

The train journey commenced on a Monday afternoon at Montreal, is completed on the following Friday morning at Vancouver, and the same afternoon by steamer at Victoria, and the same evening at Seattle.

The east-bound journey is, of course, a reversal of that just described, with regard to the working of the coaches for various destinations running on the "Trans-Canada Limited."

The train leaves Vancouver at 7.30 p.m., and reaches Montreal at 6.45 p.m. on the fourth day, i.e., the train which leaves Vancouver on Monday evening, is due at Montreal on Friday evening. This evening departure time enables the east-bound train to pass over the scenic section in the daytime. On the return journey from the Pacific the gradients are naturally reversed, so that the 370½ miles to Revelstoke from Vancouver occupy 13½ hours; whilst the 126 miles thence to Field are covered in 5 hours 55 mins., against 5 hours 20 mins. on the westward trip, so that in journeying from the Pacific, passengers in the open-top observation car have 35 mins. longer in which to enjoy the scenery.

To provide for the daily service, allow for overhauling, stand-bys, etc., twelve complete trains have been constructed for working the "Trans-Canada Limited." The rolling-stock for the service consists of 59 sleeping cars, costing about £500,000; fifteen fully-equipped dining cars, £150,000; twelve observation cars, £96,000; five compartment cars, £42,000; twelve baggage cars, £36,000; and twenty-four locomotives, £293,000; making a total cost of about £1,155,000. The cost of operation is less easy to compute, but the train itself requires twelve train crews and twenty-four sets of engine-men.

The locomotives were especially designed by M. W. H. Winterrowd, chief mechanical engineer of the Canadian Pacific Railway, and built for the service at the Angus Shops, Montreal, of the Canadian Pacific Railway. They are the largest and heaviest passenger locomotives in Canada.

The total weight of each engine and tender in working order is 213 tons; the cylinders are 25 inches

by 30 inches; the diameter of the driving wheels 75 inches; and the boiler carries 200 lb. steam pressure—giving the locomotive a tractive effort of 42,000 lb.

The boilers are immense, each one containing approximately 5,000 square feet of heating surface. A superheater delivers the steam to the cylinders at a high temperature. The tender holds 8,000 imperial gallons of water, and 12 tons of coal.

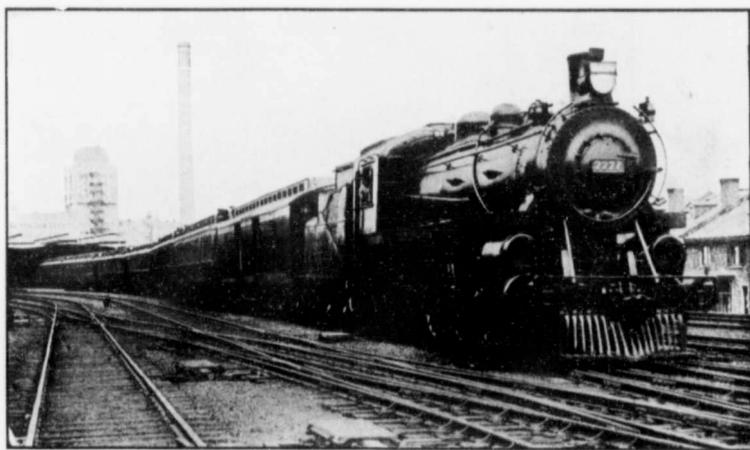
The engines are equipped with a vestibule cab, which completely protects the engine men from the bad weather. These cabs are very comfortable and are conveniently arranged, being provided with large clothes lockers.

The new locomotives are used on the section between Fort William and Winnipeg (also between Smiths Falls, Trenton, and Havelock). They are sufficiently powerful to eliminate the necessity for running a number of heavy passenger trains in two sections—one of the new engines being able to handle the number of cars that it formerly took two locomotives to draw.

*NOTE.—The "Trans-Canada Limited" will be temporarily withdrawn during the winter months.*

## Canadian Pacific Train Service.

**I**N addition to the "Trans-Canada Limited" described above, the Canadian Pacific Railway operates two other daily trans-continental trains, viz., "The Imperial," leaving Montreal at 10.15 p.m. for Vancouver; and the "Vancouver Express," leaving Toronto at 10 p.m., both of which make connexion with Victoria and Seattle and all parts of Canada and United States. Excellent facilities are also provided for passengers to Toronto and Chicago and intermediate points, there being a number of fast trains daily, including the well-known express, "The Canadian," which accomplishes the journey from Montreal to Chicago in 23 hours 10 minutes.



The "Trans-Canada Limited" leaving Montreal, on its 2,886-miles journey to Vancouver.

