

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

No. 21

TIME TABLE

No. 21

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

Monday
~~SUNDAY~~, NOVEMBER 2³²⁰d, 1902.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

THOMAS COOPER,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

E. J. PEARSON,
Ass't Gen'l Superintendent.

C. J. WILSON,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FREIGHT No. 59	FREIGHT No. 55	FREIGHT No. 53	PASSENGER No. 7	PASSENGER No. 3	PASSENGER No. 1	Water, Coal Scales, Tables and Wees	Station Numbers	Distance from Fargo	Time Table No. 21 November 3, 1902 Succeeding No. 20B	Distance from Jamestown	Capacity of Side Tracks	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 8	FREIGHT No. 54	WAY FREIGHT No. 60
Third Class	Third Class	Second Class	First Class	First Class	First Class				STATIONS			First Class	First Class	First Class	Second Class	Third Class
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY				Tel. Offices and Calls			DAILY	DAILY	DAILY	DAILY	EX. SUNDAY
De 6.30 M 59 D T	De 6.15 P M	De 4.05 P M M 60	De 7.30 A M	De 6.00 A M	De 4.40 P M	WC ST	316	0.0	Fargo 5.3 (B.T.)	92.8	800	Ar 6.50 A M	Ar 10.55 P M See 54	Ar 9.20 P M	Ar 10.40 P M See 4	Ar 4.00 P M M 53
6.55	6.35	4.26	F 7.42	* 6.12	* 4.49		320	5.3	Haggart 3.0	87.5	59	* 6.37 M 59 D T	* 10.39	F 9.05	10.15	3.25
7.10	6.47	4.35	F 7.47	* 6.17	* 4.53		324	8.3	Canfield 4.2	84.5	122	* 6.32	* 10.31	F 8.58	10.04	3.00
7.35	7.05	Ar 4.55 P M De 5.05 M 60	7.55	* 6.24 M 2	F 5.00 P 53	W	328	12.5	Mapleton 2.4	80.3	142	F 6.24 M 3	F 10.22	8.48	9.40	2.32
Ar 7.54 M 59 De 8.04 P	7.14	5.14	F 7.59 P 59	* 6.28	* 5.04		331	14.9	Greene 3.0	77.9	71	* 6.19	* 10.17	F 8.42	9.40	2.15
8.18	7.25	5.25	* 8.04	*	*		334	17.9	Dalrymple 2.2	74.9	72	*	*	F 8.36	9.28	1.65
Ar 8.30 De 9.00	7.35	5.34	8.10	6.37	5.12	CT	336	20.1	Casselton 3.8	72.7	225	6.08	10.05	8.31	9.20	1.40
9.30	7.55	5.47	* 8.17	*	*		339	23.9	Sidney 2.7	68.9	26	*	*	* 8.22	9.05	1.15
9.50	Ar 8.10 De 8.18 M 8	5.58	8.23	* 6.47	F 5.22		342	26.6	Wheatland 2.8	66.2	139	F 5.55	F 9.49	8.18 M 55	8.55	1.00
10.15	Ar 8.35 De 8.40 M 54	6.12	F 8.31	* 6.53	* 5.30	W	346	30.4	Magnolia 5.8	62.4	70	* 5.48	* 9.40	F 8.08	8.40 M 55	12.35
10.59	Ar 9.15 De 9.27 M 4	6.35	8.43	* 7.04	F 5.41		352	36.2	Buffalo 5.9	56.6	200	F 5.37	9.27 M 55	7.55	8.20	12.10 P M
11.40 A M M 60	9.58	7.00	8.55	* 7.14	F 5.52	W	358	42.1	Tower City 5.5	50.7	133	F 5.26	F 9.12	7.42	7.58	11.40 A M M 50
12.10 P M	10.25	Ar 7.25 M 54 De 7.30 M 8	9.07	* 7.23	* 6.00		363	47.6	Oriska 4.7	45.2	129	* 5.15	F 8.59	7.30 M 53 P 54	De 7.35 P Ar 7.20 M 53	11.10
12.35	10.59	7.49	* 9.17	* 7.35	* 6.09		368	52.3	Alta 5.6	40.5	67	* 5.07	* 8.48	* 7.20	6.57	10.44
1.05	Ar 11.15 P M De 12.05 A M	Ar 8.10 De 8.30 M 4	9.30 M 60	7.42	6.17 M 54	WC	374	57.9	Valley City 4.9	34.9	164	4.55	8.30 M 53	7.05	De 6.25 Ar 6.05 M 1	De 10.10 Ar 9.25 M 7
1.45	12.45	9.05	F 9.45	* 7.57	* 6.30		379	62.8	Berea 2.8	30.0	91	* 4.45	* 8.20	F 6.55	5.48	8.54
2.00	1.00	9.15	F 9.50	*	*		381	65.6	Hobart 3.5	27.2	25	*	*	F 6.40	5.39	8.37
2.25	1.20	9.26	9.58	8.08 M 60	6.41 M 8	W Y	385	69.1	Sanborn 5.3	23.7	243	F 4.36	8.07	6.41 M 1	5.25	De 8.15 Ar 7.50 M 3
2.55	1.55	9.42	10.08	* 8.17	* 6.49		390	74.4	Eckelson 3.7	18.4	93	* 4.28	F 7.57	6.26	5.05	7.25
3.15	2.15	9.54	F 10.16	* 8.24	* 6.55		394	78.1	Urbana 4.0	14.7	67	* 4.23	* 7.50	F 6.17	4.54	7.10
3.40	2.35	10.06	10.24	* 8.31	* 7.01		398	82.1	Spiritwood 6.0	10.7	143	* 4.17	7.42	6.08	4.40	6.50
Ar 4.15 De 4.20 M 54	3.05	10.25	* 10.36	* 8.42	* 7.12		403	88.1	Bloom 4.7	4.7	67	* 4.08	* 7.30	F 5.55	4.20 M 59	6.22
Ar 4.40 P M	Ar 3.30 A M M 2	Ar 10.40 P M	Ar 10.45 A M	Ar 8.50 A M	Ar 7.20 P M M 4	WC ST	409	92.8	Jamestown	0.0	650	De 4.00 A M M 55	De 7.20 P M M 1	De 5.45 P M	De 4.00 P M	De 6.00 A M
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	EX. SUNDAY

