

The Soo's Modern Train Service

The Manitoba Express, on the Soo Line between Winnipeg and Minneapolis and St. Paul, is the equal in appointment and comfort to any train service on this continent.

Two months ago this new service was inaugurated, and will be continued hereafter, much to the appreciation of the travelling public. Less than one-third of a century ago, the only vehicle employed to carry the weary traveller between Fort Garry and St. Paul was a heavy express wagon, sometimes called a stage-coach. If the old time Manitoban, who was wont to travel by the stage route prior to his passing over to join the silent majority, could only return just to make one trip between Winnipeg and St. Paul on the new train recently put on by the Soo Line, he would regret having passed away so soon.

While the buffet-library car is considered a star feature of the train, everything else is in accord, from the engine to the second-class coaches. The buffet and observation car is the first of its kind that has ever gone out of Winnipeg in the regular service of any railroad departing from the Prairie Capital.

The entire train is new and so luxuriously and comfortably decorated and furnished as to command the admiration of every passenger.

The fastest and most powerful locomotives that the management of the Soo Line could secure have been drafted for the Manitoba Express and this means that the trains will run on schedule time. The combination car comes next to the engine. While elegantly equipped, comfort has not been sacrificed, and the traveller on this Soo car can feel as much at home as at his club or in her parlor. It is a place to be at ease and escape tiresome troubles that often attend a long journey. There are magazines to read, and for those who wish to do correspondence, elaborate stationery is provided that is especially designed to go with the unique writing desks. Easy and comfortable lounging chairs are arranged along the sides, and at one end is the buffet, where refreshments can be secured at any hour. It is indeed an ideal club on wheels where one can enjoy oneself to the utmost.

This car and also the entire train is brilliantly illuminated with gas, and the Soo officials believe that they have found a light superior in brilliancy to that furnished by electricity. Next to the buffet car comes the sleeper, which is just as finely equipped and as handsomely decorated and furnished as the most advanced taste could wish. The berths are wide, the upholstery and carpets rich and soft, and the drawing-room is very spacious and comfortable.

The first and second class coaches are something that the Soo is proud of, and the rich soft carpets on the floor of the second class coach are apparently as luxurious as those in the Pullman, and about the only difference to be observed is that the car has a little more seating capacity than the first class coach and the seat backs are not quite so high. Patrons of second class coaches regard the Soo as a pleasing innovation, where comfort and ease are furnished at a minimum of cost. It is doubtful if there are any second class coaches in the world as elegant in appointment as those between Winnipeg and Minneapolis on the Soo Line. It would be impossible to describe in such a brief article all the many beauties, comforts and conveniences which are to be found on this train. On every hand the traveller's eye gazes on something new and agreeable, which makes a trip over the Soo Line a pleasure. The interior finish of the cars is most beautiful, the upholstery and carpets are in perfect harmony, and commendable taste is displayed in the fitting of all the cars. The dining car is a modern

buffet on wheels; the car itself is a gem, and if the company keeps it up to the present high standard, a meal on the Soo Line en route to Minneapolis will be indispensable. With such perfect trains it is only reasonable to suppose that the Soo officials prepared by putting down a perfect track.

A new main line track was laid from Winnipeg, via Emerson, to Glenwood, Minnesota, where it joins the Soo main line, and over which trains run to Minneapolis. The roadbed is sixteen feet in width and the ties are laid 3,000 to the mile, and embedded in gravel. The rails are 80-pound, the largest size used in the West. The cars glide along over the perfect track without giving the slightest jar or shake. The absence of dust is particularly noticeable and favorably commented on by passengers. The distance between Winnipeg and Minneapolis via the Soo Line is 451 miles, and the Manitoba Express negotiates this in four and one-third hours.

The moving spirit at the head of the passenger department of the Soo Line is Mr. W. R. Callaway, whose headquarters are in Minneapolis. Mr. Callaway is a railroad man of long experience and his chief consideration is to give the travelling public the best at a minimum of cost. He is well and favorably known in Winnipeg, where he has hosts of friends who appreciate the magnificent train service he has given them.

A Progressive Firm.

Our readers will observe on another page the advertisement of J. L. Orme & Son, of Ottawa, "Canada's great music house." The house was established 44 years ago, and through the progressive and fair business dealings of the firm it has reached the pinnacle of success. When the Orme firm put their stamp of approval on anything, you can depend upon it being the best, and in business dealing their word is as good as their bond.

Mr. Geo. L. Orme, senior member of the firm, is very much interested—vitality so—in the growth of the Northwest. He is the owner of a large ranch in Southern Alberta and comes West each year for a couple of months to visit his son, who is managing the ranch.

Mr. Orme may be classed almost as much a westerner as he is an easterner, as his financial interests in the West assume large proportions. Westerners should remember this fact when they are sending East for music, musical instruments, or a piano.

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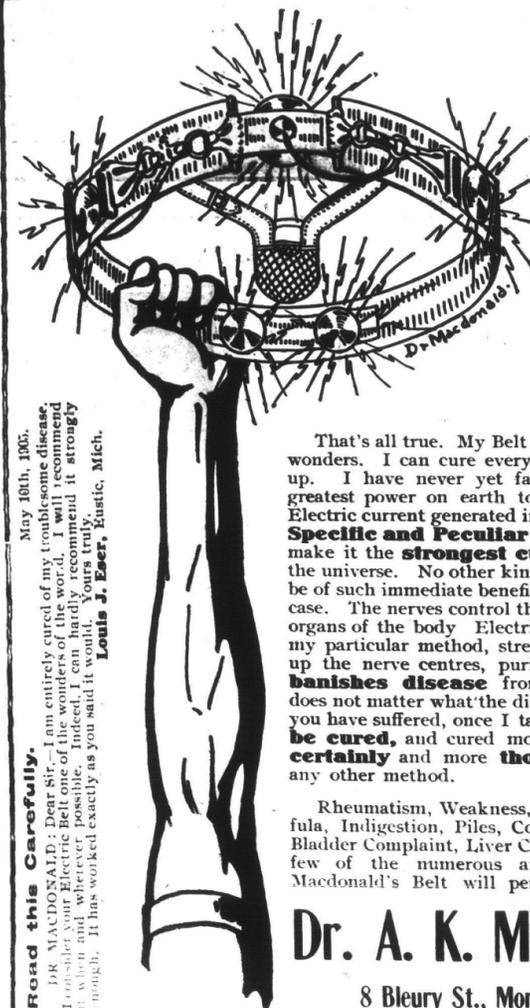
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Dr. A. K. Macdonald

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Vol. VI.



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