PACIFIC COAST TOURS

THROUGH THE CANADIAN PACIFIC ROCKIES

CANADIAN PACIFIC RAILWAY

CANADIAN PACIFIC HOTELS

Canadian Pacific Hotels set the standard for hotel accommodation in Canada. Each hotel is distinctive in appointment and style, each has the same superb Canadian Pacific service.

In The Rockies

Banff Springs Hotel, Banff, Alberta — A magnificent hotel in the heart of Rocky Mountains National Park, backed by three splendid mountain ranges. Alpine climbing, motoring and drives on good roads, bathing, hot sulphur springs, golf, tennis, fishing, boating, and riding. Open May 15th to September 30th, 280 rooms, European plan. 1½ miles from station. Altitude 4625 feet.

Chateau Lake Louise, Lake Louise, Alberta, — A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. Alpine climbing with Swiss Guides, pony trips or walks to Lakes in the Clouds, Saddleback, etc., drives or motoring to Moraine Lake, boating, fishing. Open June 1st to September 30th. 265 rooms, European plan. 3½ miles from station by motor railway. Altitude 5670 feet.

Emerald Lake Chalet, near Field, B.C. — A charming Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open June 15th to September 15th. Accommodation for 70 people. American plan. 7 miles from station. Altitude 4066 feet.

Glacier House, Glacier, B.C. — In the heart of the Selkirks. Splendid Alpine climbing and glacier-exploring, driving, riding and hiking. Open June 15th to September 15th. 86 rooms, American plan. 1½ miles from station. Altitude 4086 feet.

Hotel Sicamous, Sicamous, B.C. — Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser canyons by daylight. Lake Shuswap district offers good boating, and excellent trout fishing and hunting in season. Open all year. 61 rooms, American plan. At station. Altitude 1146 feet.

The Pacific Coast

Hotel Vancouver, Vancouver, B.C. — The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving equally the business man and the tourist. Situated in the heart of the shopping district of Vancouver. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. 488 rooms. European plan. ½ mile from station.

Empress Hotel, Victoria, B.C. — A luxurious hotel in this Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Open all year. 278 rooms. European plan. Facing wharf.

The Prairies

Hotel Palliser, Calgary, Alberta — A handsome hotel of metropolitan standard, in this prosperous city of Southern Alberta. Suited equally to the business man and the tourist en route to or from the Canadian Pacific Rockies. Good golfing and motoring. Open all year. 298 rooms. European plan. At station.

Royal Alexandra Hotel, Winnipeg, Manitoba — A popular hotel in the largest city of Western Canada, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. Open all year. 389 rooms. European plan. At station.

Eastern Canada

Place Viger Hotel, Montreal, Que. — A charming hotel in Canada's largest city. Open all year. 114 rooms.

Chateau Frontenac, Quebec, Que. — A metropolitan hotel in the most historic city of North America. Open all year. 324 rooms.

McAdam Hotel, McAdam, N.B. — A commercial and sportsman's hotel. Open all year. 15 rooms.

The Algonquin, St. Andrews, N.B. — The social centre of Canada's most fashionable seashore summer resort. Open June 20th to September 30th. 219 rooms.

ANDREW ALLERTON, GENERAL SUPERINTENDENT,
CANADIAN PACIFIC HOTELS, MONTREAL.

Camps and Hotels reached by Canadian Pacific

Lake Wapta Camp, Hector, B.C. — A rustic bungalow camp in Yoho National Park, near the Great Divide:—Open June 15th to September 15th. (Operated by Miss Dodds.) Also smaller camps at Lake O'Hara and Yoho Valley.

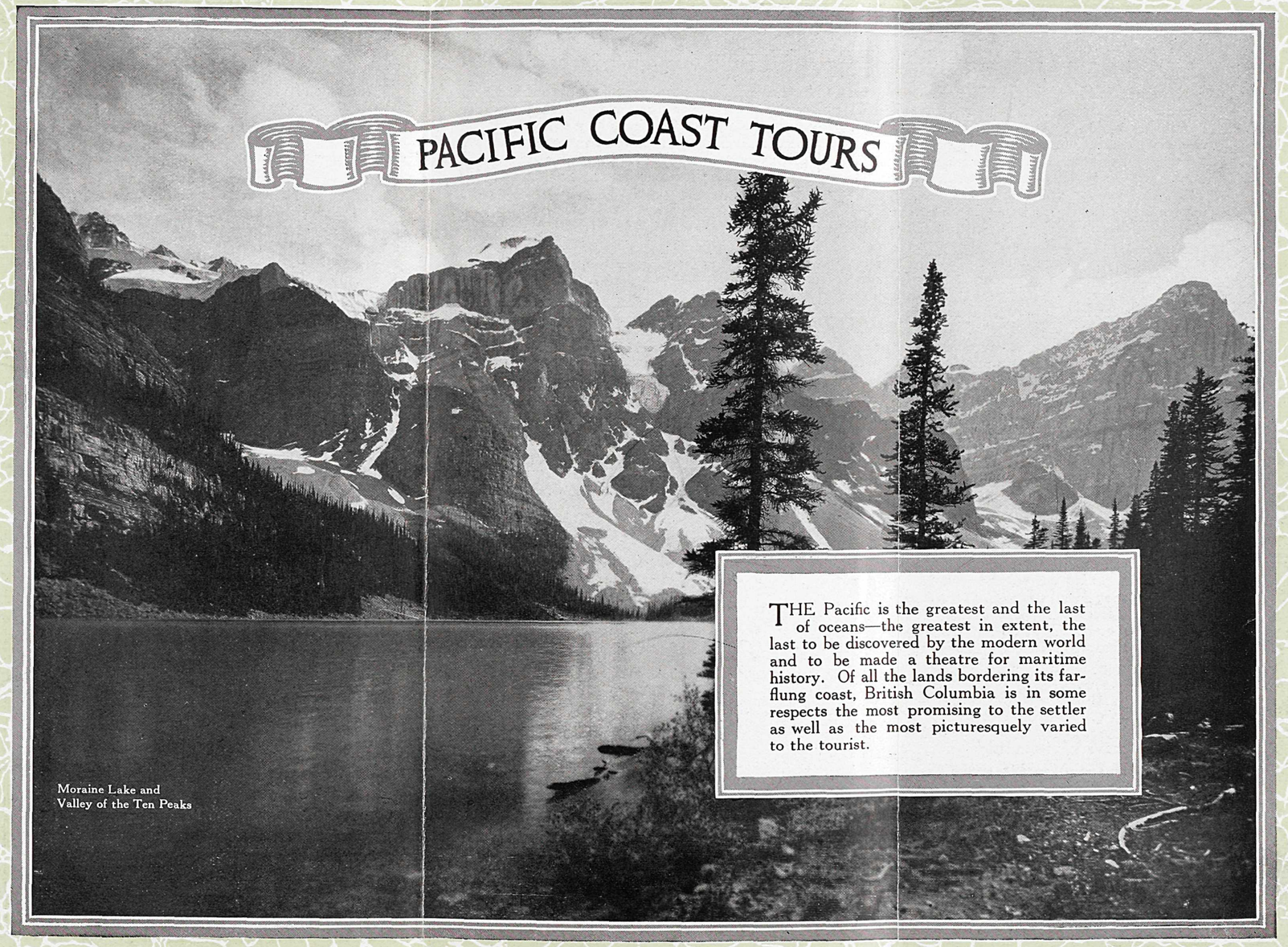
Lake Windermere Camp, Lake Windermere, B.C. — A bungalow summer camp in the beautiful Columbia Valley. Open June 15th to September 15th. (Operated by Invermere Hotel Co.)

Hotel Incola, Penticton, B.C. — A commercial and tourist hotel. Open all year. 62 rooms. (Owned and operated by Okanagan Hotel Co.)

Cameron Lake Chalet, Cameron Lake, B.C. — A holiday hotel in the big-tree forests of Vancouver Island. Open May 1st to September 30th.

(Printed in Canada)

PACIFIC COAST TOURS



Moraine Lake and
Valley of the Ten Peaks

THE Pacific is the greatest and the last of oceans—the greatest in extent, the last to be discovered by the modern world and to be made a theatre for maritime history. Of all the lands bordering its far-flung coast, British Columbia is in some respects the most promising to the settler as well as the most picturesquely varied to the tourist.