Registering and bulletin stations—Fargo, Valley City and Jamestown. East bound trains will register arrival at Haggart.

Standard clocks—Fargo and Jamestown.

Fargo yard extends from yard limit board west of Fargo and Southwestern Junction to east end of Red River bridge. Passenger trains will not exceed fifteen (15) and freight trains six (6) miles per hour through any portion of Fargo yard, and no train will exceed four (4) miles per hour crossing Broad-

way. All trains and light engines must come to a full stop before crossing C. M. & St. P. track one mile west of Fargo, and the Great Northern track one-half mile west of Casselton.

Casselton Branch Junction Switch just west of the G. N. Crossing.

Maximum grades: Alta to Valley City. Berea to Valley City. Bloom to Jamestown.

Nos. 7 and 8 will stop at Fargo shops. No. 8 will take siding for No. 1.

When trains Nos. 8, 54 and 53 meet and pass at Oriska Nos. 8 and 54 will take siding.

East bound trains may register by ticket at Haggart, same to be handed to the operator who will paste it in register.

SPECIAL RULES GOVERNING THE USE OF DOUBLE TRACK BETWEEN FARGO AND HAGGART.

RULE 1. Trains entering double track will keep to the right.

RULE 2. Double track commences at first switch east of stock yards, at Haggart station, which will be set and locked for West Bound trains. Double track ends at Fargo Passenger station.

