

that turn ceaselessly, day and night, to grind it into the finest flour, and the uncounted army of bakers and cooks that there-with feed a world of men and women and little children! A day and a night the speeding train needs to cross the wide-spread harvest fields of Alberta and Saskatchewan, and a good part of another day is gone before one sees the last of Manitoba's prairie farms! Small wonder that the eyes of land-hungry, war-tortured European peoples, turn more and more wistfully toward the golden "Land of Promise" in our Canadian West.

Six hours in Winnipeg our schedule allows, a very pleasant release from the strain of ever-changing landscape, the luxury of cushioned seats and the enervating relaxation of days of travel. The busy city streets soon revive one's sense of personal responsibility, more or less benumbed by the watchfulness of the porter's care; a glimpse into a store or two with their hurrying crowds of shoppers, each intent upon his own affairs, brings to life the home-seeking instinct, that grows into a sort of lonesomeness as one notes the thousands of unfamiliar faces, and realizes how much one can be alone in a crowd. And so the hours quickly pass and presently we make our way again to the commodious and well-equipped station of the National lines, and are soon comfortably "located" for the second lap of our journey. Right on the stroke of the clock, the long train pulls out and away we speed over Eastern Manitoba's prairie stretches, and before evening has fallen we have crossed the boundary into old Ontario.

The road runs far to the north of the beaten track near the great Superior, and almost a whole day is spent crossing the broad "hinterland" of newest Ontario, as yet the haunt of hunter and trapper, and the paradise of the summer sportsman. A settler's cabin here and there, with perhaps the beginning of a little farm, suggests the coming glory of this newly opened country. We amuse ourselves trying to pronounce the weird Indian names emblazoned on the noticeably new station buildings. Minatree, Ombabika, Opemisha, Opasatika and many others perpetuate the tongue of the red man who fished and hunted, fought and loved among these lakelets and hills and rocks. On another station board the name "Cavell" reminds us that the great world war was already history when these station names were being chosen—so new is this route. In the evening Cochrane is reached, a very busy railroad town, fast developing into a thriving commercial centre, nearly five hundred miles north of Toronto! Here our train leaves the main line of the Canadian National, and turns south on the last lap of our journey. Through the night we pass Liskeard, Haileybury, Cobalt, names that the world over suggest the hidden hoards of silver and nickle whose development is helping to give Canada her rightful place among the nations. Morning finds us at North Bay, and the rest of the journey is a pleasant succession of thrills, as one after another, scenes long ago familiar but half-forgotten in our Western wanderings, come to view again. The hours swiftly pass, and almost before we realize it we are running through seemingly endless lines of freight cars in the West Toronto yards, and the brakeman is calling in the car "Union Station next stop. All change!"

And so the journey ends and one is proud to think that we have a Canadian National Railway that can give us such care as we have enjoyed through the last five days and nights—a Railway destined to play no small part in the building up and unification of our National ideals and the development of our National resources.

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