CANADIAN PACIFIC RAILWAY

And Connecting Lines
TICKETING ROUTES

FROM ST. PAUL

1—VIA VANCOUVER AND STEAMSHIP

St. Paul	to Portal	Soo Line
Portal	to Vancouver	Can. Pac.
Vancouver	to Victoria	C. P. S. S. Line
Victoria	to Seattle	C. P. S. S. Line
Seattle	to Portland	G. N., N. P. or U. P. Sys.

3—VIA SPOKANE.

St. Paul	to Portal	Soo Line
Portal	to Ringgate	Can. Pac.
Ringgate	to Spokane	Spokane Int.
Spokane	to Portland	U. P. Sys. or S. P. & O.

5—VIA KOOTENAY AND KETTLE VALLEY

St. Paul	to Portal	Soo Line
Portal	to Kootenay Landing	Can. Pac.
Kootenay Landing	to Nelson	Can. Pac. S.S. Line
Nelson	to Midway	Can. Pac.
Midway	to Hope	Kettle Valley Ry.
Hope	to Vancouver	Can. Pac.
or		
Same as above to Midway		
Midway	to Penticton	Kettle Valley Ry.
Penticton	to Okanagan Landing	Can. Pac. S.S. Line
Okanagan Landing	to Vancouver	Can. Pac.

Thence via ....Route 1 or 2.

2—VIA ALL RAIL

St. Paul	to Portal	Soo Line
Portal	to Vancouver	Can. Pac.
Vancouver	to Portland	Gt. Nor.
or		
Vancouver	to Seattle	Gt. Nor.
Seattle	to Portland	N. P. or U. P. Sys.

4—VIA KOOTENAY

St. Paul	to Portal	Soo Line
Portal	to Kootenay Landing	Can. Pac.
Kootenay Landing	to Nelson	C. P. S. S. Line
Nelson	to West Robson	Can. Pac.
West Robson	to Arrowhead	C. P. S. S. Line
Arrowhead	to Vancouver	Can. Pac.

Thence via.....Route 1 or 2.

6—VIA WINNIPEG

St. Paul	to Emerson	Soo Line
Emerson	to Vancouver or Ringgate or Kootenay Landing	Can. Pac.

Thence via .....Route 1, 2, 3, 4 or 5.

FROM MONTREAL OR TORONTO

7—DIRECT

Montreal or Toronto	to Vancouver or Ringgate or Kootenay Landing	Can. Pac.

Thence via ....Route 1, 2, 3, 4 or 5.

8—VIA GREAT LAKES

Montreal or Toronto	to Pt. McNicoll	Can. Pac.
Pt. McNicoll	to Ft. William	C. P. S. S. Line
Ft. William	to Junction Point	Can. Pac.

Thence via .....Route 1, 2, 3, 4 or 5.

OPTIONAL ROUTES

The following optional routes are available, without additional expense, in connection with Pacific Coast round-trip tickets.

A—Between Montreal and Toronto tickets are honored via: (1) Direct Line, Smiths Falls, Belleville and Trenton; (2) Vankleek, Ottawa, Belleville and Trenton; (3) Lachute, Ottawa, Belleville and Trenton; (4) Direct Line, Smiths Falls and Peterboro; (5) Vankleek, Ottawa and Peterboro; (6) Lachute, Ottawa and Peterboro.

B—Between Montreal and Sudbury tickets are honored via Main Line, through Ottawa and North Bay, or via Toronto and Muskoka Route, through Parry Sound.

C—Between Emerson or Portal and Calgary, tickets may be routed via direct line or via Lacombe, Wetaskiwin or Edmonton.

D—Between Medicine Hat and Revelstoke tickets are good:
Via Main Line through Calgary and Banff, Alta.
Via Kootenay Landing, Nelson, West Robson and Arrowhead.
Via Kootenay Landing, Nelson, Slocan Lake, Rosebery and Arrowhead.
Via Crowsnest, Cutvalt and Golden.

E—Between Swift Current and Bassano, via Medicine Hat or Empress.

No expensive side trips necessary.

The Canadian Pacific Railway is built directly through four Canadian National Parks and the famous Canadian Rockies. Over 500 continuous miles of the most magnificent scenery in the world may be viewed from the train.

See that your ticket between Winnipeg or St. Paul and Seattle, Tacoma, Portland or California points includes coupons for the delightful 165-mile Puget Sound Steamship trip between Vancouver, Victoria and Seattle; no extra charge.

POINTS SHOWN ON MAP IN RED, WITH BLACK STAR, INDICATE LOCATION OF CANADIAN PACIFIC HOTELS

Checked C. P. Ry. Lines—Jan. 19, 1922.

PACIFIC COAST TOURS *through the* CANADIAN PACIFIC ROCKIES

It was in 1745, when the French regime was drawing towards a close in Quebec, that Michael Novidskof sailed eastward in his moss-calked, skin-sewn shallop in pursuit of sea otter till he touched the antenna of a continent, in the Island of Attu. Other Russian fur traders followed. The whole slender, volcanic Aleutian chain gradually became known to them—flat, mist-drenched islands, given over in the main to seals and sea birds. But though Russia touched Alaska, she turned back across the Pacific.

Meantime France was reconnoitering from the east. La Verendrye crept across the vast prairies, sighted the foothills, saw, perhaps, the looming peaks beyond. Later, in 1751, de Niverville followed, made his way up the muddy waters of the Saskatchewan, built Fort Lajonquiére and would doubtless have ventured into the wonderland of the Rockies but that tidings out of the east called him to help Montcalm against the invading British. Thus France, too, came to the gateway of the Land of Promise and passed by on the other side. In 1774 the Indians of British Columbia sighted their first vessel, a great-winged bird of happy omen, they thought, bearing its Spanish captain, Juan Perez, in search of new land in which to plant a cross and raise gold. In 1769 the colonization of California began, but was not pressed northward, halcyon shores to the south being more attractive to the good friars who loved gardens as well as souls. Thus Spain came to British Columbia, traded in furs at its doorway and sailed away again.

Fate had reserved the conquest of tremendous peaks, the settling of warm, secluded, sun-drenched fruit valleys, for the only race fitted to join them up to the rest of the world by rail—the Anglo-Saxon.

In 1792 Captain Vancouver sailed from England in the "Discovery," rounded the Horn and left his name as a gift for a great island and a greater city on the Canadian Coast. A year later Alexander Mackenzie, seasoned by terrific hardships endured in descending his mighty godchild, the Mackenzie River, in its rush to the Arctic, pushed through the Rockies by the Peace River Pass and stood beside the Pacific. He was a partner in the North West Company, great rival of the Hudson's Bay Company, and northern British Columbia soon became a kingdom ruled by a monarch, the Scottish Chief Factor. Simon Fraser was another Nor'wester, who ran the rapids of the river which bears his name and reached the Pacific in 1806.

What with the rivalries of the Hudson's Bay, the Nor'-westers and the subsequently formed Pacific Fur Company, to say nothing of tribal warfare among the Indians, the Coast in the early nineteenth century became a spectacular spot. In '58 an additional element of lawless picturesqueness was stirred in by the advent of 30,000 goldseekers, who rushed north from San Francisco bound for the rumor-land around the Fraser and Thompson rivers. Just here the British Government stepped in and made the future province into a colony as the one means of anchoring it to its native mountains.

In 1871 the Canadian Pacific was begun; eleven different surveys across the mountains were patiently worked out, only that ten of them might be ruthlessly cast aside. It was not till November 7, 1885, that the last spike was driven linking the Pacific Coast of Canada with the Atlantic.

Today the tourist may join the annual pilgrimage of happy pleasure-seekers who visit Banff, may stand on some conquered peak from which the endless mountain prospect radiates four hundred miles to the Pacific, a thousand to the Arctic, a thousand and more southward.

He may travel to matchless Lake Louise, where Nature has composed her mountains, her glaciers, her forests, into a picture as endlessly changing in light effect as it is forever fixed and satisfying in wonder of line and balance of color-mass.

