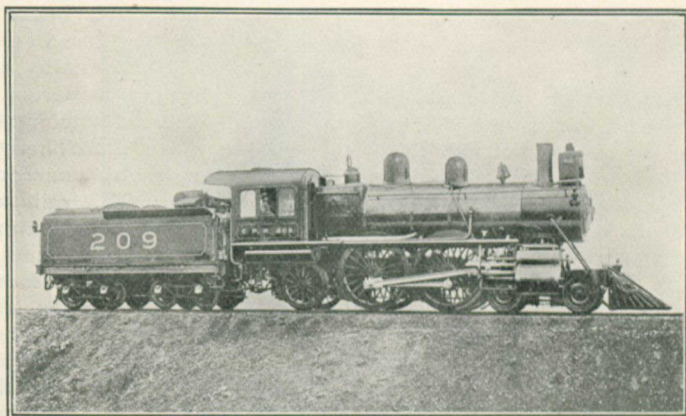


snowy-white sheets on a springy bed, and arise to partake of breakfast in Toronto, Quebec, Boston, Portland, New York, or to walk into a well-appointed dining car and enjoy his breakfast with the morning paper by his plate, while his train speeds on to some destination farther afield. This is so much a part of the daily routine that he never spares a thought to the wonder of it. Yet he has reason to thank his lucky stars that he did not have to travel in the "good old times" of which our fathers boast.

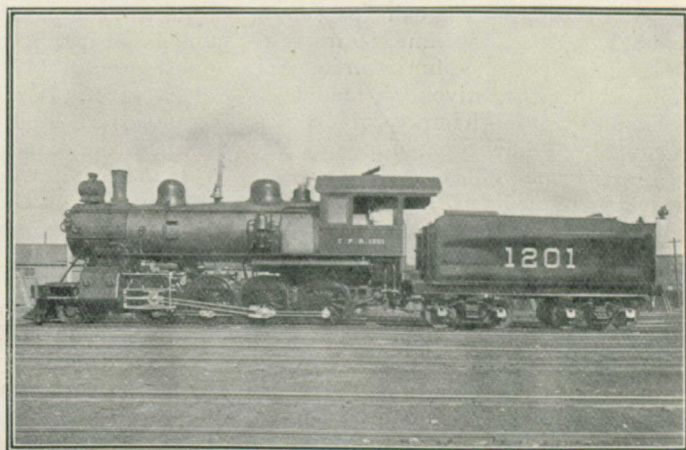
Let the reader who peruses his CANADIAN MAGAZINE on the train gaze about on the comfort and artistic embellishment of his environment, and try to imagine himself transported to one of the trains of the Champlain and St. Lawrence Railroad, depicted at the beginning of this article, and he will realize then the progress that has been made in car building since railroads were first introduced in Canada. The engine would look like a pigmy alongside of the powerful, compound locomotive which is dragging the train in which he is riding. The engineer has no shelter whatever, and a large cask is provided for storing water for the locomotive's consumption. Just where the fuel is stored



A MODERN PASSENGER LOCOMOTIVE

Built by the C.P.R. at Montreal. Note two large driving wheels, double cylinders, and general compactness.

is not apparent at a casual glance, but it is understood that a supply was carried in the forward car. In the picture of the train at the upper part of the page is seen a flat car loaded with bales of what appears to be cotton. A railway man to whom I showed this picture assured me that in those days the law required the railroads to carry a car thus loaded with cotton bales between the locomotive and the passenger coaches to protect the passengers in case the boiler



A MODERN FREIGHT ENGINE

Note four small driving wheels, great weight and length.