RULE 3. Trains approaching on double track will give two short blasts of the whistle, and reduce speed while passing. All trains must approach F. & S. W. Junction under control.

SECOND DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 61		FREIGHT No. 53		PASSENGER No. 3		PASSENGER No. 1		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 21 November 21, 1903 Succeeding No. 20B		Distance from Mandan	Capacity of Side Tracks	PASSENGER No. 2		PASSENGER No. 4		FREIGHT No. 54		WAY FREIGHT No. 62	
Third Class EX. SUNDAY		Second Class DAILY		First Class DAILY		First Class DAILY					STATIONS Tel. Offices and Calls				First Class DAILY		First Class DAILY		Second Class DAILY		Third Class EX. SUNDAY	
De 7.30 AM		De 11.00 PM		De 8.55 AM		De 7.22 PM	M 4	WC S T	409	0.0	J	Jamestown 7.0	N	106.7	650	Ar 3.58 AM		Ar 7.10 PM	M 1	Ar 3.25 PM		Ar 4.45 PM
8.00		11.30 PM		F 9.15		* 7.42			416	7.0	EG	Eldridge 9.2	D	99.7	100	* 3.38		6.48		2.58		4.05
8.40		12.10 AM		F 9.35		* 7.58			425	16.2	WR	Windsor 3.9	N	90.5	121	* 3.22		6.30		2.24		3.10
8.55		12.22		F 9.43		* 8.04		W	429	20.1		Cleveland 8.5		86.6	87	* 3.15	F	6.23		2.10		2.50
9.29		12.52		10.00		* 8.17		W	438	28.6	MD	Medina 8.7	N	78.1	104	F 3.00		6.06		1.37		2.00
Ar 10.12	3 P	1.24		F 10.17	P 61	* 8.30		W	446	37.3	TP	Crystal Springs 7.5	D	69.4	92	* 2.45	F	5.49		1.05 P 62	De 1.10	54 P
De 10.22		1.50		F 10.30		* 8.41			454	44.8	DO	Dawson 7.9	N	61.9	67	* 2.33	F	5.35		12.37		12.10 PM
10.57		2.10		10.40		F 8.49		WC	459	50.3	ST	Tappen 5.5	D	56.4	118	2.25 M 53		5.24		12.15 PM	M 61	11.40 AM
Ar 11.25	M 53	De 2.25	M 2	10.57	M 62	* 9.02			467	58.2		Steele 8.0	N	48.5	148	F 2.10		5.09		11.45 AM	De 10.57	M 3
De 12.20	P 61	2.55		* 11.12	M 54	* 9.14			474	66.2		Geneva 3.0		40.5	65	* 1.55	* 4.53			De 11.12	M 3	Ar 10.40
1.10		3.17		F 11.17		* 9.18		W 2 1/4 miles west	478	69.2		Driscoll 7.5		37.5	55	* 1.50	F 4.47			10.50		9.52
1.55		3.46		11.32		* 9.29			486	76.7	SG	Sterling 6.2	N	30.0	99	* 1.38		4.32		10.25		9.20
2.10		4.05		11.45		* 9.38		W	492	82.9	MZ	McKenzie 5.2	N	23.8	109	* 1.27		4.19		10.02		8.53
2.50		4.20		11.55	A M	* 9.46			497	88.1	BE	Burleigh 5.3	D	18.6	67	* 1.17		4.09 M 61		9.45		8.30
3.25		4.34		* 12.05	P M	* 9.54			506	93.4		Apple Creek 7.5		13.3	72	* 1.07	* 3.59			9.25		8.10
Ar 4.00		4.34		12.22		10.05		W	510	100.9		Bismarck 5.8	N	5.8	250	12.55		3.43		9.00	De 7.35	
De 4.09	M 4	4.34		Ar 12.40	P M	Ar 10.20	P M	W C S T	515	106.7	BI	Mandan 5.8	N	0.0	450	De 12.40	A M	De 3.25	P M	De 8.35	A M	Ar 6.55
4.35		4.55		Ar 6.30	P M	Ar 5.25	A M				A					De 12.40	A M	De 3.25	P M	De 8.35	A M	De 6.30
Ar 5.10		5.25		EX. SUNDAY		DAILY										DAILY		DAILY		DAILY		EX. SUNDAY
De 6.00																						

Registering and bulletin stations—Jamestown and Mandan.

