

FAST FLYER BEGINS JOURNEY TO COAST.

Imperial Limited Tri-Weekly Service Opened Under the Most Favorable Conditions.

The Canadian Pacific has given the sign that summer is here again.

The Imperial Limited, the company's transcontinental flyer, which crosses the continent from Montreal to the Pacific Ocean in 97 hours, started yesterday and is today puffing in the long fight with time along the rugged and precipitous shore of Lake Superior.

The Imperial Limited service was inaugurated a week earlier this year than usual. This will probably become the permanent date. Next year it is predicted there will be a more momentous change. The company expect to have two trains leaving Montreal daily, one of which will be the Imperial Limited, running its race in 97 hours. This year it will run three times a week, the days of departure from Montreal being Sundays, Wednesdays and Fridays, and from Vancouver, Tuesdays, Thursdays and Saturdays.

Yesterday's train, radiant in fresh paint and varnished mahogany, rich red and warm from tender to baggage car, drew out of Windsor Station punctually at 11.40 o'clock, taking with it a full complement of passengers and a party of Montreal newspaper representatives, who journeyed with it as far as Ottawa, the guests of the company.

There was a large gathering of people on the platform. They had come out to see this graceful thing hurling its snorts of defiance, and as if conscious of the power that had bound it in fetters to obey the will of man and determined to flee from it.

MAKE UP OF THE FLYER.

The train was just as it began its work last year, consisting of two palace sleepers of the most modern type, two tourist sleepers, one upholstered in leather and the other in corduroy; dining car and cars for the accommodation of the ordinary first class passengers—each car solidly built, wide vestibuled throughout and with exquisite finish both internal and external.

The journey to Ottawa gave the party ample opportunity to admire anew the sumptuous Louis Quinze sleeping cars, fresh from the hands of the decorator and spotless as when they first entered the service.

The company lays itself out to provide on this train for the tastes and purses of classes of patrons. The wealthy may secure seclusion in state rooms of ivory and gold with the comforts of a drawing room with its velour frappe upholstery. His less fortunate brother, whom the spurs of ambition has driven forth to carve a career in the great west where the possibilities are elemental and vast as nature herself, may find a comfortable lodging and cook his own food at a range that would make many a housewife burn with envy, for the small charge of a couple of dollars a day in addition to the ordinary railway fare, where he is being whirled along to meet destiny at speed of forty miles an hour.

The company gave its guests an opportunity of testing the quality of the



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cuisine on the dining car, and it was much to the advantage as well as pleasure of the guests that Mr. George McL. Brown, superintendent of dining, sleeping and parlor cars, accompanied them on the trip, for he was able to show how, by the scientific utilization of space, it is possible to do so much where there is little room to spare.

On this day the mysteries were all revealed, not even the kitchen, that shining, remote, miraculous place, where the chef waves the wand of the magician, being held sacred from the raids of the inquisitive.

Mr. Brown told how every summer sees some new improvement introduced in this mystic arena where multum in parvo reigns supreme, and shows how, with burnished steel and tin and copper and dull lead, one can do wonders if they are put into the right shape.

Some of the stores taken on, say at Montreal, last the trip to the coast, but of others, there is a fresh supply daily.

In the run through the Rockies the dining cars are dispensed with, for beyond Laggan meals are provided at charming hotel chalets at Field Glacier and North Bend.

The floral decorations on the tables are delightfully refreshing—the dining service could not be excelled in any hotel. Each guest finds a boutonniere by the side of his plate and a beautifully designed menu tells of the good things from which he may make his choice, and shows him pictures of the mountain scenery, with all the delicacy of shading that is known to the engraver's art.

The trip to the capital and back was made under the most pleasant conditions. Mr. Geo. H. Ham took the party under his special protection, and proved himself in a very real sense both philosopher and friend.

At the capital the party was met by Mayor Cook, Senator Templeman, the provincial reporters, who conducted them to the Parliamentary Buildings, where there was informal exchange of greetings and revival of old friendships.

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