention it is to take upon himself the duties of a homesteader in Manitoba.

**Apply for Free Copies of any of the Publications mentioned, or this Pamphlet, to any Agent of the Company; or for Special Information. Maps and Pamphlets, regarding the Province of Manitoba, to W. D. Scott, Manitoba Government Immigration Agent, 30 York St., Toronto.**

**Rates, Rules, Conditions and Explanations for the Transportation of**

## Settlers' Effects

**From all Canadian Pacific Railway Stations Montreal and West, on the Ontario & Quebec, Credit Valley, and Toronto, Grey & Bruce Sections and Branches to**

### **MANITOBA and the CANADIAN NORTH-WEST**

**Consult your local railroad agent relative to placing car at your town for your freight for the North-West, advising him as nearly as you can what you will have to go forward.**

**The Freight Rates in this pamphlet are subject to the General Notices and Conditions of Carriage printed in the Company's form of Shipping Receipt.**

**A.—Carloads** of Settlers' Effects, within the meaning of this tariff, may be made up of the following described property for the benefit of actual settlers, viz.: LIVE STOCK, any number up to but not exceeding TEN (10) head, all told, viz.: Cattle, calves, sheep, hogs, mules or horses; HOUSEHOLD GOODS and personal property (all second-hand); WAGGONS or other vehicles for personal use (second-hand); FARM MACHINERY, IMPLEMENTS and TOOLS (all second-hand); LUMBER and SHINGLES, which must not exceed 2,500 feet in all, or the equivalent thereof; or in lieu of, not in addition to the lumber and shingles, a PORTABLE HOUSE may be shipped; SEED GRAIN; small quantity of TREES or SHRUBBERY; small lot LIVE POULTRY or pet animals; and sufficient feed for the live stock while on the journey.

**B.—Less than Carloads** will be understood to mean only HOUSEHOLD GOODS (second-hand), WAGGONS, or other vehicles (second-hand), for personal use, when shipped with other effects, and second-hand FARM MACHINERY, IMPLEMENTS and TOOLS. Less than carload lots must be plainly addressed. Small shipments will be charged for at the Company's regular minimum rates for carriage.

**C.—Merchandise**, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged the regular classified tariff rates. While the Canadian Pacific Railway is desirous of continuing to give liberal encouragement to settlers, both as to the variety of effects which may be loaded in cars, and the low rates thereon, it is also the duty of the Company to protect the merchants of the North-

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West by preventing, as far as possible, the loading of merchandise of a general character in cars with personal effects.

**D.**—Should the allotted number of LIVE STOCK be exceeded, the additional animals will be charged for at proportionate rates over and above the carload rate for Settlers' Effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of Live Stock.

**E.**—**Passes.**—One man will be passed free in charge of live stock when forming part of carloads, to feed, water and care for them in transit.

**F.**—**Top Loads.**—The Company's agents are instructed not to permit any article to be loaded on the top of box or stock cars; such manner of loading is dangerous, and is absolutely forbidden.

**G.**—Settlers' Effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

**J.**—The Carload rates on Settlers' Effects apply on any shipment occupying a car, and weighing 20,000 lbs. or less. If the carload weighs over 20,000 lbs., the additional weight will be charged for at rates shown.

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## Notes

### for Intending Passengers



The object in running Settlers' Specials is to give Colonists an opportunity to travel with their

stock and still have good accommodation and quick time. Intending passengers are therefore particularly requested to advise their railway agent early date fixed for leaving, so that suitable accommodation can be secured. Individual berths are not reserved, but accommodation is based on estimated number of passengers.

**DATES.** Settlers' Excursions will leave Toronto every Tuesday at 9.00 p.m. during **MARCH** and **APRIL**, provided sufficient business offers.

**COLONIST CARS** will be attached to each "Settlers" Special, and also to the regular Express leaving Toronto at 12.30 p.m. (noon) on the above dates. Passengers travelling without live stock should take this train and not wait for train leaving Toronto 9.00 p.m. Colonist Cars have been specially built for this class of business after the plan of the C. P. Ry. first class sleepers, the upper berth being let down from the roof, while the seats being drawn together form the lower. Each berth is capable of holding two persons.

Bedding to fit the berths can be obtained at the Union Station, Toronto, as follows:—

Mattresses, single.....	\$0.75
Mattresses, double.....	1.50
Pillows.....	20
Blankets.....	80
Curtains.....	75
<b>Berths in Colonist Cars are Free.</b>	

**MEALS EN ROUTE.** Arrangements have been made at various stations along the line at convenient intervals to provide meals. See stations in Folder A marked ||.

If passengers wish to take their food, baskets holding same should not be over 6 inches high, by 2 feet 9 inches in width, so that they can be placed under the seats when not in use.

**AN AGENT** of the Manitoba Government will accompany each Excursion to give information and assistance to passengers.

**BAGGAGE.** 300 lbs. of personal baggage will be checked to points given herein, except to Edmonton, Alba., when only 150 lbs. is allowed free on "Settlers'" Excursion tickets.

