1909 5.00

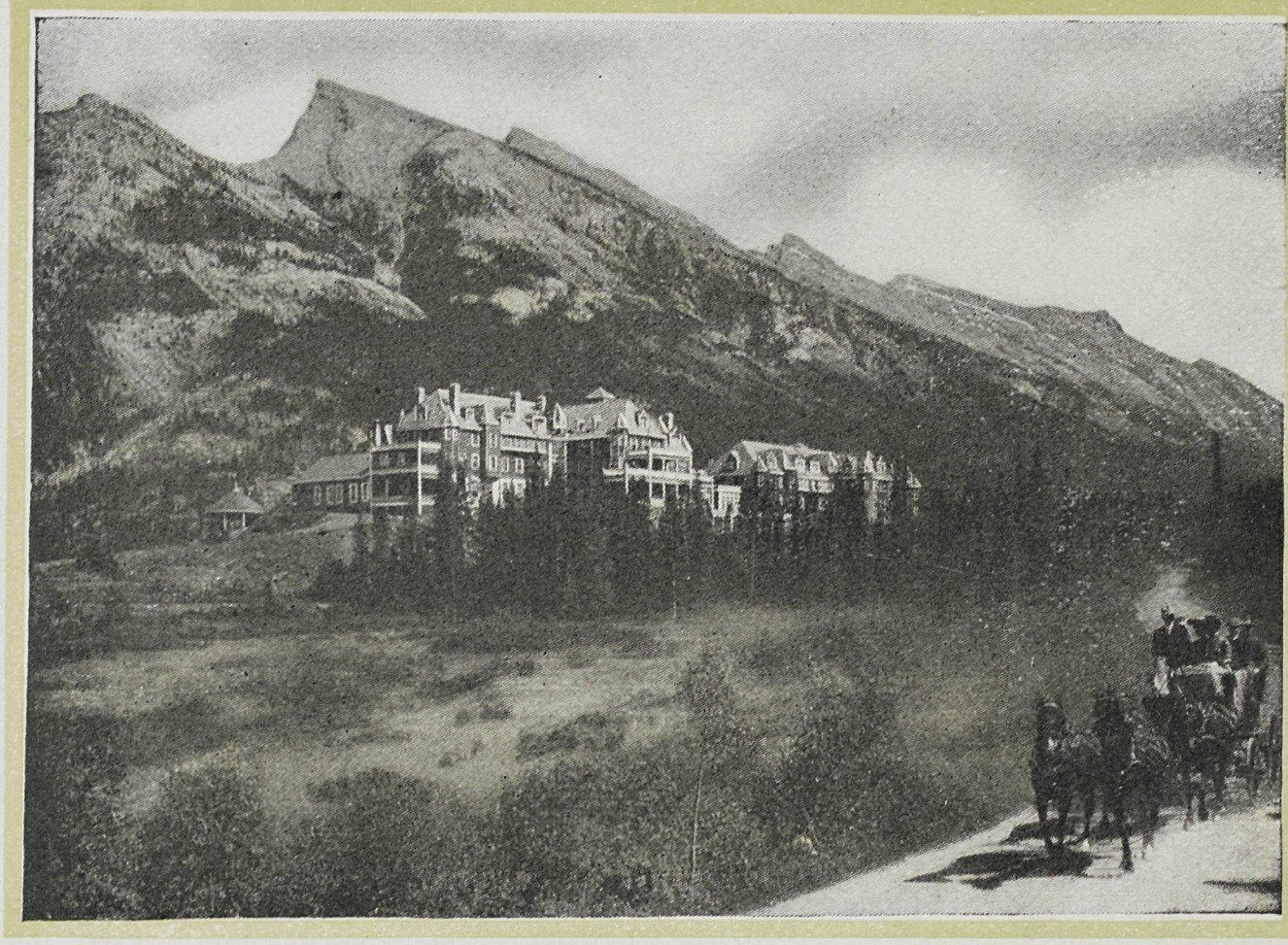
The Challenge of the Mountains

The Challenge of the Mountains

Issued by the
Canadian Pacific Railway Company

Copyright, 1909, by
The Canadian Pacific Railway Company

Canadian Pacific Railway Hotel System



Banff Springs Hotel, Banff, Alberta

Some places of interest near Banff

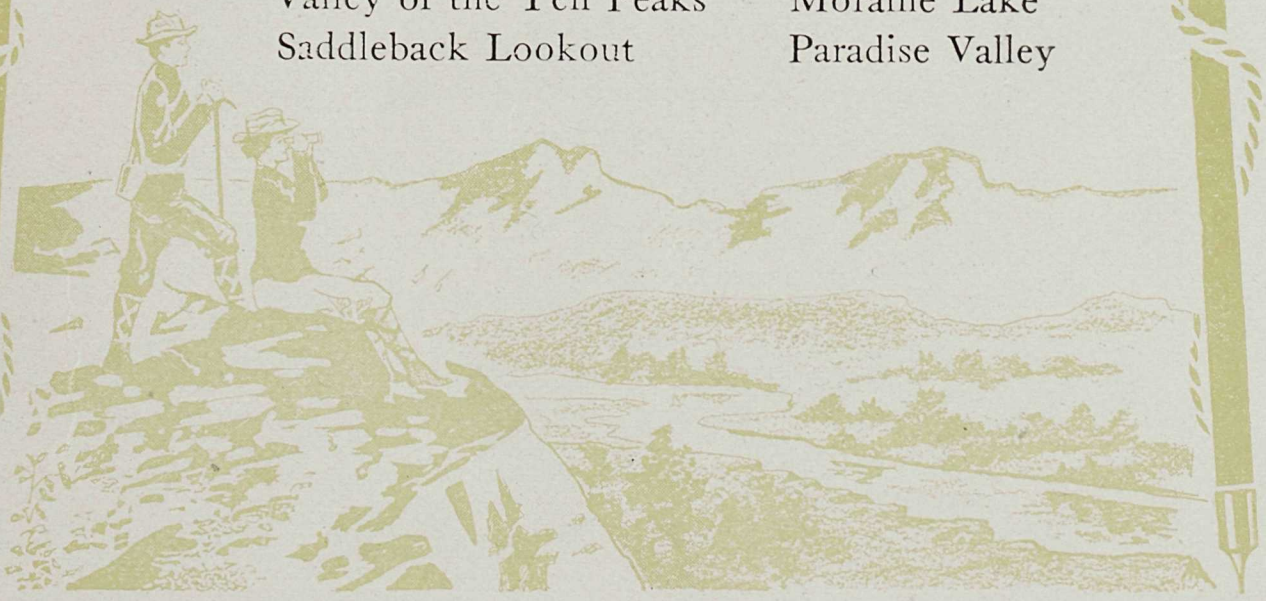
Buffalo Park
Lake Minnewanka
Spray Falls
Museum
Cave and Basin
Hot Sulphur Springs
Bankhead Coal Mines
The Observatory on Sulphur Mountain

