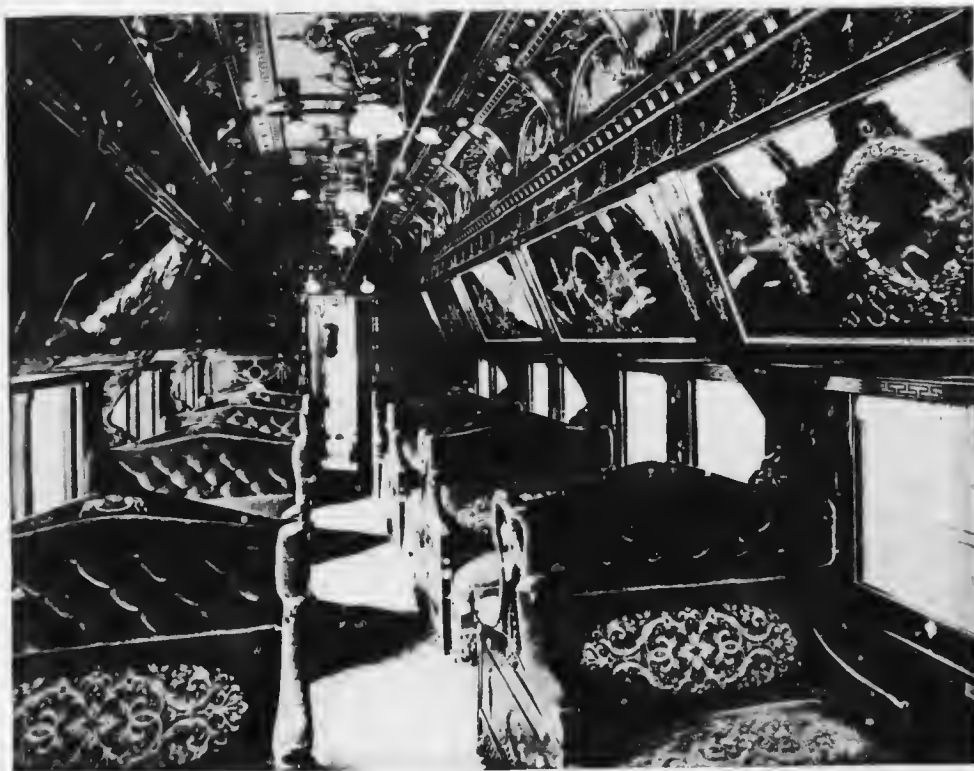


metals into the budding metropolis of the Middle West with all possible speed. The movement was opposed, but he gained the day, and the rails were carried into Chicago,

tively speaking, was laid as cheaply as possible, making curves to avoid obstacles, and with heavy banks which, as traffic grew, hindered easy, cheap, and quick



COMBINED PULLMAN AND SLEEPER.

The lower berths are made up between each facing pair of seats. The upper berths are let down like shelves from the angle ceiling.

This was a smart display of enterprise, as subsequent events have proved conclusively, because the steel highway between Montreal and the "Windy City" constitutes the busiest railway artery in Canada, over which flows the commerce of two powerful nations. The growth of Montreal as a shipping point during the summer is developing this traffic in an amazing manner, as Chicago and its flourishing industrial environs are provided with an additional outlet to Europe.

The original highway between these two points was a single track, which, compar-

movement severely. For some years the company tolerated these drawbacks, with the result that it was outstripped by more energetic rivals which had arisen; indeed, its very existence was threatened. The railway became a by-word of reproach throughout Canada and the United States, and was avoided by all except those who either had to take it or walk. Disaster appeared to be imminent; dividends had vanished; traffic had shrunk to negligible proportions.

At this juncture energetic spirits secured the reins of control, and the process of