

To the Reader

DEALING with a new, vast and only sparsely settled country," notes by the way "of fifteen hundred miles of railway must necessarily be of a general character, though mention is made of the more important industrial and agricultural developments in evidence along the line.

¶ The actual operation of the railway is destined to change the ordinary conception of the great North Country, as it will change the country itself. Broadly speaking, this new territory, half as big as Europe and quite as desirable for habitation, is justly famous for two things—it is the lake country of the world, and it has also the largest standing forests on the face of the globe. There is no similar area on the continent where a railway brings one into such immediate touch with the wild life so sought by sportsmen—primitive Indians, virgin forests, with all that implies to the real hunter and angler. A holiday in such a region cannot fail to be delightful. There, under the clear, hot, dry air of summer, lay thousands of unnamed sheets of water. There the sun shines in the summer time eighteen hours out of the twenty-four.

¶ The hardy pioneer has not only blazed the trail, but has commenced settlement. His courage and patience are meeting with due reward, as will be the case with the thousands who will eventually find homes on the new lands.

¶ A new chapter in the railway history of Canada, and in fact of North America, is being written with the inauguration of the new express service between Quebec and Winnipeg, by the Canadian Government Railways. The "Western-National" and "National-Atlantic" are names eminently suited to the two express trains. With a through sleeping car service over a route independent of junction or terminal changes, and under Government ownership and management, making a new link between the Atlantic and the Pacific, such a service is surely of "national" import.