Standard clocks—Jamestown and Mandan.

Freight Trains enter and leave Jamestown Yard at a point just east of Pipestem River Bridge (the extreme west Switch). See Rule 298, "E" and "F."

Maximum Grades Eldridge to Jamestown.

NOTE—All trains and light engines will approach the crossing of the Soo Line Ry. 1200 feet west of Mile Post 192 (just west of spur to Penitentiary, 2 1/4 miles east of Bismarck) prepared to stop, and will stop unless receive signal from watchman at the crossing to go ahead.

FARGO & SOUTHWESTERN BRANCH.

West Bound.

East Bound.

Table with columns for Freight No. 109, Mixed No. 123, Passenger No. 107, and Passenger No. 108. Includes station names like Fargo, Oakes Junction, La Moure, Berlin, Medberry, Edgeley, and Verona. Includes time table No. 21, November 21, 1902.

Registering stations—Fargo, Oakes Junction, La Moure and Edgeley. Bulletin stations—Fargo and Edgeley. Standard clock—Fargo. Fargo yard extends from yard limit board west of F. & S. W. Junction to east end of Red River Bridge.

No. 107 has right over No. 108.

West Bound. JAMES RIVER AND OAKES BRANCHES. East Bound.

Table with columns for Mixed No. 123, Passenger No. 108, and Passenger No. 110. Includes station names like Oakes Junction, Glover, Oakes, La Moure, and Fargo & Southwestern Branch. Includes time table No. 21, November 21, 1902.

West Bound. CASSELTON BRANCH. East Bound.

Table with columns for Mixed No. 127, Passenger No. 108, and Passenger No. 128. Includes station names like Casselton, Langers, Persis, Myra, Embden, Fabian, Alice, Elizabeth, Lucca, Nome, Eastedge, Kathryn, Hastings, Litchville, and Marion. Includes time table No. 21, November 21, 1902.

Registering and bulletin stations—Casselton and Marion. Standard clock—Fargo. Casselton Branch trains will protect themselves against Main Line trains between Casselton Passenger Station and Junction Switch.

West Bound. COOPERSTOWN BRANCH. East Bound.

FREIGHT No. 159		MIXED No. 117		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 21 November 21, 1902 Succeeding No. 20C		Distance from McHenry	Capacity of Side Tracks	MIXED No. 118		FREIGHT No. 160	
Third Class		Sec'nd Class					STATIONS				EX. SUNDAY		Tue. Thur. & Sat.	
De 7.30 A M	De 10.10 A M	W	385	0.0	SA	Sanborn	9.5	N	62.6	243	Ar 6.00 P M	Ar 4.30 P M		
8.15	10.40	DC	9	9.5	RD	Rogers	8.3	DC	53.1	48	5.30	3.40		
9.00	11.10	DC	18	17.8	DZ	Dazey	5.5	D	44.8	69	5.05	3.00		
9.25	F 11.30	DC	24	23.3	L	Walum	3.2		39.3	17	F 4.55	2.25		
10.10	11.45 A M	W	DC 28	26.5	HF	Hannaford	6.0	D	36.1	41	4.40	2.10		
10.40	F 12.05 P M	DC	32	32.5	CP	Shepard	4.0		30.1	30	F 4.18	1.30		
Ar 11.00	12.20 P M	CT	DC 36	36.5	CP	Cooperstown	3.5	D	26.1	100	4.05	De 1.00 P M	Ar 10.50 A M	
De 1.30	F 12.35	DC	40	40.0		Loveil	5.5		22.6	22	F 3.50	10.30		
1.50	1.00	W	DC 45	45.5	JS	Jessie	5.4	D	17.1	37	3.35	10.00		
Ar 2.45	1.20	DC	51	50.9	BO	Binford	5.1	D	11.7	67	3.15	M 11.20	9.20	
De 3.15	F 1.35	W	DC 56	56.0		Lewis	6.6		6.6	13	F 3.00	8.40		
3.40	Ar 1.55 P M	CY	DC 63	62.6	MY	McHenry		D	0.0	65	De 2.30 P M	De 8.00 A M		
Mon. Wed. & Fri.	EX. SUNDAY										EX. SUNDAY	Tue. Thur. & Sat.		

