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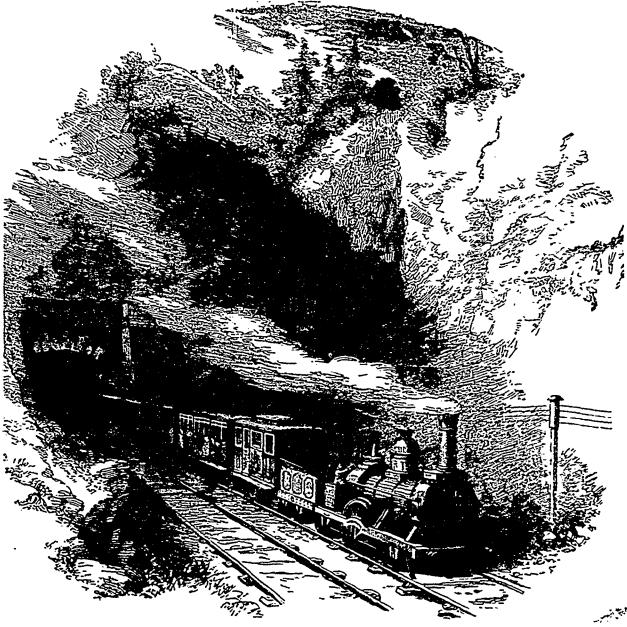
THE IRON WAY.

his breakfast comfortably in Montreal. HAT is, literally, what the French the railway service is the best in the call it—chemin world—the roads the most solid, the wonderful way it greatest. The Queen often travels at is. It is, I think, the rate of seventy miles an hour. The the greatest picture shows an English train. The

the year. The capital invested is more than £50,000,000.

The traffic of one

of these companies awakens wonder. Look at the London and North-Western Company, with its 1,736 miles of coutinuous railway -(10,000 miles in ail) - along which flows the trade of several of the chief towns and cities of the Empire, carry ing 50,000,000 passengers a year, or a million a week, equal in a month to the population of London, conveying 24,000,000 tons of goods and minerals, which would fill a train 10,000 miles long; with 2,300 locomotives, 2,500 carriages, and over 50,000 other vehicles, that run a distunce of 35,000,000 miles a year, equal to 1,458 times round the world, to say nothing of a magnificent first of steamships, and estimate, if it were possible, what all this means in the traffic of that one line of railway. Such an institution, with its policies, its negotiations, its responsibilities, its revenues, its 40,000 servants, and its influence, is more like



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invention of the century. On this broad continent of ours, where distances are so great, we would get along very poorly indeed without it. It used to be said, that the United States and Canada were giants without bones. Well, the railroads have given them bones. The Grand Trunk and the Pacific Railway will be the great back-bone of Canada, and the other roads the long, strong arms reaching out in every direction and carrying the grain of the country to the sea.

I remember well the beginning of the first railway in Onturio, the Northern. The first sod was turned by Lady Elgin, just opposite the Parliament Buildings on Front street, Toronto. The first conductor is still a comparatively young man; and yet Canada has now, I think, more miles of railway for her population, as well as more shipping, than any other country.

It used to be a dreadful journey to

Montreal by stage in winter. It took locomotive has no "cow-catcher"— coal, and cattle depots. It is estimated a kingdom than a Company. Or, take nearly a week; often more than a week. there are no cows on the track to catch. that the number of passengers using the Midland, which has "gradually A man prepared for it as if going to It has no cab—a great comfort on a these stations is 750,000 a day, the spread its 1,355 miles of railway, north the North Pole. I know a friend who, stormy day, I wonder they don't us, it. Metropolitan alone averaging 180,000 and south, and west, through got a great for bag made to put both. The cars are shorter than ours, each every week-day. With regard to the half the countil to the Humber, long and toding ionner. And now three steep consider placed and to put both.

long and tedious journey. And now, three stage coaches placed end to end. 500 each, Liverpool Street has nearly the Wash to the Linds one can take his supper in Toronto, go One enters at the side and is locked in. 700 a day, Moorgate Street over 800 a lish Channel to the locked on the sleeping-oar, and take I don't like it as well as ours, but they day, and Victoria more than 1,100 a that has a property that has cost £6

to the Humber,