Seated in a comfortable observation chair or open car, he may glide down the Kicking Horse Canyon, where, in 1883, Sir Sandford Fleming recorded that he and his guides and his cayuses were "from five to eight hundred feet high on a path of from ten to fifteen inches wide and at some points almost obliterated, with slopes above and below us so steep that a stone would roll into the torrent in the abyss below."

Leaving the Rockies, the tourist may slide through the Columbia Valley and up into the mighty Selkirks. He may dip south to the pastoral charms of the enchanting Lake Windermere district or into the orchards of the Okanagan country; he may reach Vancouver city and take passage across the Pacific. Or he may take a Canadian Pacific steamer up the coast to marvellous Alaska, where volcano and glacier are set beside each other and the fiord country rivals Norway, where the salmon cannery beats the gold mine and the fur seal grows fat and lusty in the protected Pribilofs.

Finally he may come back again across the width of a mighty continent by different ways of equal comfort, without once leaving the lines of what is the world's greatest highway, the Canadian Pacific Railway.

INTRODUCTION TO THE ROCKIES

FROM the roof garden of the Palliser Hotel at Calgary, one can see the glistening peaks of the Canadian Pacific Rockies sixty miles away. Their call is irresistible—like a magnet they pull the trains of eager travellers. For 500 miles the Canadian Pacific Railway follows the wild canyons that the rivers have dug, brawling, glacier-fed, about the feet of the giant peaks.

CANADA'S NATIONAL PARKS

THE main line of the Canadian Pacific traverses or adjoins four of the magnificent national parks of Canada—Rocky Mountains Park, the chief centres of which are Banff and Lake Louise, Yoho Park, centring at Field, Glacier Park, one of the finest mountain-climbing regions of North America, and Mount Revelstoke Park. These national parks have every kind of inducement to offer the nature-lover.

BANFF

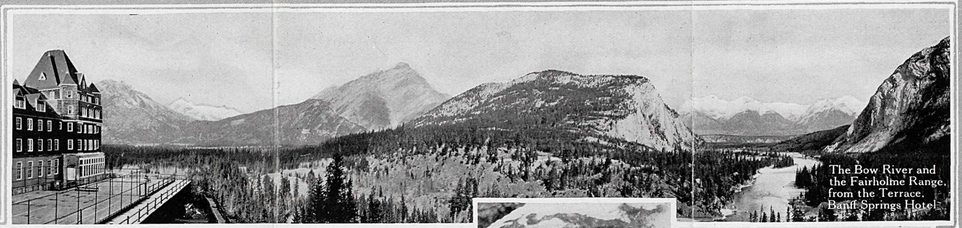
BANFF is the capital of Rocky Mountains Park, which, with Yoho and Glacier parks, contains some two hundred and twenty miles of carriage road, with radiating trails innumerable. Here the Canadian Pacific Railway has placed the most beautifully situated and luxuriously comfortable mountain hotel in the world, overlooking the junction of the Bow and the Spray rivers. Within easy reach are gentle climbs and gorgeous panoramas, the picturesque and brilliantly colored terraces of the Hot Springs; together with stiff and challenging ascents like that of Mount Edith for the proved Alpinist, who very often makes his headquarters with the Alpine Club of Canada, on the slopes of Sulphur Mountain.

Buffalo, mountain sheep, mountain goat, and other animals at Banff are a never-failing source of interest.

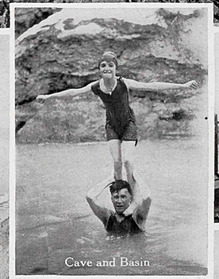
Excellent golf links have been laid out at Banff and there are beautiful river trips.

DRIVES AND PONY TRIPS AT BANFF

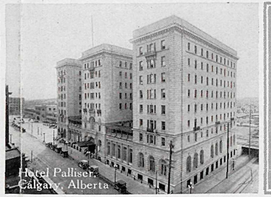
There are numerous interesting spots in the vicinity, all easily accessible by good carriage roads and bridle paths. A short distance from Banff Springs Hotel are the Bow Falls, a cataract of wonderful beauty; Tunnel Mountain, from which a splendid view of the valley is obtained, and the Cave and Basin, a remarkable formation from



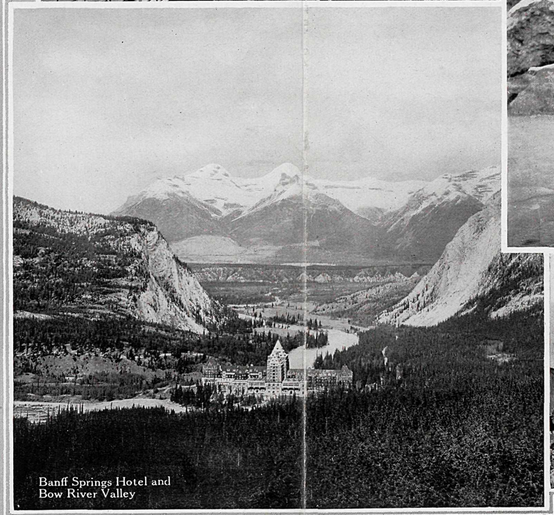
The Bow River and the Fairholme Range, from the Terrace, Banff Springs Hotel



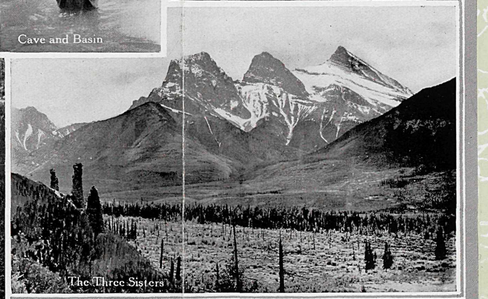
Cave and Basin



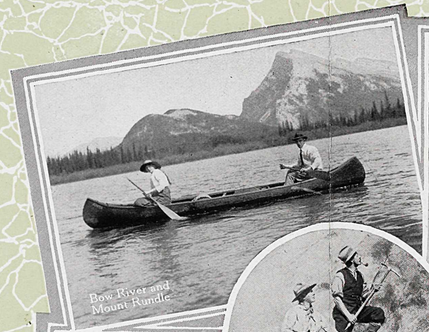
Hotel Palliser, Calgary, Alberta



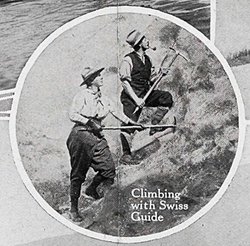
Banff Springs Hotel and Bow River Valley