Registering stations—Sanborn and McHenry.
 Bulletin station—Sanborn.
 Standard clock—Jamestown.
 All trains and light engines will come to a full stop before crossing Soo Line Track just west of Depot at Rogers.
 Cooperstown Branch trains will protect themselves against Main Line trains between Sanborn Passenger Depot and Junction Switch.
 Doubling Track at M. P. 30.
 No. 117 has right over 118.

West Bound. DEVILS LAKE BRANCH. East Bound.

FREIGHT No. 155		MIXED No. 145		PASSENGER No. 133		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 21 November 21, 1902 Succeeding No. 20C		Distance from End of Track	Capacity of Side Tracks	PASSENGER No. 134		MIXED No. 146		FREIGHT No. 156	
Third Class		Second Class		First Class					STATIONS				EX. SUN.		Tue. Thur. & Sat.		EX. SUN.	
De 7.00 A M	De 7.45 A M	De 9.10 A M	WC	409	0.0	J	Jamestown	6.4	N	108.7	650	Ar 6.30 P M	Ar 4.00 P M	Ar 5.00 P M				
7.25	8.08	F 9.27	DE	7	6.4	J	Parkhurst	7.0		102.3	33	F 6.14	5.33	4.30				
7.55	8.35	F 9.45	DE	14	13.4	J	Buchanan	7.8		95.3	27	F 5.55	3.05	4.00				
8.25	9.05	10.04	DE	21	21.2	PN	Pingree	6.6	D	87.5	55	5.36	2.30	3.30				
8.54	9.30	F 10.20	W	DE 28	27.8		Edmunds	6.7		80.9	24	F 5.20	2.05	3.05				
9.20	9.55	10.37	DE	35	34.5	MV	Melville	9.0	D	74.2	39	5.03	1.35	2.38				
Ar 10.00	Ar 10.30 A M	11.00 P M	CY	DE 44	43.5	CN	Carrington	4.7	D	65.2	123	4.41	De 1.00 P M	De 2.00 Ar 1.30				
De 11.05	11.19	11.12	W	DE 48	48.2		Gupill	3.7		60.5	16	F 4.30	Tue. Thur. & Sat.	1.12				
11.36 A M	11.22	11.22	DE	51	51.9	BW	Barlow	7.7	D	56.8	37	4.20	FREIGHT No. 158	1.00				
Ar 12.05	FREIGHT No. 157	11.40 M 156	W	DE 60	59.6	SR	New Rockford	6.3	D	49.1	130	4.01	Third Class	De 12.40 P M	Ar 11.25 A M			
De 1.00	1.25	F 11.55 A M	DE	66	65.9		Divide	4.8		42.8	18	F 3.45	Mon. Wed. and Fri. See 156	10.55				
1.46	Tue., Thurs. and Sat.	12.07 P M	DE	71	70.7	NY	Sheyenne	8.7	D	38.0	38	3.34	Ar 9.45 A M	De 10.00 A M				
Ar 2.30 P M	De 3.12 P M	12.29	W & Wye	DE 79	79.4	OB	Oberon	3.9	D	29.3	77	3.12	EX. SUN.					
M 134 C 157	C 155 M 134	F 12.38	DE	83	83.3		Lalie	6.9		25.4	30	F 3.03	9.25					
EX. SUN.	3.33	12.55	DE	90	90.2	MW	Minnewaukan	8.5	D	18.5	100	2.45	8.55					
Sec 143 & 157	4.10	1.15	DE	99	98.7	BR	Brinsmade	9.7	D	10.0	33	2.24	8.12					
	4.55	Ar 5.46 P M	W & Wye	DE 108	108.4	LD	Leeds	0.3	D	0.3	69	De 2.00 P M	De 7.30 A M					
	Ar 1.40 P M	EX. SUN.	DE	109	108.7		End of Track	0.0				EX. SUN.	Mon. Wed. & Fri.					

