

TAKE THE NEW CANADIAN PACIFIC LINE

BETWEEN

TORONTO, OTTAWA AND MONTREAL, AND ALL POINTS EAST AND WEST.

This thoroughly built and splendidly equipped line, which was only opened for traffic in August, 1884, has already earned a reputation for comfort and regular time that few lines in America have ever reached, and none until after many years of operation. In the construction of this line the utmost care was taken with every detail, and nothing was left undone to make it what it was intended by its projectors to be, **the very best new line ever constructed on the American Continent.**

TRACK AND BRIDGES.

The cuttings are unusually wide and thoroughly drained; the embankments are very wide and solid; the bridges, resting on first-class masonry, are of steel, and of twice the ordinary strength; the rails are of the best steel, manufactured under rigid inspection, and are laid with angle splices of double strength; the ties are large and closely laid, and the track is ballasted with the best materials.

EQUIPMENT.

The new line is equipped with the finest Passenger, Sleeping and Parlor Cars in the world. The wheels used under all the passenger rolling stock are of Krupp steel, 40 inches in diameter, not one of which has ever failed; the axles are of steel and of the full size of the iron axles used on other lines. The car bodies are strongly framed to meet any contingency, and are wider and higher than those of any other railway. Both first and second class cars are designed to secure uniform warmth combined with perfect ventilation in winter and an abundance of cool air with freedom from dust in summer, and the cars of no other line can compare with them in these respects, nor in strength, elegance and comfort.

THE SLEEPING AND PARLOR CARS

are owned and operated by the Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany and their interiors with their rich carvings and beautiful fittings are beyond comparison. The berths are wider and longer than in other sleeping cars. The curtains, blankets and linen, made expressly for the Company, are of the finest quality.

SECOND-CLASS SLEEPING CARS

are run on this line instead of the ordinary second class cars. They are handsomely finished in light woods, on the general plan of ordinary sleeping cars. They are bright and pleasant, and so comfortable that they are largely used by first-class passengers in making short trips. **No extra charge is made in these Cars.**

TIME.

The trains of this line are run sharply on time. The through trains make very few stops, and no annoying delays are permitted to occur at stations. All freight trains are kept well out of the way of passenger trains, and **no train is permitted to follow a passenger train from a station until it has passed the next station ahead.** This is the only line in America where this rule is in force.

SAFETY.

Every appliance of proven value, calculated to secure safety, has been adopted on this line without regard to cost. These are too numerous to mention, but they include an elaborate guard system at all bridges, Cooke's patent safety switch at all turn-outs from the main track—the only safety switch in use in Canada, and the only one known that will with certainty prevent derailment from a misplaced switch. Especial care has been taken to make the heating apparatus on trains entirely safe, and the oil used in lighting the cars is manufactured expressly for the Company, and is safer even than candles, while it affords a most brilliant light.

CIVILITY AND ATTENTION.

The civility and attention of the employees of the Company are spoken of by every traveller on the line. The cleanliness of cars and stations is also noticed. These two points are, next to safety, most carefully watched by the management.

SCENERY.

Some of the finest scenery in Canada is found along this line. It varies from beautiful to magnificent, and is nowhere uninteresting. Broad fields and rocks and lakes and forests are passed in succession. The beautiful Ottawa River is on one side of the other from Carleton Junction to Montreal. A fine view of the picturesque Parliament Buildings at Ottawa is obtained from the passing trains, and the line crosses directly over the magnificent falls of the Lievre of Buckingham.