

ways, on the last long leg of their railway journey to the port of embarkation at Halifax.

The old  
International.

The troops brought from the west were delivered to the Intercolonial Railway—as it then was—at Montreal. After the United States entered the war, the line of the Canadian Pacific Railway to the seaboard became available but its services were never called upon extensively east of Montreal. The Quebec Bridge, and the Transcontinental Railway between Quebec and Moncton, played an important part, as providing an alternate route, or second track, between the points named.

The Canadian Government Railways from Montreal to Halifax and St. John, now included in the Canadian National Railways System, have been compared to the spout of a great funnel, through which poured a vast and, as it appeared to those in charge, a never ending stream of men and supplies. Some years ago, a great Canadian railway man pointed out that one of the defects of our transportation system was that, as he put it, “the hopper was too large for the spout” hence when traffic was poured into the hopper in great volume, there was liable to be congestion. The Canadian Government Railways section of the Canadian National System served as the outlet