**AVOID** all worries that arise from customs inspections and duties, travel by an All-Canadian road and remember that

*All  
Sensible People  
Travel  
by the*



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# SPECIAL PASSENGER FARES

## AND FREIGHT RATES ON COLONIST EFFECTS

(FROM ALL POINTS IN ONTARIO)

PASSE. SECOND CLASS	-TO-	Carloads minimum 20,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$30 45	.....*Aikins, Assa.....	48	\$0 96
37 60	.....*Airdrie, Alba....	57	1 14
25 65	.....Alameda, Assa....	42	84
23 35	....Alexander, Man....	39½	79
22 25	.....Altona, Man.....	37½	75
31 15	...*Antelope, Assa....	49	98
22 90	.....Arden, Man.....	38½	77
22 00	....*Arnaud, Man.....	37	74
22 30	.....Austin, Man.....	38	76
28 80	...*Aylesbury, Assa....	46	92
22 10	.....Bagot, Man.....	37½	75
27 20	.....Balgonie, Assa....	44	88
34 85	.....*Bantry, Alba.....	54	1 08
22 05	....*Barnsley, Man....	37	74
35 55	....*Bassano, Alba....	55	1 10
23 65	....*Basswood, Man....	39	78
21 00	...Beausejour, Man...	35	70
37 40	..*Beddington, Alba...	57	1 14
28 00	..*Belle Plaine, Assa...	45	90
23 35	....Beresford, Man....	39½	79
21 15	.....*Bergen, Man.....	36	72
28 25	....*Bethune, Assa....	45½	91
26 15	....*Bienfait, Assa....	43	86
24 95	.....Binscarth, Man....	41	82
21 00	....Bird's Hill, Man....	35½	71
24 65	.....Birtle, Man.....	40½	81
39 30	...*Blackfalds, Alba....	59	1 18
29 50	...*Bladworth, Assa...	47	94
28 50	....*Boharm, Assa....	46	92
24 20	.....Boissevain, Man....	40	80

\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

# SETTLERS' INDEX—1898

19

PASSE SECOND CLASS	-TO-	Carloads minimum 20,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$29 70	.. *Bonnington, Assa. . .	47½	\$0 95
38 55	.... *Bowden, Alba . . . .	58	1 16
33 90	..... *Bowell, Alba . . . .	52½	1 05
34 20	... *Bow Island, Alba . . .	53	1 06
23 00	.... Brandon, Man. . . . .	39	78
25 80	.. *Bredenbury, Assa . . .	42	84
25 65	.... Broadview, Assa . . . .	42	84
33 60	.. *Bull's Head, Alba . . .	52	1 04
34 40	.... *Burdette, Alba . . . .	53	1 06
21 95	.... Burnside, Man. . . . .	37	74
25 25	.... *Burrows, Assa . . . . .	42	84
37 20	.... Calgary, Alba . . . . .	57	1 14
22 60	.... Carberry, Man. . . . .	38½	77
24 95	.... Carievale, Assa . . . . .	41	82
22 15	.... Carman, Man. . . . .	37	74
31 45	... *Carmichael, Assa . . .	49½	99
25 15	.... Carnduff, Assa . . . . .	41½	83
28 65	.... *Caron, Assa . . . . .	46	92
23 50	.... Carroll, Man . . . . .	39	78
38 00	... *Carstairs, Alba . . . .	58	1 16
23 95	... Cartwright, Man. . . . .	39½	79
35 05	.... *Cassils, Alba . . . . .	54	1 08
38 20	.... *Cayley, Alba . . . . .	58	1 16
28 60	.. *Chamberlin, Assa . . . .	46	92
29 40	.... *Chaplin, Assa . . . . .	47	94
22 95	.... Chater, Man . . . . .	39	78
36 60	.... *Cheadle, Alba . . . . .	56	1 12
35 25	.... *Chin, Alba . . . . .	54	1 08
25 65	.. *Churchbridge, Assa . . .	42	84
38 85	... *Claresholm, Alba . . .	59	1 18
30 90	Clark's Crossing, Sask. . . .	49	98
23 65	.... Clearwater, Man. . . . .	39	78
32 25	... *Clouston, Sask . . . . .	50½	1 01
35 90	.... *Cluny, Alba . . . . .	55	1 10
35 40	.. *Coaldale, Alba . . . . .	54½	1 09

