

# FAST PASSENGER TRAINS BETWEEN WINNIPEG AND QUEBEC

A new chapter in the railway history of Canada, and, in fact, of North America, will be written with the inauguration of the new express service between Winnipeg and Quebec by the Canadian Government railways.

More fitting names could hardly have been selected for the two expresses, the "National Atlantic" and the "Western National." The mere mention of such a service in normal times would have attracted national attention—for the opening of a direct railway route with a through sleeping car service, a route independent of junction or terminal changes, under government ownership and management, and making a new link between the Pacific and Atlantic is surely of national import.

Commencing June 11th, the "National" protected with through sleeping car for Quebec, will leave Winnipeg 5.15 p.m. Sunday, Tuesday, Thursday, arrive Cochrane 6.55 p.m. Monday, Wednesday, Friday, and there connect with the "National Atlantic" leaving Cochrane 7.15 p.m. Monday, Wednesday, Friday, arriving Quebec 9.10 p.m. Tuesday, Thursday, Saturday. The "Western National" will leave Quebec at 2.00 p.m. Tuesday, Thursday, Saturday, arrive Cochrane, Ont., 4.10 p.m. Wednesday, Friday, Sunday, there connecting with the "National" from Toronto, and arrive Winnipeg 4.30 p.m. Thursday, Saturday, Monday. This is 49 hours of travel, and the quickest time between the two cities. Observation sleeping cars will be operated, thus giving an opportunity of seeing a new portion of Canada in the making while travelling in modern railway comfort.

The "National" traveller will journey over a section of the great wheat area of Manitoba, cross New Ontario 330,000 square miles, fully four times the size of Old Ontario, and pass through the Great Clay Belt for over 400 miles, an area of 16,000,000 acres of level or undulating land destined to be the future home of thousands of settlers. He will note the hardy pioneer has not only blazed the trail, but has commenced settlement, for here and there along this, the most northerly of the eight transcontinental routes, are already flourishing farming areas. The "National" traveller will see development in the lumber and pulp industry, and the vast possibilities for extension in those directions. He will see evidence of the great world war in the detention camps at Kapuskasing and Spirit Lake, where foreign aliens are interned. He will stop at Cochrane (population over 2,000) and La Tuque (population over 4,000), modern towns with schools, churches, hospital, electric light, built on lands which only a few years ago were in the heart of an unknown wilderness. Other towns in the making, and town sites will be observed. He will ride in view of immense inland waters and cross noble rivers. The opening of such a territory will naturally suggest untold possibilities for the prospector, hunter, trapper and angler—and these possibilities are so varied and extensive as to be beyond human calculation. Already there are competent guides who make it a business to conduct hunting and fishing parties to selected camps, while organized canoe trips on the network of rivers and even to the shores of Hudson Bay can be arranged. And the "National" travellers will arrive at Palais station in quaint old Quebec, which, from its age and intensely interesting historic associations—where the old and the new today are side by side with an eventful past and combining with immense commercial activities make it a city unique among the cities of the North American continent—and all the time he will have travelled by a railway on the construction of which no expense has been spared in making it what modern engineering science demands in an up-to-date railway.

Mention has been made that the railway from Winnipeg to Quebec is a link between the Pacific and the Atlantic. At Winnipeg the Grand Trunk Pacific, using the same Union station, permits of direct connection with its lines from Prince Rupert on the Pacific coast. The Government railways (the Intercolonial) for the Atlantic seaports St. John, Halifax, Sydney, connect for freight traffic at Levis from Quebec by the car ferry S.S. Leonard, until such time as the Quebec bridge is completed, thus forming a new transcontinental route from coast to coast—a route that will be the potential transportation factor in the development of Canada's new and vast areas.

—Advt.