The Three Sisters

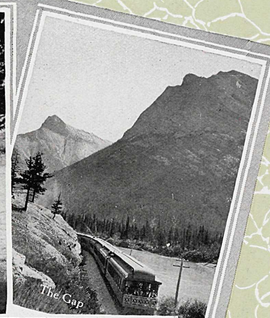


Bow River and Mount Rundle



Climbing with Swiss Guide

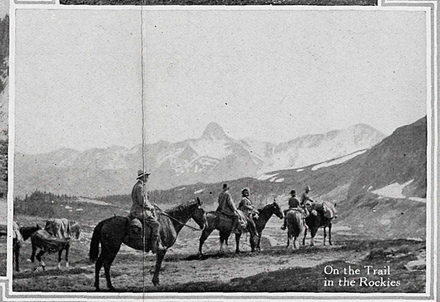
Golf at Banff



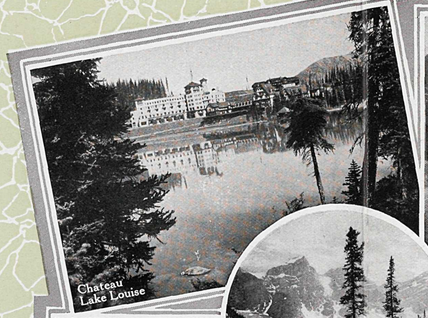
The Gap

Swimming Pool Banff Springs Hotel

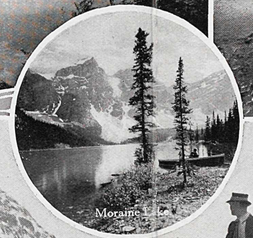
Buffalo at Banff



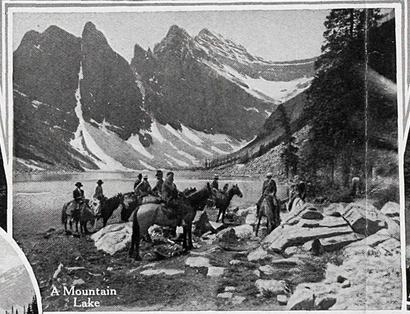
On the Trail in the Rockies



Chateau Lake Louise

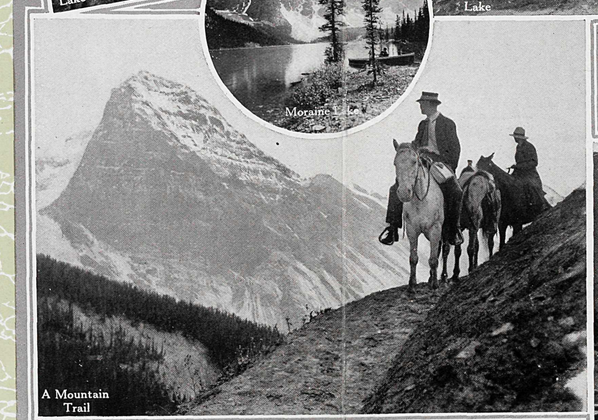


Moraine Lake



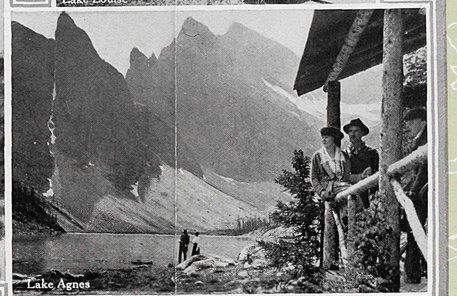
A Mountain Lake

Lake Louise



A Mountain Trail

Narrow Gauge Railway to Chateau Lake Louise



Lake Agnes

which gush natural sulphur springs. Within a radius of three miles are the Hoodoos, natural concrete pillars of various shapes and sizes, Cascade Mountain, Stoney Squaw Mountain, the beautiful Vermilion Lakes, the animal paddocks and Sun Dance Canyon, a deep and curious cleft in the mountain. At a distance of nine miles is Lake Minnewanka, a pretty sheet of water, sixteen miles long, extremely deep and walled in by tremendous cliffs, and the home of huge fighting trout. A wonderful river trip up the Bow can be made by electric launch.

An interesting automobile run of about fourteen miles brings you to Johnston Canyon, where an excellent trail leads to a great waterfall. The Banff-Windermere automobile road over the Vermilion Pass has now made accessible the exquisitely beautiful Marble Canyon. It is expected that the Banff-Windermere road will be completed this summer, thus opening up a magnificent Alpine country hitherto known only to the trapper and the hunter through eighty miles of pass and canyon. At Lake Windermere there is a rustic bungalow camp with accommodation for fifty people. Lake Windermere can also be reached by rail from Golden.

LOVELY LAKE LOUISE

LAKE LOUISE bears the liquid music, the soft color notes of its name, into the realm of the visible. Behind its turquoise mirror rise the stark immensities of Mounts Lefroy and Victoria, the latter "the big snow mountain above the Lake of Little Fishes" of which the wandering Stonies used to tell. Here, on the margin of this most perfect lake, the Canadian Pacific has placed its Chateau in one of those wonderful Alpine flower gardens in which the Rockies abound. Yellow violets and columbines, white anemones and green orchids, make merry with the red-flowered sheep laurel and the white-tufted Labrador tea. Be he never so lazy, the tourist has something to reward him in this gay garden backed with the rich-toned lake and the milky green of the glacier.

Lake Agnes, "the Goats' Looking Glass," as the Indians used to call it, is a wild tarn shut in by sombre cliffs, a thousand feet above Lake Louise. Here the great white anemone blooms by the late snowdrift and there is the silence of eternity among the high hills. It is reached from the hotel by an easy trail which also takes in the lovely Mirror Lake. The trail continues to the Big Beehive, or to the lookout on the Little Beehive, commanding a magnificent panorama of lake, glacier and mountain.

It is a three-mile trip to Saddleback Mountain, which affords an admirable view of the lovely Paradise Valley. At a distance of about ten miles is Moraine Lake, situated at the head of the valley of the Ten Peaks and reached over a good carriage road recently constructed. Good camping facilities are afforded on the shore of the lake in the midst of scenes of surpassing beauty. Consolation Lake, about three miles further by trail, provides good trout fishing. The Victoria Glacier, a great palisade of hanging snow, Abbot Pass, a deep canyon between Mounts Victoria and Lefroy, O'Hara Lake, set amid scenes of wild Alpine grandeur, Cataract Creek, Paradise Valley and the Ptarmigan Lakes are among the notable spots well worthy of a visit. The new Upper Glacier Trail to Victoria Glacier is of exceptional interest and beauty.

THE GREAT DIVIDE

SIX miles west of Lake Louise is the Great Divide, at once the highest elevation of the Canadian Pacific, the boundary between Alberta and British Columbia, and the very backbone of the continent. Marked by a rustic arch, a stream of water divides, by one of those freaks by which Nature diverts herself, into two little brooks that have vastly different fates. The waters that flow to the east eventually reach the Atlantic Ocean; the rivulet that runs west adds its mite to the volume of the Pacific.

THE SPIRAL TUNNELS

From the Great Divide the railway begins to descend. Between here and Field, a distance of fourteen miles, it descends in fact nearly a quarter of a mile. Formerly this was a most difficult track, the gradient being 4.5 per cent; but by two wonderful tunnels, which form one of the most notable engineering feats in the world, this difficulty has been eliminated and the grade reduced to 2.2 per cent. These are the famous "Spiral Tunnels" under Cathedral Mountain and Mount Ogden. The line turns two complete circles, roughly a figure 8 in shape, passing under itself twice and emerging over one hundred feet lower than it entered.

LAKE WAPTA CAMP

LAKE WAPTA CAMP, a rustic bungalow camp, has been located on a picturesque site two miles west of the Great Divide for the convenience of those wishing to visit the Yoho Valley and Lake O'Hara. It has accommodation for fifty people, at moderate rates. The station for the camp is Hector.

Camps have also been established in the Yoho Valley, close to the Takakkaw Falls, and at Lake O'Hara, with accommodation for ten people each.

THE YOHO VALLEY

THE beautiful Yoho Valley can be reached by several routes—either by trail from Lake Wapta Camp, by carriage road from Field (a lovely drive or ride of eleven miles in each direction), by trail from Emerald Lake over Yoho Pass, or by trail from Field over Burgess Pass. Takakkaw Falls are formed by a single thread of water dropping 1,200 feet into a still and mighty-treed valley. Here a camp, with accommodation for ten people, will give shelter for the night.

The Upper Yoho Valley can be visited by a trail which continues past Laughing Falls and the great Wapta Glacier, to the curious Twin Falls, whose divided waters unite in one stream before reaching the depths below.

EMERALD LAKE

EMERALD LAKE, as green as its name, is a seven-mile carriage drive from Field, at the end of which accommodation may be obtained at the cosy Emerald Lake Chalet, which, with an extension that will be completed this year, has accommodation for seventy people. An attractive two-day riding trip can be made from Emerald Lake Chalet, spending a night at Takakkaw Falls Camp, and continuing next day up the Kicking Horse Pass to Lake Wapta Camp.

Other pleasant excursions may be made to points of interest within a short distance of Field, such as the Fossil Beds, the Aerial Silver Mines, Natural Bridge, and the Monarch Mine Cabins.

WINDERMERE VALLEY

AT GOLDEN one reaches the Columbia River, which here flows north until it turns at the Big Bend for its southward flow to the Pacific Ocean. Golden is the junction for a new branch line of the Canadian Pacific Railway, which runs between the Rockies and the Selkirk Mountains and passes through highly picturesque scenery past Lake Windermere to the Crowsnest line of the Canadian Pacific Railway. The creeks which open up the great Selkirk Range to the south of this valley provide access to some of the most spectacular Alpine scenery in North America, while the hunting and fishing in season are also good.