\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

ments be



PASSE. SECOND CLASS	-TO-	Carloads minimum 20,000 lbs.	Less than Carloads	PA SE CI
		CENTS PER 100 LBS.		
\$38 40	.... Cochrane, Alba....	57	\$1 14	\$ 2
32 10	..... *Colley, Alba.....	50½	1 01	2
28 95	..... *Craik, Assa.....	46½	93	3
31 90	... Crane Lake, Assa...	50	1 00	TIC
37 80	... *Crossfield, Alba....	57½	1 15	ON
35 70	... *Crowfoot, Alba....	55	1 10	2
23 55	... Crystal City, Man...	39	78	2
22 90	.. Cypress River, Man..	38	76	2
22 90	.. *Darlingford, Man...	38	76	2
21 00	.... *Darwin, Man.....	34	68	2
24 25	..... Dauphin, Man.....	40	80	2
23 80	..... *Deleau, Man....	40	80	3
24 20	.... Deloraine, Man....	41	82	2
37 55	... *De Winton, Alba...	57	1 14	2
38 15	... *Didsbury, Alba....	58	1 16	2
28 05	..... *Disley, Assa.....	45½	91	2
22 15	.. Dominion City, Man..	37	74	3
22 80	..... Douglas, Man.....	39	78	2
28 40	... *Drinkwater, Assa..	46	92	3
31 70	... Duck Lake, Sask...	50	1 00	2
21 80	.... *Dufrost, Man.....	37	74	2
30 20	..... *Dundurn, Assa....	48	96	3
33 40	... Dunmore, Assa....	52	1 04	2
41 05	..... Edmonton, Alba....	61½	1 23	3
24 30	..... Elkhorn, Man.....	41	82	3
23 55	..... *Elliot, Man.....	39	78	2
21 90	.. *Elm Creek, Man....	37	74	TIC
24 50	..... *Elva, Man.....	41	82	ON
22 30	... Emerson, Man....	37½	75	3
29 60	... *Ernfold, Assa....	47	94	2
26 35	..... Estevan, Assa.....	43	86	2
21 70	.. *Fannystelle, Man...	36½	73	2
28 45	... *Findlater, Assa....	46	92	2
24 00	.... *Findlay, Man....	40	80	2
29 25	..... *Finsbury, Assa....	47	94	2

\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.



Less than loads	PASSE. SECOND CLASS	-TO-	Carloads minimum 20,000 lbs.	Less than Carloads
			CENTS PER 100 LBS.	
14	\$ 23 35	.. *First Siding, Man...	39	\$ 0 78
01	24 80	.....Fleming, Assa.....	41	82
93	32 70	.... *Forres, Assa.....	51	1 02
00	TICKET TO CHATER	.... *Forrest, Man.....	39	78
15	24 75	... *Foxwarren, Man...	41	82
10	23 25	... *Franklin, Man ...	39	78
78	25 80	.. *Frobysire, Assa...	42	84
76	24 80	.... Gainsboro, Assa. .	41	82.
76	29 15	.... *Girvin, Assa. . . .	47	94
08	22 55	.... Gladstone, Man....	38	76
80	36 10	.... Gleichen, Alba....	55	1 10
80	23 10	.... Glenboro', Man....	38	76
14	23 30	... *Glencairn, Man....	39	78
16	23 15	.... *Glenella, Man....	38½	77
91	21 00	.... *Gonor, Man.....	35	70
74	30 95	.. *Goose Lake, Assa...	49	98
78	27 70	.. *Grand Coulee, Assa...	45	90
92	34 55	.. *Grassy Lake, Alba..	53½	1 07
00	25 95	.... Grenfell, Assa.....	43	86
74	22 35	.... Gretna, Man.....	37½	75
96	30 55	... *Grindlay, Sask....	48½	97
04	23 55	.... Griswold, Man....	40	80
23	31 30	... *Gull Lake, Assa...	49½	99
82	31 25	.... *Hague, Assa.....	49½	99
78	27 05	... *Halbrite, Assa....	44	88
74	TICKET TO CHATER	.... Hamiota, Man....	40	80
82	30 00	.... *Hanley, Assa.....	48	96
75	24 15	.... *Hargrave, Man...	40½	81
94	25 25	... *Harrowby, Man...	41	82
86	23 85	.... Hartney, Man....	40	80
73	21 30	... *Headingly, Man...	36	72
92	29 95	.... *Herbert, Assa....	48	96
80	21 75	.... High Bluff, Man....	37	74
94				

\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

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PASSE. SECOND CLASS	- TO -	Carloads minimum 20,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$38 00	... High River, Alba ...	58	\$1 16
25 95	..... *Hirsch, Assa .....	42½	85
40 00	... *Hobbema, Alba ...	60	1 20
22 70	..... Holland, Man .....	38	76
24 10	..... Holmfield, Man .....	39½	79
26 60	.. Indian Head, Assa ..	43½	87
38 70	..... Innisfail, Alba ...	58½	1 17
33 15	..... *Irvine, Assa .....	52	1 04
37 70	..... *Keith, Alba .....	57	1 14
24 35	..... *Kelloe, Man .....	40	80
23 20	..... Kemnay, Man ...	39	78
24 20	.... Killarney, Man ...	40	80
32 50	... *Kincorth, Assa ...	51	1 02
34 50	... *Kininvie, Alba ...	53	1 06
39 45	..... Lacombe, Alba ...	59½	1 19
36 80	..... *Langdon, Alba ...	56	1 12
25 45	... Langenburg, Assa ...	41½	83
34 30	..... *Langevin, Alba ...	53	1 06
23 25	.... La Riviere, Man ...	38½	77
21 35	..... La Salle, Man .....	36	72
35 40	..... Lathom, Alba .....	54½	1 09
24 05	..... Lauder, Man .....	40	80
23 70	..... *Laurier, Man .....	39	78
39 05	..... *Leavings, Alba ...	59	1 18
40 70	..... Leduc, Alba .....	61	1 22
35 60	.... Lethbridge, Alba ...	55	1 10
30 75	..... *Leven, Assa .....	49	98
21 40	*Lower Fort Garry, Man.	36	72
27 90	..... Lumsden, Assa .....	45	90
22 05	... *Macdonald, Man ...	37	74
32 10	... *Macdowall, Sask ...	50½	1 01
39 30	..... Macleod, Alba ...	59	1 18
26 70	..... *Macoun, Assa .....	43½	87
23 85	..... *Makinak, Man .....	39½	79
23 00	..... Manitou, Man .....	38	76