MIXED No. 143 See 155		MIXED No. 148		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Carrington	Time Table No. 21 November 21, 1902 Succeeding No. 20C		Distance from End of Track	Capacity of Side Tracks	MIXED No. 146 See 145 D. L. B.	
Second Class		Second Class					STATIONS				EX. SUN.	
De 3.12 P M	De 9.15 A M	WC	DE 79	0.0	CN	Carrington	6.7	D	54.2	123	Ar 11.30 A M	
F 3.32	F 9.25	Wye	DH 5	5.2		Ross	5.9		47.5	Spur 8	F 10.55	
F 3.52	F 9.05		DH 10	10.2		Sykeston	7.0	D	41.6	41	10.30	
4.25	8.40	W	DH 15	15.4	SG	Heaton	7.7		34.6	30	F 9.50	
F 4.55	F 8.00	W	DH 20	20.4		Bowdon	5.0	D	26.9	37	9.30	
F 5.15	F 7.45		DH 24	24.2	CY	Chaseley	5.5		21.9	29	F 8.45	
Ar 5.40 P M	De 7.30 A M	W	DH 28	27.6		Hurdfield	9.4		16.4	43	F 8.20	
Mon. Wed. & Fri.	Tue. Thur. & Sat.	Y				Goodrich	6.5 (Buddy)	D	7.0	28	7.40	
						Denhoff	0.5	D	0.5	49	De 7.00 A M	
						End of Track	0.0				See 145 & 156	

Registering and Bulletin Stations—Oberon and Rhodes.
 Standard Clock—Jamestown.
 Junction Switch at Oberon must be set and locked for D. L. Branch.

Registering Stations—Jamestown, Carrington, Denhoff, Oberon and Leeds.
 Bulletin Stations—Jamestown, Denhoff and Leeds.
 Standard Clock—Jamestown.
 Devils Lake Branch trains will protect themselves against Main Line trains between Devils Lake Junction and the passenger depot at Jamestown.
 Sykeston Branch trains will protect themselves against Devils Lake Branch Line trains between "Wye" switch and Carrington.
 All trains and light engines will come to a Full Stop before crossing Soo Line track, one-half mile west of Carrington and Great Northern track west of Depot at Leeds.
 Before crossing the Great Northern track at Leeds, the Crossing Gate must be properly set and fastened. During storm, fog or darkness a red light must be properly displayed on this gate. A red lantern will be used for this purpose and is to be removed as soon as G. N. track is clear and gate locked to (clear) position.
 G. N. trains will not stop unless gate is set against them.
 Oberon Branch Junction Switch, is just west of Oberon Water Tank.

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Munger's	29½ Miles
Gorman	54¼ "
MAIN LINE	
Distance from Jamestown.	
Bismarek Penitentiary Spur	98½ Miles
Bismarek Military Spur	99¼ "
Bismarek Water Works Spur	102¾ "
DEVIL'S LAKE BRANCH.	
Farquer 39 miles from Jamestown	
Garland 47 " " " (Sykeston Beh.)	
JAMES RIVER & OAKES BRANCH.	
Reeves Spur 6½ miles from Jamestown	

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHER (S).

DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd.
 DR. I. N. WEAR, Fargo (S).
 DR. J. P. AYLEN, Sheldon.
 DR. A. G. PATTERSON, Lisbon (S).
 DR. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. D. T. QUIGLEY, Litchville.
 DR. E. C. BRANCH, Wheatland.
 DR. S. B. CLARK, Buffalo.
 DR. E. A. PRAY, Valley City (S).
 DR. A. A. J. LANG, Sanborn.
 DR. C. L. BRIMI, Cooperstown (S).
 DR. J. A. RANKIN, Jamestown (S).

DR. J. M. H. STOVER, LaMoure.
 DR. H. W. MIRACLE, Edgeley.
 DR. H. P. BOARDMAN, Oakes (S).
 DR. J. R. MCKENZIE, Carrington.
 DR. C. McLACHLAN, New Rockford.
 DR. W. M. BARTLEY, Sheyenne.
 DR. JOHN CRAWFORD, Rhodes.
 DR. J. F. WARREN, Leeds.
 DR. W. L. GORDON, Steele.
 DR. F. R. SMYTH, Bismarek (S).
 DR. G. B. FURNESS, Mandan (S).
 DR. H. A. BEAUDAU, Oculist, Fargo.

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides; unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge; and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association, after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

F. L. BIRDSALL,
Ass't Superintendent.

PIERCE BLEWETT,
Train Master.

W. E. BERNER,
Chief Dispatcher.

NORTHERN PACIFIC RY.

GENERAL TIME TABLE NO. 21.
NOVEMBER 2d, 1902.