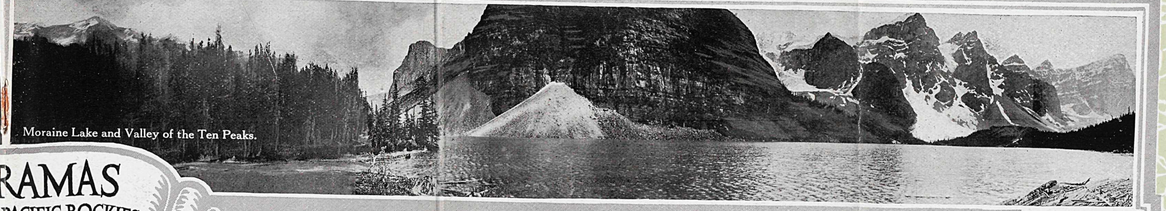
At Lake Windermere, south of Golden, a bungalow summer camp is situated on the shores of one of the loveliest warm-water lakes in British Columbia, with every facility for bathing, boating, riding and motoring in a country of exceptional beauty.

GLACIER

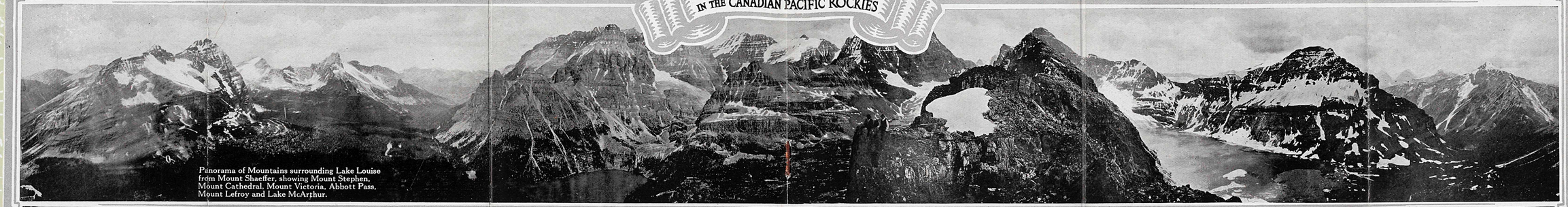
UNTIL the end of the year 1916 the railway climbed over the top of Rogers Pass through a gorge, subject in winter to heavy snowslides against which the track was protected by four miles of snowsheds. These are now evaded by the double-track Connaught Tunnel, the longest

PANORAMAS
IN THE CANADIAN PACIFIC ROCKIES

Panorama from Burgess Pass, near Field, B. C.
Mount Burgess in centre.



Moraine Lake and Valley of the Ten Peaks.



Panorama of Mountains surrounding Lake Louise from Mount Shaeffer, showing Mount Stephen, Mount Cathedral, Mount Victoria, Abbott Pass, Mount Lefroy and Lake McArthur.

Paradise Valley, showing (left to right) Mount Temple, Mount Sheol and Mount Aberdeen.

Alpine Club of Canada starting out on a Climb.

tunnel in North America, which pierces its way through Mount Macdonald and reappears in the Illecillewaet Valley below Mount Sir Donald and the Illecillewaet and Asulkan glaciers. From portal to portal this tunnel measures five miles, but so straight is the line that the exits are never out of sight.

About a mile from the western exit is Glacier Hotel, built by the Canadian Pacific Railway for the convenience of Alpine climbers and others who wish to explore the trails and visit the lakes, glaciers and caves of this wonderful Alpine region. Almost at the back door of the hotel is the great Illecillewaet Glacier. Swiss guides and sure-footed ponies are located at the hotel for the benefit of those who wish to climb the glaciers and mountains or ride the trails to heights commanding magnificent panoramas.

PONY TRIPS AND MOUNTAIN CLIMBING

Leading from the hotel a good trail follows the turbulent course of the Illecillewaet River to the Great Illecillewaet Glacier and Valley; other trails branch off in all directions, inviting and leading the mountain climber, explorer and lover of Nature to scenes of marvellous grandeur and enchanting beauty. Glacier Crest, Lake Marion and Observation Point are among the shorter and easier ascents. Mount Abbott is a day's climb, but not a difficult one. From its summit an exceptionally fine view is obtained of the Asulkan Valley. Easy trails also lead up to the summits of Eagle Peak and Mount Avalanche. The ascent of Mount Sir Donald is more difficult, but with the assistance of experienced guides may readily be accomplished.

An excellent trail leads to the Asulkan Glacier, through scenes of Alpine splendour, and the recently discovered Caves of Nakimu are only distant about seven miles from Glacier House by a carriage road and bridle path. These wonderful caverns, said to be larger than the Mammoth Caves of Kentucky, have been formed by the action of water for ages upon the solid rocks, and form a series of chambers with large entrances, polished rock ceilings and walls which sparkle with quartz crystals and reflect myriads of miniature lights from the darkness.

SWISS GUIDES

THE Company's own Swiss guides are stationed at Lake Louise and Glacier, and may be engaged through the managers of the Canadian Pacific Railway hotels.

From Glacier, the route descending the western slope of the Selkirks follows the valley of the Illecillewaet through Albert Canyon, a marvellous gorge of great depth and startling fascination. Revelstoke is an important centre, from which there is water communication with the rich Kootenay and Boundary districts. A motor road is under construction to the top of Mount Revelstoke, which has been converted into a national park and is attracting increasing numbers of summer visitors.

SICAMOUS

AT SICAMOUS an excellent hotel is operated by the Canadian Pacific Railway, and is especially convenient either for those who wish to stop off somewhere and make the all-daylight trip through the Canadian Pacific Rockies, or for those who are visiting the fertile fruit-growing Okanagan Valley for which this is the junction.

THE CANYONS

KAMLOOPS, the junction of the North and South Thompson rivers, is the beginning of the magnificent canyon country through which we shall travel virtually all the way to Vancouver. The canyons are second only to the Rockies in spectacular scenery, and the traveller is well repaid if he will stay overnight at Sicamous so that he can travel them in daylight. The mountains draw together as the train winds along ledges cut on their face; tunnels penetrate the headlands, lofty bridges span the ravines, and below rushes the river.

At Lytton the canyon widens to admit the Fraser, the largest river of British Columbia, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The scenery grows wilder than ever. The great river is forced between vertical walls of black rock, where, repeatedly thrown back upon itself by opposing cliffs, it madly foams and roars. North Bend makes a desirable stopping place for those who wish to see more of the Fraser. Ten miles below is the famous "Hell's Gate," where two jutting promontories suddenly compress the river and force it to escape in a roaring cataract through a bottle-necked outlet. The railway follows the canyon at often a considerable height above the river bank; the track, hewn from solid rock, not only crosses from side to side in the canyon, but also tunnels through great rock spans. Presently the canyon widens out, and we reach a meadow-like country through which we roll to Vancouver.

ALTERNATIVE ROUTE VIA THE KOOTENAY

DIVERGING from the main line of the Canadian Pacific at Medicine Hat, an attractive alternative route, between Medicine Hat and Revelstoke, is offered via the Crowsnest Pass Route, affording a most delightful steamer trip on the Kootenay River from Kootenay Landing to Nelson, continuing by rail to West Robson, from which point another steamer trip may be enjoyed through the beautiful Arrow Lakes to Arrowhead, joining the main line at Revelstoke for continuance of trip to Vancouver.

A new route passing through scenery of exceptional beauty takes the traveller from Nelson, via Grand Forks and Penticton and the orchard districts of the Okanagan Valley, over the Kettle Valley Railway, rejoining the main line at Hope. Grand Forks is the gateway to the Boundary mining district, and the centre of a fertile apple country. The Coquihalla Valley from Summit to Hope provides wonderful fishing.

SPOKANE

SPOKANE, capital of "the Inland Empire," is an important financial and commercial city, with huge smelters, mines, waterfalls, power plants, and an exceedingly prosperous agricultural territory within its sphere. From it also can be easily reached some very delightful scenery.

VANCOUVER

THE terminal of the Canadian Pacific's transcontinental rail lines and its trans-Pacific steamship routes, is the largest commercial centre in British Columbia, and has an excellent harbor nearly landlocked and fully sheltered. It faces a beautiful range of mountains. Two peaks, silhouetted against the sky, remarkably resembling two couchant lions, are visible from almost any point in the city or on the harbor, which has appropriately been termed "The Lion's Gate."

