

Our Coming Route South.

Manitobans have been so long compelled to travel to St. Paul and Minneapolis over the St. P. M. & M. railway, it being the only available road there, that it is with a feeling of relief that they look forward to the opening of the Red River Valley road to connect with the Northern Pacific, which will give them the much desired, and indeed much needed choice of routes. We say much needed choice, for the monopoly compact between the C. P. R. and St. P., M. & M. roads has been so managed, as to drive all possible trade between here and the east over the former road; where the equipment showed up much better, than it did over the road to St. Paul and Minneapolis.

A representative of THE COMMERCIAL has taken time by the forelock, and made the trip between St. Paul and Pembina over the Northern Pacific, with a view of comparing the new and the old routes, and has no hesitation in stating his preference for the new one.

The reasons for preference are due entirely to the country travelled through, and are not based upon the treatment accorded to passengers on either route. From St. Paul to the Red River Valley the roads are practically similar so far as the country travelled through is concerned. But the monotony from entering the Red River valley until Winnipeg is reached by the road east of the river has always been the great objection to a trip to Manitoba, and those of us who have been compelled to make it frequently, know well how genuine the objection really is. Fortunately by the new route much of this monotony is escaped. From the point where the main line of the N. P. R. is left, namely: Winnipeg Junction, a few miles brings the traveller to a rolling prairie country, with little timber clumps to relieve the eye, and ere he is an hour on his way north he is passing through the beautiful valley of the Wild Rice River, shrouded in brush and poplar, with occasional gnarly old oaks towering above all around. Emerging from this he has another hour's ride over rolling prairie, when he enters and passes through another wooded valley hemming in a winding stream. Thus the scene keeps changing until Red Lake Falls is reached, from which the road follows or skirts the valley of the Red Lake river down to its junction with the Red at Grand Forks. Up to this point the most fastidious traveller could not complain of monotony of scenery, and after crossing the Red River the route lies through Grafton and other thriving Dakota towns, until Pembina is reached, a streak of country well known to Manitobans, and much pleasanter to travel through than the flat monotonous Red River Valley, on the Minnesota side.

Taken altogether the new route will be a great improvement over the old one, so far as pleasing scenery is concerned, and we learn that the Northern Pacific management intend putting on first class sleeping and dining cars through to Winnipeg, and thus furnishing a degree of comfort and convenience hitherto unknown between this city and the Minnesota capital. When they come they will be welcome, we say.

Fire insurance was a losing business in Minnesota last year.



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ST. PAUL, MINN.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, August 15th, 1897

No. 4 MIXED	No. 2 PASS	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE 13 00	LEAVE 13 00	Portage la Prairie	ARRIVE 14 45	ARRIVE 14 45
15 30	14 50	..... Gladstone	14 03	12 20
17 25	16 02	..... Neepawa	11 35	10 00
19 45	17 00	..... Minnedosa	10 45	8 40
	18 10	..... Rapid City	9 00	
22 30	18 48	..... Snoo Lake	8 52	5 05
24 10	19 55	..... Birtle	7 45	3 30
	22 25	..... Binscarth	5 10	
	23 45	..... Russell	3 45	
	1 05	..... Langenburg	2 30	
ARRIVE	ARRIVE		LEAVE	LA TR

Meals.
No. 3, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17 10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Birtle Fridays only at 21.00, returning leave Langenburg Saturdays only at 2.30. For Russell leave Birtle Tuesdays only at 21 returning leave Russell Wednesdays only at 3.45, making connection with main line trains.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to
W. R. BAKER, General Superintendent.

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Tickets for sale by all ticket agents.
For time tables and other information apply to
T. W. TEASDALE,
General Passenger Agent.
J. S. McCULLOUGH, A. M. WHEELER,
A. S. Gen'l Pass. Agt. Trav'g Pass. Agt.
St. Paul, Minn.



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For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSSELL MILLER, General Manager.
J. F. TUCKER, Ass't Gen'l Manager.
A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt.
GEO. H. HEAFFORD, Ass't Gen'l Pass. and Tkt. Agt.
MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

TRAVEL VIA THE

Minneapolis and St. Louis Railway
AND THE FAMOUS
Albert Lea Route

	Lvs St. Paul	Lvs Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8.45 a.m.	a 9.25 a.m.
St. Louis Fast Ex.....	b 6.25 p.m.	b 7.05 p.m.
Chicago Fast Ex.....	d 6.25 p.m.	d 7.05 p.m.
Des Moines Passenger.....	a 6.25 p.m.	a 7.05 p.m.
Excelsior and Watertown.....	a 8.00 a.m.	a 8.45 a.m.
Arlington and Excelsior.....	a 1.15 p.m.	a 1.00 p.m.
Mankato Express Accom.....	a 3.15 p.m.	a 4.00 p.m.
a Ex Sunday b Ex Saturday	d Daily.	

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S. F. BOYD,
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