No. 53	No. 15	No. 13	No. 11	No. 9	No. 7	No. 5	No. 3	No. 1	STATIONS	No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14	No. 16	No. 54
No. 51 12.30 A							4.10 P	8.20 A	ASHLAND 67.2	7.00 P	11.00 A							No. 52 10.50 A
4.35 A							6.29 P	10.48 A	S. SUPERIOR 4.1	4.25 P	8.25 A							6.30 A
4.45 A							6.40 P	11.00 A	W. SUPERIOR 4.2	4.15 P	8.15 A							6.20 A
5.00 A							6.55 P	11.15 A	DULUTH 4.2	4.00 P	8.00 A							6.00 A
5.10 A									DULUTH 4.2									5.50 A
5.30 A									W. SUPERIOR 4.1									5.35 A
5.25 P		7.30 P	8.40 A						S. SUPERIOR 109.8									5.55 A
5.40 P		7.45 P	8.56 A						BRAINERD 29.4									5.40 A
5.55 P		7.55 P	9.05 A						STAPLES 142.0									5.30 A
6.10 P		7.55 P	9.05 A			1.05 P			ST. PAUL 10.9									5.10 A
6.40 P		11.55 P	12.35 A			1.25 P			MINNEAP'LIS 3.8									5.00 A
1.20 A		12.05 A	12.45 A			1.25 P			N'TOWN IC. 93.5									9.35 P
2.00 A		1.00 A	1.35 P			* 2.15 P			LITTLE FLS 33.8									8.55 P
4.15 A		1.00 A	1.35 P			* 2.15 P			STAPLES 142.0									7.30 P
8.00 P					8.00 P	8.40 A	10.15 P	9.30 A	ST. PAUL 10.9	2.20 P	7.40 A	* 11.55 A						8.30 P
					8.35 P	9.10 A	10.45 P	10.02 A	MINNEAP'LIS 3.8	1.50 P	7.05 A	5.20 P	7.25 A					
					8.55 P	9.25 A	11.00 P	10.17 A	N'TOWN IC. 93.5	1.35 P	6.50 A	5.05 P	6.50 A					
					12.05 A	12.05 P	1.35 A	12.53 P	LITTLE FLS 33.8	10.53 A	3.47 A	2.05 P	2.05 A					
					1.12 A	* 2.15 P	2.30 A	1.45 P	STAPLES 142.0 To Wadena 12.6 To Ft. Snodgrass 58.9	10.02 A	2.30 A	* 11.55 A	2.05 A					
					1.25 A	2.20 P	2.37 A	1.52 P	WADENA 51.5	9.55 A	2.20 A	11.50 A	1.50 A	12.25 A				10.15 A
					2.00 A	2.55 P			FERG'S FLS 26.1				1.18 A	11.55 P				7.30 P
									WARPETON 73.7				1.18 A	11.55 P				6.00 P
									OAKES				1.18 A	11.55 P				1.15 P
									WINNIPEG IC. 95.7				1.18 A	11.55 P				12.30 P
									GR'D FORKS 93.9				1.18 A	11.55 P				10.15 A
									PEMBINA 68.1				1.18 A	11.55 P				7.30 P
									WINNIPEG From Staples 108.6				1.18 A	11.55 P				6.45 P
									FARGO	7.00 A	11.10 P	8.00 A	9.40 P					1.15 P
									FARGO	6.30 A	10.55 P	8.00 A	9.20 P					12.15 P
									JAMESTOWN 106.7	4.00 A	7.20 P	5.45 P	5.45 P					10.30 A
									MANDAN	12.40 A	3.25 P							9.35 A
									MANDAN	11.30 P	2.15 P							6.30 A
									DICKINSON	8.07 P	10.42 A							10.30 P
									DICKINSON	8.00 P	10.35 A							9.00 P
									GLENDIVE	4.30 P	7.05 A							2.00 P
									GLENDIVE	4.20 P	6.55 A							12.50 P
									FORSYTHE	12.45 P	2.57 A							8.35 A
									FORSYTHE	12.38 P	2.50 A							8.25 A
									BILLINGS	9.15 A	11.20 P	9.05 A						11.10 P
									BILLINGS	9.00 A	11.10 P	8.40 A						10.30 P
									LIVINGSTON	6.05 A	7.30 P	4.55 A						9.00 P
									LIVINGSTON	5.55 A	7.20 P	4.45 A						2.00 P
									LOGAN To Helena 75.5 To Butte 95.7	3.50 A	5.05 P	2.35 A						12.50 P
									HELENA To Garrison 76.8	3.45 A	5.00 P	2.30 A						8.35 A
									BUTTE	12.50 A	2.20 P							8.30 A
									BUTTE	12.40 A	2.20 P							12.45 A
									GARRISON To Garrison 51.2	10.10 P	11.45 A							10.00 P
									GARRISON	10.00 P	11.35 A							6.35 P
									MISSOULA	7.40 P	8.55 A	6.10 P						6.20 P
									HOPE	1.50 P	2.40 A	6.00 P						12.30 P
									SPOKANE	11.15 A	11.55 P	9.00 A						11.30 A
									SPOKANE	10.05 A	10.45 P	7.50 A						11.00 P
									PASCO	5.20 A	5.50 P	2.45 A						5.00 P
									PASCO	5.10 A	5.40 P	2.35 A						2.45 P
									ELLENSBURG To Tacoma 125.6 To Lewiston 124.1	1.38 A	1.50 P	10.25 P						5.35 A
									SEATTLE To Seattle 145.3 To Tacoma 135.3	1.30 A	1.40 P	10.15 P						7.50 P
									SUMAS	8.00 P	7.45 A	4.20 P						6.35 P
									SUMAS	6.10 P	7.15 A	3.55 P						6.20 P
									TACOMA	11.45 A	5.30 A							11.00 P
									TACOMA	8.05 P	5.30 A	4.25 P						8.00 A
									PORTLAND	2.00 P	11.45 P							4.30 A
									PORTLAND	2.00 P	11.45 P							4.30 A

Nos. 3 and 4 Ashland to Duluth, 5 and 6 St. Paul to Fargo and 7 and 8 Butte to Hamilton, daily except Sunday, all others daily.
* Continued.