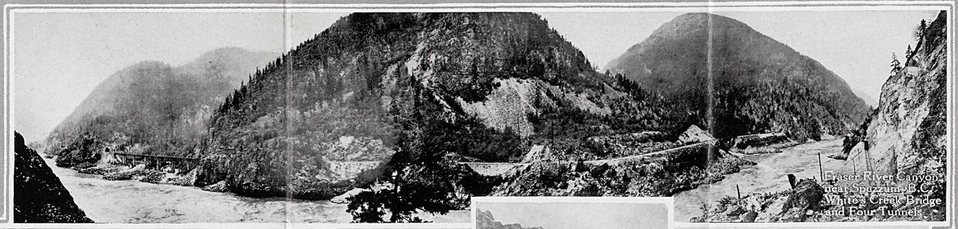
In and around Vancouver are immense lumber and shingle mills. Mining, lumbering, farming, shipping, and shipbuilding form the bulwark of the city's phenomenal growth and prosperity.

All kinds of water sports are possible at Vancouver, and are encouraged through a mild climate and extensive bodies of water. There are many bathing beaches, parks, boulevards, automobile roads and paved streets. Stanley Park, one of the largest natural parks in the world, is excellently maintained by the city.

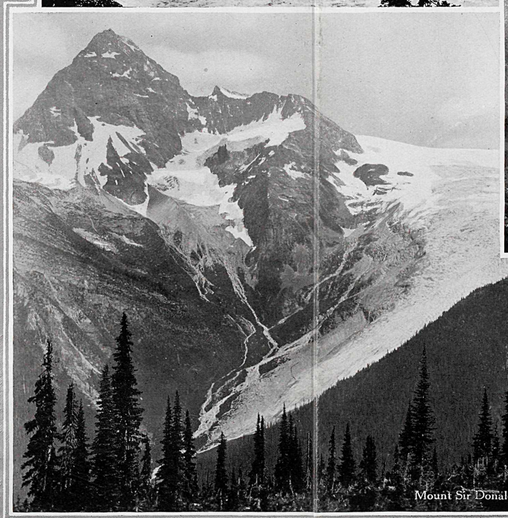
The Hotel Vancouver, operated by the Canadian Pacific, is second to none on the Pacific Coast, is conveniently located and has a high reputation for the excellence of its service. Wonderful views can be had from the roof of this great hotel. Vancouver has three admirable golf courses.

It is only a short run by Canadian Pacific Railway steamer to Nanaimo, where the Esquimalt & Nanaimo Railway connects with the beauty spots of Vancouver Island.

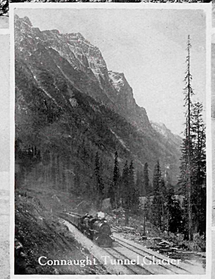
From Vancouver Canadian Pacific Empress steamships cross the Pacific to Japan, China, and the Philippines. The two new liners, "Empress of Scotland" and "Empress of Australia," will also call at Honolulu. The Canadian Australasian line runs regularly from Vancouver to Honolulu, Suva, (Fiji), New Zealand and Australia.



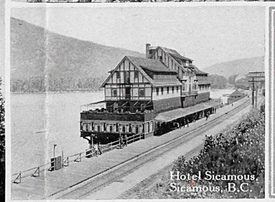
Fraser River Canyon near Spuzzum, B.C. White Creek Bridge and Four Tunnels



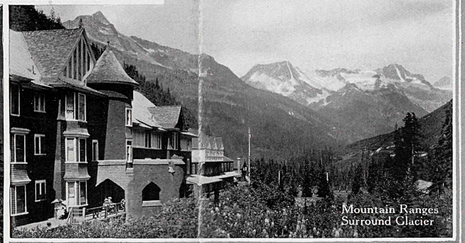
Mount Sir Donald



Connaught Tunnel, Glacier



Hotel Sicamous, Sicamous, B.C.

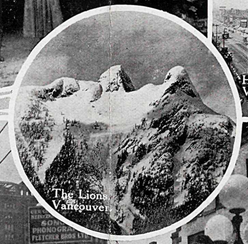


Mountain Ranges Surround Glacier

Big Trees, Stanley Park, Vancouver, B. C.

Hotel Vancouver, Vancouver, B. C.

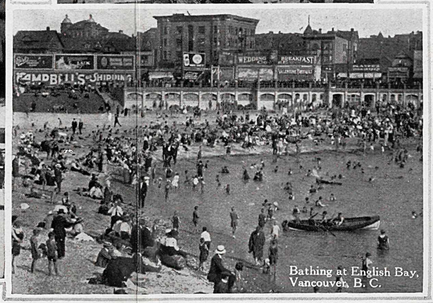
Roof Garden, Vancouver Hotel.



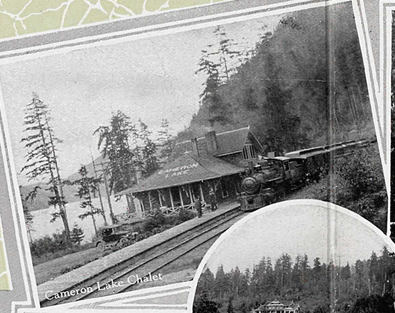
The Lions, Vancouver.

Granville Street, Vancouver, B. C.

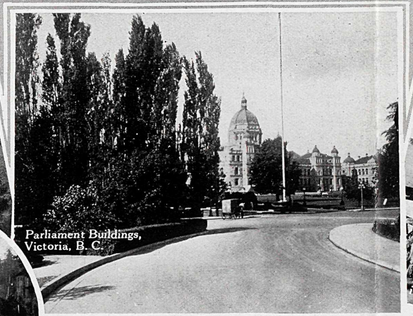
Vancouver.



Bathing at English Bay, Vancouver, B. C.

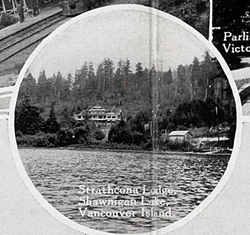


Cameron Lake Chalet



Parliament Buildings, Victoria, B. C.

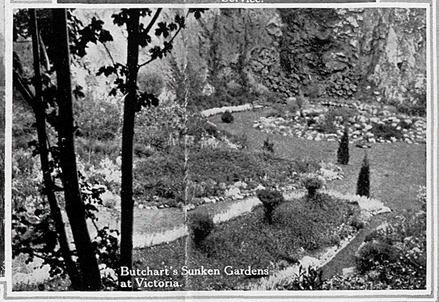
Victoria has the largest telescope in the world.



Strathcona Lodge, Shawnigan Lake, Vancouver Island.

Empress Hotel, Victoria, B. C.

Steamer, Vancouver-Victoria-Seattle Service.



Butchart's Sunken Gardens at Victoria.

PACIFIC COAST TOURS *through the* CANADIAN PACIFIC ROCKIES

PRINCESS STEAMERS BETWEEN VANCOUVER, VICTORIA AND SEATTLE

THE short but interesting trip on Puget Sound should not be omitted from the itinerary. If requested when purchasing, it will be included in through tickets without additional charge. (See route No. 1, on map.)

The Company's Princess steamers, operating on this route, are the fastest and best equipped in the Pacific coastwise trade.

VICTORIA

CHARMINGLY situated on Vancouver Island, overlooking the straits of Juan de Fuca, Victoria drinks in the sunshine and smiles at the traveller. It is distinctly a home city, with fine roads and beautiful gardens, although its enterprising business district, composed of imposing stores and tall office buildings, speaks of a rich commerce drawn from a territory full of forest, mineral and agricultural resources. Victoria's beauty lies in her residential districts, her boulevards, her parks and her public buildings. The Parliament Buildings of British Columbia rank among the handsomest in America.

The Empress Hotel, another of the chain of Canadian Pacific institutions, gives the guest attention and service equalled only by the best in the land. It overlooks the inner harbor and is within a stone's throw of the Parliament Buildings. Golf facilities on three fine courses can be arranged for visitors to the hotel.

