


III.

ONTREAL, then, as the focus of all these routes of approach, becomes the rendezvous for the tour to Alaska.

Here is the headquarters of the Canadian Pacific Railway; and here are made up the transcontinental trains which run over that line to Vancouver, its terminus on the Pacific, where the steamship journey about to be described will begin.

This transcontinental train, in which the traveller will spend four and a half days, is worthy a moment's description, since it is important for him, before undertaking a journey of this length, to know that he may do so in the highest degree of comfort ever offered in a public conveyance.

The Canadian Pacific's railway and navigation service, now reaching continuously from Quebec to China and to Alaska, is no small matter-of-chance affair, but one operated by a powerful and solid corporation, with whose interests the interests of Canada, not only, but of the whole British empire are closely interlocked, and one, therefore, which cannot afford to be poorly constructed or imperfectly equipped.

In the passenger service, especially, are *safety* and *comfort* the watch-words. The heating, ventilation and illumination of the cars are most excellent. Every first-class coach is built, outside and in, of polished mahogany, and the decorations and upholstery are after the most tasteful patterns. Each one has vestibule doors and double windows, excluding drafts and dust, seats of a new and easier kind, and lavatories supplied with water and towels in plenty.

It is in the sleeping, dining and parlor cars, however, that the tourist will take most interest, and will note the greatest advance. The sleeping cars (which run through without change from Montreal to the Pacific) are of unusual strength and size, with berths correspondingly enlarged. The back and arms of each seat are softly upholstered, and the back is so high as to