\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

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# SETTLERS' INDEX—1898

23

Less than Carloads PER 100 LBS.	FARES SECOND CLASS	Stations	Carloads minimum 20,000 lbs.	Less than Carloads
			CENTS PER 100 LBS.	
1 16				
85	\$32 30	Maple Creek, Assa.	51	\$1 02
1 20	21 45	Marquette, Man.	36½	73
76	22 20	McGregor, Man.	38	76
79	27 00	*McLean, Assa.	44	88
87	21 35	*Meadows, Man.	30	72
1 17	33 60	Medicine Hat, Assa.	52	1 04
1 04	24 20	*Medora, Man.	41	82
1 14	22 50	*Melbourne, Man.	38	76
80	24 35	Melita, Man.	40½	81
78	23 70	*Menteith, Man.	40	80
80	23 55	Methven, Man.	39	78
1 02	37 40	*Midnapore, Alba.	57	1 14
1 06	22 75	Midway, Man.	38	76
1 19	28 15	Milestone, Assa.	45	90
1 12	40 45	*Millet, Alba.	61	1 22
83	23 45	Minnedosa, Man.	39	78
1 06	28 35	Moosejaw, Assa.	46	92
77	24 75	Moosomin, Assa.	41	82
72	22 60	Morden, Man.	38	76
1 09	39 30	Morley, Alba.	55	1 16
80	39 65	*Morningside, Alba.	60	1 20
78	21 80	Morris, Man.	37	74
1 18	29 80	*Morse, Assa.	47½	95
1 22	28 85	*Mortlach, Assa.	46	92
1 10	36 35	*Namaka, Alba.	55½	1 11
98	38 35	*Nanton, Alba.	58	1 16
72	24 20	Napinka, Man.	40	80
90	23 10	Neepawa, Man.	38½	77
74	23 50	Nesbitt, Man.	39	78
1 01	23 80	Newdale, Man.	39½	79
1 18	24 20	Ninga, Man.	40	80
87	21 50	*Niverville, Man.	36	72
79	26 80	North Portal, Assa.	43½	87
76	23 70	Oak Lake, Man.	40	80
	TICKET TO CHATER	Oak River, Man.	40	80

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\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

PASSE SECOND CLASS	- TO -	Carloads minimum 20,000 lbs.	Less than Carloads.
		CENTS PER 100 LBS.	
\$25 80	.... *Oakshela, Assa....	42½	\$0 85
24 00	... *Ochre River, Man...	40	80
22 75	.... *Ogilvie, Man....	38	76
37 75	.... *Okotoks, Alba....	57	1 14
38 35	.... Olds, Alba....	58	1 16
21 60	.... *Osborne, Man....	36½	73
31 05	.... *Osler, Sask....	49	98
40 85	.... *Otoskwan, Alba....	61	1 22
21 65	.... Otterburne, Man....	36½	73
25 50	.... Oxbow, Assa....	42	84
29 00	.... Parkbeg, Assa....	46½	93
28 15	.... Pasqua, Assa....	45½	91
38 90	.... *Penhold, Alba....	59	1 18
27 85	.... Pense, Assa....	45	90
25 50	.... *Perceval, Assa....	42	84
TICKET TO CHATER	.... *Pettepiece, Man....	40	80
24 65	.... Pierson, Man....	41	82
27 30	.. *Pilot Butte, Assa....	44½	89
23 45	... Pilot Mound, Man...	39	78
24 15	.... Pipestone, Man....	40	80
22 30	... Plum Coulee, Man...	37	74
22 85	.... Plumas, Man....	38½	77
39 80	.... *Ponoka, Alba....	60	1 20
21 60	... Poplar Point, Man...	37	74
21 85	Portage La Prairie, Man..	37	74
32 50	.. Prince Albert, Sask...	51	1 02
34 70	*Purple Springs, Alba..	54	1 08
26 85	.... Qu'Appelle, Assa....	44	88
38 85	.. *Radnor, Alba....	57½	1 15
23 50	... Rapid City, Man...	39½	79
22 40	.... Rathwell, Man...	37½	75
21 00	... Rat Portage, Ont...	32½	65
21 55	.... Reaburn, Man....	36½	73
39 10	.... Red Deer, Alba....	59	1 18

