From Coast to Coast

But the Grand Trunk Pacific will provide the great spectrule. Its various sections across the entire continent from the Atlantic to its Pacific terminal (Prince Rupert) represent at the present moment immense colonies of men who at a distance resemble great communities of ants in the throves of some tremendous revolutionary effort. These sections will in a brief space, join hands, and it is confidently expected that in 1915 the entire system from Coast to Coast will be operated from end to end as if by one gigantic lever.

As its Winnipeg terminal and also to accommodate the fast growing traffic of the Canadian Northern, these two transcontimental systems have completed a \$1.500,000.00 terminal station opposite the site of the old Hudson's Bay property, familiarly known as Fort Garry Park. At has a frontage to Main Street of 353 feet and a depth of 140 feet, is four stories high and surmounted by a magnificent dome 112 feet above the floor of the main reception hall. This big railway station possesses accommodation superior to anything else in the Dominion, but in the eyes of far seeing men it is only a small part of what will be absolutely necessary when the combined railway programme now actually under way has been completed.

The character of the passenger traffic which pours in daily to the city is nf an altogether unique type. From early Spring till late in the Fall the great tide of immigration from Europe and the States flows along, and the regular train service represents the very finest of railway travelling luxuries that have yet been introduced into the North American continent. 1

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Trains That Span the Continent

From Vancouver and the Pacific Coast generally comes the Canadian Pacific daily express on its way to the East with its world renowned name for completeness and luxurions comfort. From Edmonton in the far North-wes' and Port Arthur at the head of Lake Superior, the Canadian Northern flyer comes in daily with its beautifully upholstered cars and splendid dining equip-