From Victoria delightful excursions may be made into the interior of Vancouver Island, either by automobile or by the Esquimalt & Nanaimo Railway. The Malahat Drive is a luxuriously smooth and picturesque motor road. Excellent hotels are to be found at Shawnigan Lake and Qualicum Beach and a delightful little chalet inn at Cameron Lake. Mount Arrowsmith proves one of the best climbs and Qualicum Beach has a good sporting golf course. There is no better fishing on the Pacific Coast than that which one finds on the Campbell River, reached by motor from Courtenay, the northern terminus of the Esquimalt & Nanaimo Railway. The immense Douglas fir forests on this beautiful island and the balmy climate make it wonderfully attractive to the tourist.

RAIL ROUTE TO SEATTLE

AT VANCOUVER, B. C., the Canadian Pacific Railway connects with the Great Northern Railway for Bellingham, Burlington, Everett and Seattle.

This is an alternative route to Seattle and points south, but tickets reading by rail will not be good via steamship, or vice versa, between Vancouver and Seattle. (Route No. 2, all rail.)

SEATTLE

SPLENDIDLY located on Puget Sound, mountain-girt and fringed with lakes, Seattle is the metropolis of the district she dominates. Situated on seven hills, many of which have been greatly altered by means of the steam shovel and the hydraulic plant to make highways for traffic, Seattle overlooks a beautiful harbor.

The gold fields of Alaska filter their treasure through her industries and her stores. The lumber camps and the farms of Washington add to her prosperity. The tallest of her buildings is forty-two stories, exceeded only by those of New York City.

TACOMA

TACOMA, the southernmost of the quartette of North Pacific cities that cluster along the Gulf of Georgia and Puget Sound, stands on a bluff at the head of deep water navigation on the Sound, and is connected with Seattle by excellent motor roads as well as by train. From it is a comparatively short journey to Mount Rainier and the Rainier National Park.

PORTLAND

PORTLAND, Oregon, famous for its roses, is so located as to permit trips of widely diverse nature. The steamer trip up the Columbia River into the Cascade Mountains is one of the most interesting. The Columbia Highway is a motor road leading along the bluffs overlooking the Columbia.

The ascent of Mount Hood requires only three or four days from Portland for the entire trip.

TO CALIFORNIA

PASSENGERS en route to California have the choice of either an overland trip or a sea voyage from North Pacific Coast points. From Portland to San Francisco the picturesque Shasta Route of the Southern Pacific, the Pacific Steamship Company, or the San Francisco & Portland Steamship Company, may be used; from Victoria or Seattle steamers of the Pacific Steamship Company maintain a regular service to San Francisco and Wilmington (port for Los Angeles).

ALASKA

FROM Vancouver, B. C., to Skagway, Alaska, is a thousand miles through the entrancing Inland Channel, winding between islands and the mainland as through a fairyland. The journey is made in the palatial, yacht-like Princess steamers of the Canadian Pacific Railway.

Ten days is required for the double journey to and from this land of romance. The tree-clad passage of Seymour's Narrows, Alert Bay, with its avenue of Totem poles, and the picturesque Indian cedar lodges, the Indian basket weavers of Ketchikan, the salmon fishing fleets and canneries, are but a few of the scenes that enchant the traveller.

From Ketchikan the way leads on through the Wrangel Narrows, mile after mile of a winding way through Paradise.

Beyond the Narrows lies Juneau, the capital of Alaska, on Gastineau Channel. Here are first-class hotels and restaurants. One can go by automobile right to the face of a glacier, the return trip taking about three and one-half hours.

And, then, eight hours north, a wide bay leads on to the last passage through the mountains, which grow ever steeper and more narrowing till the sands of Skagway are reached beneath a sheer precipice.

Skagway, once the wildest, wickedest town in the world, is now a model of propriety. Beyond still lies much of romance, reached over the White Pass & Yukon Route. A short climb up the steep hill of the Pass, and the train has reached the summit, and indeed one seems to be at the very roof of the world. From here one descends to White Horse, whence steamer can be taken down the Yukon River to Dawson.

SAN FRANCISCO

SAN FRANCISCO is the nucleus of a metropolitan district composed of a cluster of cities on the Bay. She possesses over 800 miles of streets and 300 miles of street railway.

She revels in aquatic sports of all kinds, which are made possible at all times of the year because of an equable climate. History, too, has been kind to this city, leaving relics of early Spanish settlements which will ever be sights of interest.

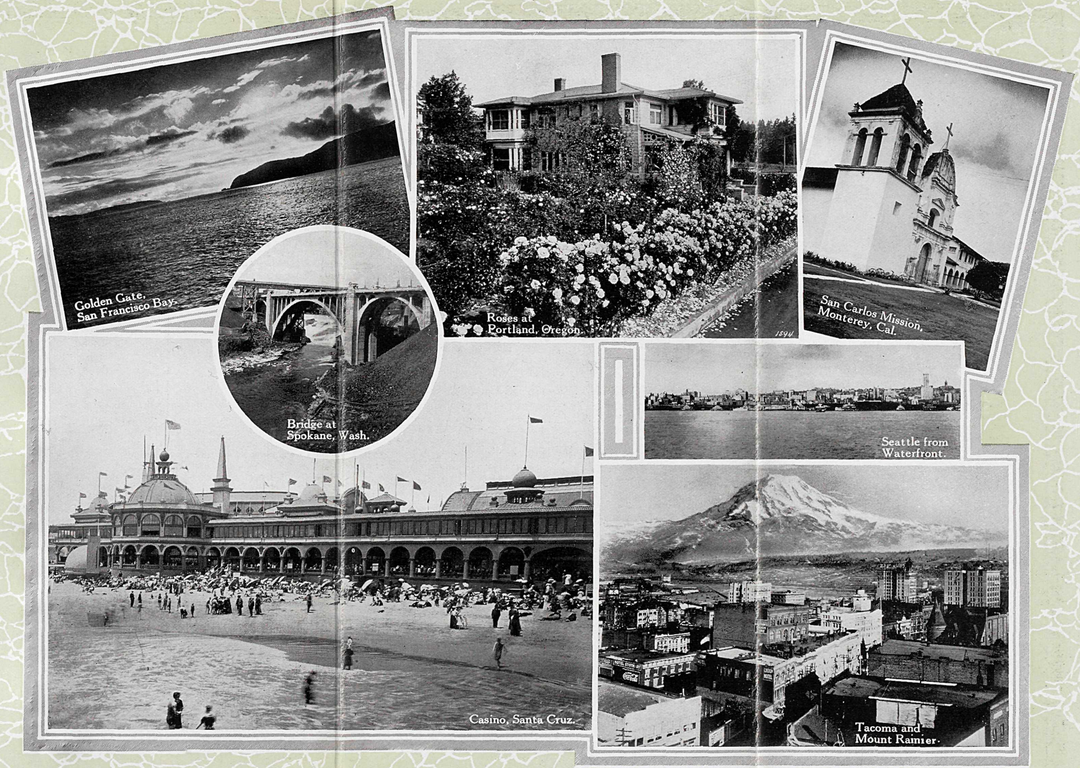
Parks, elaborate and well designed, are thronged with people. The largest, Golden Gate Park, containing 1,013 acres, is a veritable fairyland of loveliness. The cafés, of which there are hundreds, are famed for their Bohemian life and their good cooking.

LOS ANGELES

LOS ANGELES gladdens the eye with its twenty-three public parks, containing 3,897 acres of lawns, flowers, hills, trees and lakes. The architecture is varied and suggests the different parts of the world from which its residents have come. Famous for its beautiful homes, lovely gardens and fine hotels, Los Angeles is one of the most attractive cities in the United States.

FOREST FIRES

The careless smoker on an idle trail,
The smouldering camp fire and a vagrant breeze,
Make all your ancient pride of what avail,
You sad grey ghosts that once were stately trees?



PACIFIC COAST TOURS *through the* CANADIAN PACIFIC ROCKIES

MOUNTAIN TEMPERATURES

Is the temperature in the Canadian Pacific Rockies pleasant in summer? That question is answered by the following statistics, covering a period of eight years, of maximum and minimum temperatures at Canadian Pacific Rocky Mountain hotels.

	June		July		August		September	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
Banff Springs Hotel	65	39	73	42	70	41	60	35
Chateau Lake Louise	57	37	62	41	64	40	55	35
Emerald Lake Chalet	59	47a	69	50	69	48	56x	38x
Glacier House	63	40	67	45	69	44	56x	38x

a 7 days only. x 15 days only.