\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

Less than carloads.  
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PASSE. SECOND CLASS	-TO-	Carloads	Less
		minimum 20,000 lbs.	than Carloads
		CENTS PER 100 LBS.	
\$24 90	* Red Jacket, Assa...	41½	\$0 83
27 50	..... Regina, Assa.....	45	90
24 30	..... Reston, Man.....	40½	81
23 50	* Riverdale, Man....	39	78
26 55	.. Roche Percee, Assa..	43	86
31 90	... *Roddick, Sask.....	50	1 00
26 15	.... *Rokeby, Assa.....	42½	85
22 10	.... Rosenfeld, Man....	37	74
21 25	.... Rosser, Man.....	36	72
31 50	.... *Rosthern, Sask....	50	1 00
28 60	.... *Rouleau, Assa....	46	92
23 80	... *Routledge, Man....	40	80
30 15	.. Rush Lake, Assa...	48	96
25 20	.... Russell, Man.....	41	82
26 00	.... Saltcoats, Assa....	42	84
30 70	.. Saskatoon, Sask....	49	98
29 20	.... *Secretan, Assa....	47	94
21 00	... Selkirk East, Man...	35	70
21 45	.. Selkirk West, Man..	36	72
33 80	* Seven Persons, Alba..	52½	1 05
22 75	.... Sewell, Man.....	38½	77
21 50	.. *Shanawan, Man....	36	72
37 00	.... *Shepard, Alba....	56½	1 13
24 15	.... Shoal Lake, Man...	40	80
31 70	... *Sidewood, Assa....	50	1 00
22 40	.... Sidney, Man.....	38	76
24 60	.... *Sifton, Man.....	40½	81
26 40	... Sintaluta, Assa....	43	86
24 45	... Solsgirth, Man.....	40	80
23 50	.... Souris, Man.....	39½	79
35 20	* Southesk, Alba.....	54	1 08
33 75	.... *Stair, Assa.....	52½	1 05
21 55	.... Starbuck, Man....	36½	73
38 65	.... *Stavelly, Alba....	58½	1 17
23 25	.... Stockton, Man.....	38½	77

\* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

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PASSE. SECOND CLASS	-TO-	Carloads minimum 20,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$21 40	.... Stonewall, Man....	36	\$0 72
21 30	.. Stony Mountain, Man.	36	72
24 00	... Strathclair, Man...	40	80
36 40	... *Strathmore, Alba...	56	1 12
21 10	... St. Boniface, Man...	36	72
22 20	... *St. Claude, Man....	37	74
21 10	... *St. James, Man....	36	72
21 25	... *St. Norbert, Man...	36	72
34 10	..... *Suffield, Alba.....	53	1 06
26 10	... *Summerberry, Assa..	43	86
21 00	..... *Summit, Ont.....	31½	63
30 60	... Swift Current, Assa..	48½	97
22 70	..... Thornhill, Man....	38	76
34 65	..... *Tilley, Alba.....	53½	1 07
23 40	..... *Treesbank, Man...	39	78
22 55	..... Treherne, Man....	38	76
24 45	... *Valley River, Man..	40	80
TICKET TO CHATER	..... *Varcoe, Man....	40	80
23 95	..... Virden, Man.....	40	80
30 30	... *Waldeck, Assa....	48	96
32 95	..... *Walsh, Assa.....	51½	1 03
25 05	..... Wapella, Assa.....	41½	83
22 20	... Westbourne, Man...	37½	75
32 50	West Prince Albert, Sask.	51	1 02
34 90	... *Wetmore, Alba....	54	1 08
40 30	... Wetaskiwin, Alba...	60½	1 21
27 40	... *Weyburn, Assa....	40	88
22 20	... Whitewater, Man...	40½	81
25 35	... Whitewood, Assa...	42	84
33 90	... *Whitla, Alba.....	53	1 06
22 50	..... Winkler, Man.....	37½	75
25 05	.. Winnipegosis, Man..	■	■
34 05	... *Winnifred, Alba...	53	1 06
21 00	.... Winnipeg, Man....	36	72

\*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

# SETTLERS' INDEX—1898

72  
 72  
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 72  
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 72  
 72  
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 86  
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PASSR. SECOND CLASS	-TO-	Carloads minimum 20,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$26 25	.....Wolseley, Assa.....	43	\$0 86
35 05	..*Woodpecker, Alba..	54	1 08
22 40	....*Woodside, Man...	38	76
27 75	..*Yellowgrass, Assa..	45	90
26 35	.....Yorkton, Assa...	43	86

\*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

*All  
 Sensible People  
 travel  
 by the*




# TIME TABLE

Colonist Trains with effects  
leave Toronto 9 p.m. every  
Tuesday in March and April.