Canadian Pacific Railway Hotel System

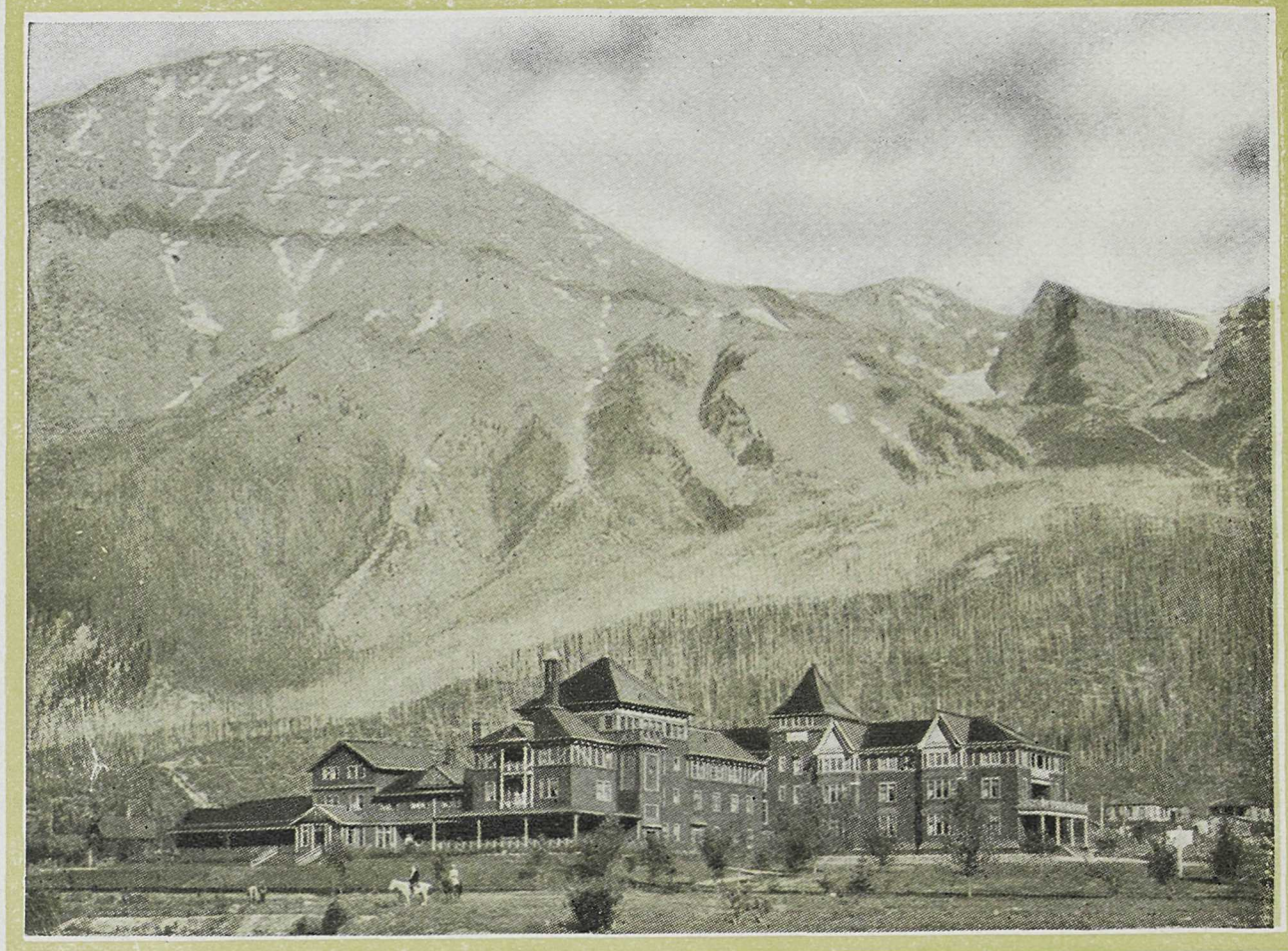
Lake Louise and the Chalet

Some places of interest near Lake Louise

Mount Lefroy and Glacier	Lake Agnes
Victoria Hanging Glacier	Mirror Lake
Valley of the Ten Peaks	Moraine Lake
Saddleback Lookout	Paradise Valley