MOUNTAIN ALTITUDES

The Canadian Pacific Rockies comprise some of Nature's most gigantic works. In many mountainous regions the chief peaks spring from such high plateaus that although they are actually a very considerable height above sea level, their height is not very impressive to the traveller. That this is not so in the Canadian Pacific Rockies is evident from the following tables, which show the altitudes of the principal mountains seen by the traveller from the train or at the most popular mountain resorts—altitudes not only in relation to sea level, but also to the valleys at their base.

	Height above sea level, feet	Height above valley, feet—about
APPROACHING BANFF		
Mt. Grotto	8,870	4,570
Three Sisters	9,734	5,430
AROUND BANFF		
Mt. Rundle	8,860	4,360
Sulphur Mountain	8,030	3,530
Mt. Bourgeau	9,517	4,920
Mt. Edith	8,370	3,770
Vermilion Mountain	9,855	5,250
Cascade Mountain	9,826	5,220
BANFF TO LAKE LOUISE		
Sawback Range	10,000	5,400
Pilot Mountain	9,680	5,080
Copper Mountain	9,160	4,460
Castle Mountain	9,030	4,330
Mt. Ball	10,825	4,820
AROUND LAKE LOUISE		
Mt. Fairview	9,001	3,330
Mt. Aberdeen	10,340	4,670
Mt. Lefroy	11,220	5,550
Mt. Victoria	11,355	5,680
Mt. Whyte	9,776	4,110
Mt. Hector	11,125	5,620
NEAR O'HARA LAKE		
Mt. Huber	11,041	5,370
Mt. Biddle	10,878	3,520
Mt. Hungabee	11,447	4,090
NEAR MORAINE LAKE		
Mt. Temple	11,626	5,440
Mt. Fay (highest of the "Ten Peaks")	10,612	4,420
NEAR FIELD		
Mt. Stephen	13,485	6,140
Cathedral Mountain	10,454	6,200
Mt. Dennis	8,326	4,250
NEAR EMERALD LAKE		
Mt. Field	8,645	4,580
Mt. Burgess	8,463	4,400
Mt. Wapta	9,106	5,040
Mt. Carnavon	9,964	5,600
Mt. Emerald	8,832	4,270
Mt. Niles	9,742	3,830
Mt. Daly	10,332	4,420
NEAR GLACIER		
Mt. Macdonald	9,482	5,980
Mt. Avalanche	9,387	5,300
Mt. Sir Donald	10,808	6,720
Mt. Abbott	8,081	3,990
Uto Peak	9,610	5,520
Ross Peak	7,718	3,630
Hermit Mountain	10,194	6,690
Mt. Rogers	10,536	7,030
Mt. Cheops	8,506	4,420
Mt. Tupper	9,229	5,720

CANADIAN PACIFIC RAILWAY

OFFICERS OF THE TRAFFIC DEPARTMENT

W. R. MacInnes.....Vice President in Charge of Traffic.....Montreal
C. E. E. Ussher.....Passenger Traffic Manager.....Montreal
W. B. Lanigan.....Freight Traffic Manager.....Montreal
Sir G. McLaren Brown, K.B.E., European Gen'l Mgr.....London, Eng.
C. B. Foster.....Assistant Passenger Traffic Manager.....Montreal
C. E. McPherson.....Assistant Passenger Traffic Manager.....Winnipeg
W. G. Annable.....Asst. Pass'r Traffic Mgr., Ocean Traffic.....Montreal
W. H. Snell.....General Passenger Agent.....Montreal
G. A. Walton.....General Passenger Agent.....Winnipeg
H. W. Brodie.....General Passenger Agent.....Vancouver
Wm. Ballantyne.....General Passenger Agent, Ocean Traffic.....Montreal
H. G. Dring.....European Passenger Manager.....London, Eng.
Geo. C. Wells.....Assistant to Passenger Traffic Manager.....Montreal
W. C. Bowles.....Assistant Freight Traffic Manager.....Montreal
W. M. Kirkpatrick, M. C., Assistant Freight Traffic Manager.....Winnipeg
H. E. Macdonell.....Special Freight Traffic Representative.....Montreal
E. N. Todd.....General Foreign Freight Agent.....Montreal
R. E. Larmour.....General Freight Agent.....Montreal
C. E. Jefferson.....General Freight Agent.....Winnipeg
A. O. Seymour.....General Tourist Agent.....Montreal
J. O. Apps.....Gen'l Agent Mail, Baggage and Milk Traffic, Montreal
J. M. Gibbon.....General Publicity Agent.....Montreal

PASSENGER AGENCIES

Antwerp..Belgium..W. D. Grosset, Agent.....25 Quai Jordaens
Atlanta.....Ga..E. G. Chesbrough, General Agent, Pass'r Dept., 19 N. Forsyth Street
Auckland.....N. Z..Union S. S. Co. of New Zealand, Ltd.
Banff.....Alta..G. D. Brophy.....District Passenger Agent
Belfast....Ireland..Wm. McCalla, Agent.....41-43 Victoria Street
Birmingham..Eng..W. T. Treadaway, Agent.....4 Victoria Square
Boston.....Mass..L. R. Hart, Gen'l Agent Pass'r Dept., 405 Boylston St.
D. M. Sinclair.....Travelling Passenger Agent
W. A. Shackleford.....Travelling Passenger Agent
Brandon.....Man..R. Dawson, District Passenger Agent...Smith Block
E. G. Rennels.....Travelling Passenger Agent
Bristol.....Eng..A. S. Ray, Agent.....18 St. Augustine's Parade
Brockville.....Ont..G. E. McGlade.....City Passenger Agent
Brussels...Belgium..C. DeMey.....98 Boulevard Adolphe-Max
Buffalo.....N. Y..D. R. Kennedy, Gen'l Agt. Pass'r Dept., 160 Pearl St.
J. C. Norton.....Travelling Passenger Agent
Calgary.....Alta..J. E. Proctor, Dist. Pass'r Agent....C. P. R. Station
A. J. Shulman.....Travelling Passenger Agent
E. Officer.....Travelling Passenger Agent
F. J. Hurkett, City Pass'r Agent, 124a Eighth Ave., W.
Chicago.....Ill..T. J. Wall, Gen'l Agent Pass'r Dept., 140 S. Clark St.
H. R. Mathewson....Asst. Gen'l Agent Pass'r Dept.
W. D. Black.....Travelling Passenger Agent
W. H. Bell.....Travelling Passenger Agent
C. H. White.....Travelling Passenger Agent
Christiania, Norway, Elvind Bordewick, General Agent. Jernbanetorvet 4
Cincinnati...Ohio..M. E. Malone, Gen'l Agt. Pass'r Dept., 430 Walnut St.
C. D. Harper.....Travelling Passenger Agent
F. F. Hardy.....Travelling Passenger Agent
Cleveland....Ohio..G. B. Burpee, Gen'l Agt. Pass'r Dept., 1040 Prospect Ave.
S. E. Corbin.....Travelling Passenger Agent
Detroit.....Mich..W. Mollroy, Gen'l Agt. Pass'r Dept., 1239 Griswold St.
K. A. Cook.....Travelling Passenger Agent
Duluth.....Minn..D. Bertie, Travelling Pass'r Agent..Soo Line Depot
Dundee..Scotland..H. H. Borthwick, Agent.....8 Commercial Street
Dunedin.....N. Z..Union S. S. Co. of New Zealand, Ltd.
Edmonton....Alta..C. S. Fyfe, City Ticket Agent, 10012 Jasper Ave., E.
Fort William..Ont..A. J. Boreham, City Pass'r Agent, 404 Victoria Ave.
Glasgow..Scotland..M. L. Duffy, Agent.....25 Bothwell Street
Halifax.....N. S..J. D. Chipman, City Pass'r Agent.....117 Hollis St.
Hamburg, Germany..C. F. A. Flugge, Agent.....Alsterdam 24
Hamilton.....Ont..A. Craig, City Pass'r Agent, Cor. King and James St.
Havana.....Cuba..Santamaria y Ca.....San Ignacio 18
Havre.....France..J. M. Currie & Co.....2 Rue Pleuvry
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