## REGULAR TRAIN SERVICE FOR PASSENGERS TRAVELLING WITHOUT STOCK

### MAIN LINE

Toronto .....	1st day	12.30	pm
Leaside Jct. ....	"	12.55	"
Burketon .....	"	2.03	"
Peterboro' .....	"	2.48	"
Havelock .....	"	3.30	"
Tweed .....	"	4.19	"
Sharbot Lake .....	"	5.23	"
Perth .....	"	6.01	"
Smith's Falls .....	"	6.20	"
Carleton Jct .....	"	7.05	"
Almonte .....	"	7.19	"
Arnrior .....	"	7.54	"
Renfrew .....	"	8.33	"
Pembroke .....	"	9.38	"
Mattawa .....	2nd day	12.47	am
North Bay .....	"	2.32	"
Sudbury .....	"	4.58	"
Port Arthur .....	3rd day	2.08	"
Fort William.....(Cent. Time)	"	1.30	"
Wabigoon .....	"	9.03	"

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MAIN LINE.—Continued.

	Rat Portage .....	3rd day	13.00
	Winnipeg .....	"	18.10
	Bergen .....	"	f 19.28
	Rosser .....	"	19.46
	Meadows .....	"	f 20.00
	Marquette .....	"	20.13
	Reaburn .....	"	20.25
	Poplar Point .....	"	20.36
	High Bluff .....	"	20.54
	Portage la Prairie .....	"	21.11
	Burnside .....	"	21.30
	Bagot .....	"	21.48
	McGregor .....	"	22.02
	Austin .....	"	22.18
	Sidney .....	"	22.42
	Melbourne .....	"	f 22.53
	Carberry .....	"	23.09
	Sewell .....	"	23.27
	Douglas .....	"	23.42
	Chater .....	"	23.55
	Brandon .....	"	24.10
	Kemnay .....	(Mountain Time)	" 23.42
	Alexander .....	"	24.00
	Griswold .....	4th day	24.22
	Oak Lake .....	"	24.40
	Virden .....	"	1.20
	Hargrave .....	"	1.40
	Elkhorn .....	"	2.00
	Fleming .....	"	2.35
	Moosomin .....	"	2.55
	Red Jacket .....	"	f 3.13
	Wapella .....	"	3.32
	Whitewood .....	"	4.05
	Perceval .....	"	f 4.20
	Broadview .....	"	4.35
	Oakshela .....	"	f 5.02
	Grenfell .....	"	5.17
	Summer berry .....	"	f 5.33
	Wolseley .....	"	5.48
	Sintaluta .....	"	6.07
	Indian Head .....	"	6.31
	Qu'Appelle .....	"	6.57

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MAIN LINE.—Continued.

McLean.....	4th day f	7.20
Balgonie.....	"	7.40
Pilot Butte.....	f	7.65
Regina.....	"	8.17
Grand Coulee.....	f	8.38
Pense.....	"	8.55
Belle Plaine.....	"	9.13
Pasqua.....	"	9.35
<b>Moose Jaw</b> .....	"	10.10
Boharm.....	f	10.25
Caron.....	f	10.40
Mortlach.....	f	10.58
Parkbeg.....	"	11.18
Secretau.....	f	11.45
Chaplin.....	"	12.05
Ernfold.....	f	12.25
Morse.....	"	12.47
Herbert.....	f	13.09
Rush Lake.....	"	13.30
Waldeck.....	f	13.46
Aikins.....	f	14.05
Swift Current.....	"	14.30
Leven.....	f	14.48
Goose Lake.....	f	15.09
Antelope.....	f	15.32
Gull Lake.....	"	15.49
Carmichael.....	f	16.07
Sidewood.....	f	16.30
Crane Lake.....	f	16.50
Colley.....	f	17.15
Maple Creek.....	"	17.38
Kincorth.....	f	17.56
Forres.....	f	18.15
Walsh.....	"	18.40
Irvine.....	f	19.02
Dunmore.....	f	19.30
Dunmore Jct.....	f	19.35
<b>Medicine Hat</b> .....	"	20.20
Stair.....	f	20.38
Bowell.....	f	20.54
Suffield.....	f	21.15
Largévin.....	f	21.32

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MAIN LINE.—Continued.

f 7.20	Kininvie .....	4th day f	21.50
7.40	Tilley .....	"	22.10
f 7.55	Bantry .....	" f	22.26
8.17	Cassils .....	" f	22.44
f 8.38	Southesk .....	" f	22.56
8.55	Lathom .....	"	23.12
9.13	Bassano .....	" f	23.29
9 35	Crowfoot .....	"	23.49
10.10	Cluny .....	5th day f	24.13
10.25	Gleichen .....	"	24.45
10.40	Namaka .....	"	1.12
10.58	Strathmore .....	" f	1.20
11.18	Cheadle .....	"	1.37
11.45	Langdon .....	"	2.00
12.05	Shepard .....	" f	2.24
12.25	Calgary Jct. ....	" f	2.46
12.47	Calgary .....	"	2.55
13.09	Keith .....	" f	3.19
13.30	Cochrane .....	"	3.55
13.46	Radnor .....	" f	4.21
14.05	Morley .....	"	4.43

† Daily, except Sunday.

\* Daily, Sunday included.

f Flag Stations. || Refreshment Stations.

