



Canadian Pacific
DINING CAR SERVICE

THE DOMINION TABLE D'HOTE LUNCHEONS

Soups and Fruit Juices

Chilled Apple or Tomato Juice

Puree Mongol

Consomme (Hot or Cold)

Selections

Irish Stew with Dumpling, en Casserole.....	2.15
Assorted Cold Meats, Potato Salad.....	2.15
Baked Macaroni au Gratin with Bacon Rasher.....	1.90
Grilled or Pan Fried Fresh Fish, Tartar Sauce.....	1.90
Fruit or Waldorf Salad.....	1.50
(Vegetables not served with Salad Meals)	

Vegetables

Boiled Potatoes

Mashed Potatoes

Sliced Beets

Vegetable Marrow in Cream

Desserts

Pear Pie

Sago Custard Pudding

Ice Cream with Cake

Canadian Cheese with Crackers



White, Brown and Raisin Bread

Rolls (Hot or Cold)

Tea Coffee Cocoa Instant Postum Milk Buttermilk

It is with pleasure and pride that we call attention to the desire and willingness of all our employees to give their utmost in service and special attention and they as well as ourselves would appreciate your criticisms as well as your commendations.

Souvenir copy of this menu card in envelope, ready for mailing, may be had on application to dining car steward.

2 L.E., 1 L.W., V-19-52 8-3



**NOTICE
TO GUESTS**

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Will guests
good enough
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"Countess of Dufferin"

According to some historians, the arrival of the "Iron Horse" tolled the death knell of romance in the old west. Seven decades ago when the builders of the Canadian Pacific pushed the iron rails of the world's first trans-continental railway across Canadian prairies to forge the mightiest link in the chain of Confederation, it did seem to push the romantic figures of those days before it. Pony paths, conestoga wagon trails, roving Indian bands, buffalo, travois, teepees — all gave place to the wood-burning, smoke-belching locomotive. But the new age brought new romance — the romance of endless wheat fields — of the world's biggest bread basket — of boundless cattle ranges — of growing cities — of oil fields — of power dams — of 20th century growth.

The first of these "Iron Horses" now grazes peacefully in a grassy square beside the Canadian Pacific Station at Winnipeg, itself a romantic figure recalling golden memories. Christened by Lady Dufferin, the locomotive which bears her name arrived in Winnipeg October 1877 having travelled from the east by barge. In type, she is a 4-4-0, cylinder 15 x 24, wheels 57", total weight 64,500 lbs., wheelbase 42' 6", overall length 41' 6". The Countess of Dufferin cost, in 1872, \$5,800.

Trans-continental travellers passing through Winnipeg have plenty of time to see this "old-timer" while their trains are in the station.