

February 1st, 1890, the St. Paul, Minneapolis & Manitoba Railway and Branches became the

Great Northern R'y Line

With 3,300 miles of steel track it runs through 62 counties in Minnesota, North Dakota, South Dakota and Montana, reaching all principal points from St. Paul, Minneapolis, West Superior and Duluth.

It furnishes through close connections, the best and cheapest route to all points in Idaho, Utah, California, Oregon, Washington, British Columbia, Alaska, the Canadian Northwest and Manitoba.

It is the only American line west of Chicago having a track laid with 75 pound steel rail and owing its entire magnificent equipment of elegant Dining and Sleeping Cars, handsome Day Coaches and Free Colonist Sleepers.

It is the only line running through the great Milk River Reservation, with solid trains without change to Chinook, Benton, Great Falls, Helena and Butte.

It has three lines in the Red River Valley, is the only line to the Turtle Mountains and has three lines in South Dakota.

It reaches the largest area of free Government land of agricultural value now remaining in the country.

It is the principal line to Lake Minnetonka and the of Minnesota.

It is the direct route between St. Paul, Minneapolis, Anoka, St. Cloud, Duluth, West Superior, Fergus Falls, Crookston, Moorhead, Fargo, Grand Forks, Grafton, Winnipeg, Devils Lake, Ellendale, Aberdeen, Huron, Watertown, Sioux Falls and Sioux City.

pleasure, fishing and hunting resorts of the Park Region

For rates, tickets, maps and guides apply to

H. G. McMICKEN, General Agent, 378 Main St., Corner Portage Avenue.

F. I. WHITSKY, Gen. Ticket and Pass. Agt., St. Paul.

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry THE NORTHWESTERN LINE,

The best equipped line to CHICAGO, OMAHA AND KANSAS CITY.

The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARES.

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 p.m.; Chicago 8.50 a.m.

The Sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

TICKETS AT LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 15 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE- The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TEASDALE, General Passenger Agent

Canadians, Attention!

Minneapolis & St. Louis Railway Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1889, and January, 1890, run a series of

CHEAP EXCURSIONS To On' rio and Quebec Points.

FOR THE ROUND TRIP - TICKETS GOOD 90 DAYS.

Avoid delays and detentions in Chicago and other points by purchasing your tickets via the "Albert Lea Route."

For detailed information call upon your nearest railway agent or write to

C. H. HOLDRIDGE, Gen. Ticket and Pass. Agt., MINNEAPOLIS.

Northern Pacific And Manitoba Railway.

TIME CARD.

To take effect at 6 a. m. Sunday, June 15, 1890. (Central or 90th Meridian Time.)

Table with columns for North Bound, South Bound, Stations, and Time. Includes stations like Winnipeg, Portage Junction, St. Norbert, Cartier, St. Agathe, Union Point, Silver Plains, Morris, St. Jean, Letellier, West Lynne, Pembina, Grand Forks, Winnipeg Junction, Brainerd, Duluth, Minneapolis, St. Paul.

Table for PORTAGE LA PRAIRIE BRANCH with columns for Mixed, Miles from Winnipeg, Stations, and Mixed. Includes stations like Winnipeg, Portage Junction, Headingly, White Plains, Gravel Pit, Eustace, Oakville, Assiniboine Bridge, Portage la Prairie.

Table for MORRIS-BRANDON BRANCH with columns for Mixed, Miles from Winnipeg, Stations, and Mixed. Includes stations like Morris, Lowe's, Myrtle, Roland, Rosebank, Miami, Deerwood, Alta, Scmerset, Swan Lake, Indian Springs, Maricapolis, Greenway, Balder, Belmont, Hilton, Wawanesa, Rounthwaite, Martinville, Brandon.

Meals. Nos. 117 and 118 run daily. Nos. 119 and 120 will run daily except Sunday. Nos. 5 and 6 run daily except Sunday. No. 7 will run Mondays, Wednesdays and Fridays. No. 8 will run Tuesdays, Thursdays and Saturdays. Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118. Passengers will be carried on all regular freight trains. J. M. GRAHAM, General Manager. H. SWINFORD, General Agent. Winnipeg.

Manitoba and Northwestern Ry.

TIME CARD

Taking Effect Monday, June 16th, 1890.

Table with columns for Pass Tuesday Thursday and Saturday, Miles from Winnipeg, Stations, and Pass Monday Wednesday and Fridays. Includes stations like Winnipeg, Portage la Prairie, Gladstone, Neepawa, Altonado, Rapid City, Shoal Lake, Hirtle, Binscarth, A Russell B., Langenburg, Saltcoats.

Meals. A Thursdays and Saturdays. B Wednesdays. C Thursdays and Saturdays. D Mondays and Fridays. If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers. W. R. BAKER, Gen. Super't. A. McDONALD, Asst.-Gen. Pass'gr Agent.

N. W. C. & N. Co's Railway TIME TABLE.

Table with columns for Read Down, GOING EAST, Stations, and Read Up, GOING WEST. Includes stations like Lethbridge, Woodpecker, Purple Springs, Chassy Lake, Cherry Coulee, Winifred, Seven Persons, Dunmore.

E. T. GALT, Manager, Lethbridge. J. BAILEY, Sup't., Lethbridge.

Northern Pacific And Manitoba Railway.

Can now give passengers the choice of going to Eastern Canada or the United States by either

ALL-RAIL OR LAKE AND RAIL.

According to recent changes in time tables, passengers can now make a continuous trip to the East via the all-rail route, making better time than by any other route.

It is the only line by which connection can be made with the magnificent steamers of the Lake Superior Transit Co. and Northwest Transportation Co. five days out of the week, affording passengers a pleasant trip through the lakes.

All Baggage destined for Points in Canada checked through, doing away with Customs troubles.

Ocean Passage and Berths Secured To and from Great Britain and Europe. All first-class Steamship Lines represented.

Round Trip Excursion Tickets To Pacific Coast, Good for Six Months.

For full information call on or write to any of the company's Agents.

H. J. BELCH, City Ticket Agent, 486 Main Street, Winnipeg. H. SWINFORD, General Agent, General Office Building, Water Street, Winnipeg. J. M. GRAHAM, General Manager.