SOURIS BRANCH

15.09	Brandon .....	r	14.35
15.32	Kemnay .....		15.15
15.49	Beresford .....		15.45
16.07	Souris .....	r	16.15

SOUTH-WESTERN BRANCH

16.30	Winnipeg .....	r	11.10
16.50	Murray Park .....		11.29
17.15	Headingly .....		11.40
17.38	Starbuck .....		12.58
17.56	Fannystelle .....		12.23
18.15	Elm Creek .....		12.45
18.40	Barnsley .....		13.00
19.02	Carman .....		13.15
19.30	St. Claude .....		14.50
19.35	Rathwell .....		15.13
20.20			
20.38			
20.54			
21.15			
21.32			

## SOUTH-WESTERN BRANCH.—Continued.

Treherne.....	15.30
Holland.....	15.50
Cypress River .....	16.14
Glenboro' .....	16.35
Stockton.....	16.53
Treesbank .....	17.14
Methven .....	17.30
Nesbitt .....	17.50
Carroll.....	18.10
Souris .....	r18.40

|| Refreshment Stations.

## PIPESTONE BRANCH

Souris .....	r18 00
Menteith Jct.....	18.35
Deleau .....	19.05
Findlay .....	19.35
Pipestone .....	20.05
Reston .....	r20.35

r Monday, Wednesday and Friday.

## SOURIS BRANCH

Souris .....	r17.40
Menteith.....	18.05
Hartney .....	18.25
Lauder .....	18.50
Napinka .....	r19.15

r Monday, Wednesday and Friday.

## PEMBINA BRANCH

Winnipeg.....	*14.25	r10.35
St. James .....	14.40	10.50
La Salle .....	15.05	11.21
Shanawan .....	f15.16	11.35
Osborne .....	f15.27	11.48
McTavish .....	f15.41	12.05
Morris .....	15.52	12.19
Rosenfeld Junc.....	16.17	12.50
Gretna .....	*16.45	.....
Plum Coulee .....		13.13
Winkler .....		13.30
Morden .....		14.15

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PEMBINA BRANCH.—Continued.

d.	Thornhill .....	14.35
15.30	Darlingford .....	14.57
15.50	Manitou .....	15.15
16.14	La Riviere .....	15.40
16.35	Pilot Mound .....	16.09
16.53	Crystal City .....	16.20
17.14	Clearwater .....	16.30
17.30	Cartwright .....	17.00
17.50	Holmfield .....	17.17
18.10	Killarney .....	17.37
r18.40	Ninga .....	18.00
	Boissevain .....	18.18
	Whitewater .....	18.42
	Deloraine .....	19.02
	Medora .....	19.25
	Napinka .....	r19.50

r Monday, Wednesday and Friday.  
 f Flag Stations. \*Daily, Sunday included.  
 || Refreshment Stations.

SOURIS BRANCH

	Napinka .....	k 8.40	r 19.30	t8.40
	Melita .....	9.20	r 19.50	9.20
r17.40	Pierson .....	10.55	.....	10.55
18.05	Gainsborough .....	11.35	.....	11.35
18.25	Carievale .....	12.15	.....	12.15
18.50	Carnduff .....	13.15	.....	13.15
r19.15	Oxbow .....	14.35	.....	14.35
	Alameda .....	k15.15	.....	15.15
	Frobyshire .....	.....	.....	15.45
	Hirsch .....	.....	.....	16.15
	Bienfait .....	.....	.....	16.55
	Estevan .....	.....	t17.25	.....

t Thursday and Saturday.  
 r Monday, Wednesday and Friday.  
 k Tuesday only.  
 || Refreshment Stations.

CALGARY and EDMONTON BRANCH

	Calgary .....	r 8.00
	Calgary Jct. ....	8.05
	Beddington .....	f8.34
13.13	Airdrie .....	9.05
13.30	Crossfield .....	f9.35
14.15		

CALGARY AND EDMONTON BRANCH.—*Con.*

Carstairs.....	10.07
Didsbury.....	f10.30
Olds.....	11.00
Bowden.....	f11.30
Innisfail.....	12.05
Penhold.....	f12.30
Red Deer.....	13.30
Blackfalds.....	f14.07
Lacombe.....	14.30
Morningside.....	f15.00
Ponoka.....	15.23
Hobbema.....	f16.02
Wetaskiwin.....	16.35
Millet.....	f17.10
Leduc.....	17.53
Otoskwan.....	f18.30
Edmonton.....	r19.00

r Monday, Wednesday and Friday.

f Flag Stations.

|| Refreshment Stations.

## LETHBRIDGE BRANCH

Dunmore Jct.....	j7.55
Bull's Head.....	f8.30
Seven Persons.....	f8.58
Whitla.....	f9.23
Winnifred.....	f9.45
Bow Island.....	f10.10
Burdett.....	f10.35
Grassy Lake.....	10 58
Purple Springs.....	f11.25
Wetmore.....	f11.50
Woodpecker.....	f12.17
Chin.....	f12.42
Coaldale.....	f13.10
Lethbridge.....	j13.50

j Tuesday, Thursday and Saturday.

f Flag Stations.

**CALGARY AND MACLEOD BRANCH**

10.07	Calgary .....	j8.00
10.30	Midnapore .....	8.33
11.00	De Winton .....	f9.02
11.30	Okotoks .....	9.30
12.05	High River .....	10.10
12.30	Cayley .....	f10.45
13.30	Nanton .....	f11.10
14.07	Stavely .....	f12.00
14.30	Claresholm .....	12.27
15.00	Leavings .....	f12.58
15.23	Macleod .....	j13.30

j Tuesday, Thursday and Saturday.  
 f Flag Stations.  
 || Refreshment Stations.

**EMERSON BRANCH**

17.10	Winnipeg .....	n7.30
17.53	St. Boniface .....	7.55
18.30	St. Norbert .....	8.25
19.00	Niverville .....	9.05
	Otterburne .....	9.30
	Dufrost .....	10.05
	Arnaud .....	10.32
	Dominion City .....	11.00
	Emerson .....	n11.35

n Monday and Friday.

**WEST SELKIRK BRANCH**

7.55	Winnipeg .....	r18.00
8.30	Middlechurch .....	18.28
8.58	Parkdale .....	18.41
9.23	Victoria Park .....	18.58
9.45	Lower Fort Garry .....	19.12
10.10	West Selkirk .....	r19.25
10.35		
10.58		
11.25		
11.50		

r Monday, Wednesday and Friday.

**PRINCE ALBERT BRANCH**

12.17	Regina .....	l 8.50
12.42	Craven Jct. ....	f 9.57
13.10	Lumsden .....	10.02
13.50	Disley .....	f10.40
	Bethune .....	f11.03

## PRINCE ALBERT BRANCH.—Continued.

Findlater .....	f11.30
Chamberlain .....	f11.55
Aylesbury .....	f12.20
Craik .....	12.47
Girvin .....	f13.28
Finsbury .....	f13.45
Bladworth .....	f14.18
Bonnington .....	14.48
Hanley .....	f15.27
Dundurn .....	15.58
Grindlay .....	f16.43
Saskatoon .....	17.08
Osler .....	18.40
Hague .....	19.12
Rosthern .....	19.45
Duck Lake .....	20.20
Roddick .....	f20.50
Macdowall .....	21.18
Clouston .....	f21.50
West Prince Albert .....	22.20
Prince Albert .....	1 22.35

l Tuesday and Saturday.

f Flag Stations.

|| Refreshment Stations.

## STONEWALL BRANCH

Winnipeg .....	j 12.00
Stony Mountain .....	13.00
Stonewall .....	j 13.30

## MANITOBA AND N. WESTERN RY.

Winnipeg .....	j 10.30
Portage la Prairie .....	j 12.30
Macdonald .....	12.47
Gladstone .....	13.35
Midway .....	14.23
Arden .....	14.41
Neepawa .....	15.00
Minnedosa .....	j 15.45
Rapid City .....	b17.10
Minnedosa .....	t16.05 i 15.55
Basswood .....	16.40 16.20



MANITOBA AND N.-WESTERN RY.—*Con.*

30	Strathclair .....	17.50	16.56
55	Solsgirth .....	19.15	17.50
20	Birtle .....	19.50	18.10
47	Binscarth .....	t 21.40	i 19.55
28	Russell .....	b 22.30	i 20.35
45	Langenburg .....		1 23.25
18	Churchbridge .....		23.55
48	Bredenbury .....		24.15
27	Saltcoats .....		24.45
58	Rokeyby .....		1.15
43	Yorkton .....		1 1.40

LAKE MANITOBA RY. & CANAL CO.

12	Portage la Prairie .....	n 11.00
45	Gladstone .....	13.30
20	Ogilvie .....	13.56
50	Plumas .....	14.25
18	Glencairn .....	15.40
50	Ochre River .....	17.45
20	Dauphin .....	{ 18.30
35		{ 19.30
	Valley River .....	20.02
	Sifton .....	20.25
	Winnipegosis .....	n 21.38

- b Thursday only.
- i Saturday only.
- j Tuesday, Thursday and Saturday.
- l Tuesday and Saturday.
- n Monday and Friday.
- t Tuesday and Thursday.
- || Refreshment Stations.

For any other information relative to Passenger matters, write

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Brigh  
Bruss  
Camp  
Chath  
Clinto  
Cobou  
Collin  
Dread  
Durha  
Elder  
Elmir  
Elora  
Enter  
Fergu  
Galt  
Georg  
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D. C.  
C. E.  
W.  
J. J.

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apply to

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# Settlers' Index

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.....TO.....

# GOLDEN MANITOBA

AND CANADIAN NORTH-WEST

**D. McNICOLL,**  
Passenger Traffic Manager  
MONTREAL,

**C. E. E. USSHER,**  
General Passenger Agent  
MONTREAL

**C. E. McPHERSON,**  
Ass't General Passenger Agent, TORONTO