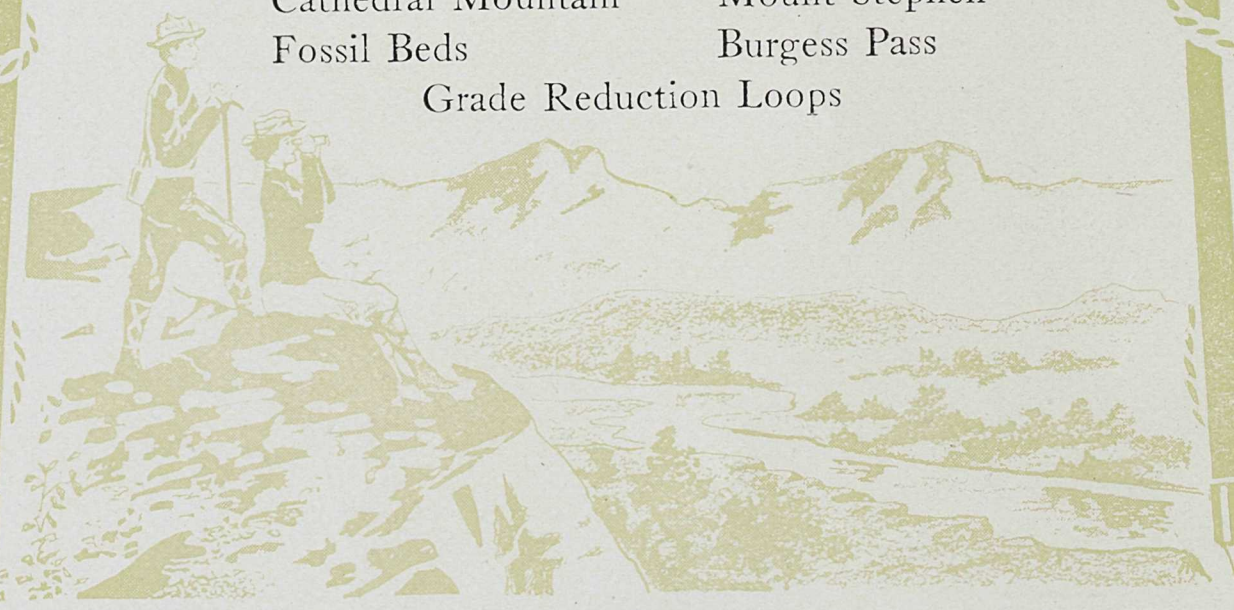
Canadian Pacific Railway Hotel System



Mount Stephen House, Field, B. C.

Some places of interest near Field

Drive to Emerald Lake
Yoho Road Drive
Cathedral Mountain
Fossil Beds
Natural Bridge
Monarch Mine Cabins
Mount Stephen
Burgess Pass
Grade Reduction Loops

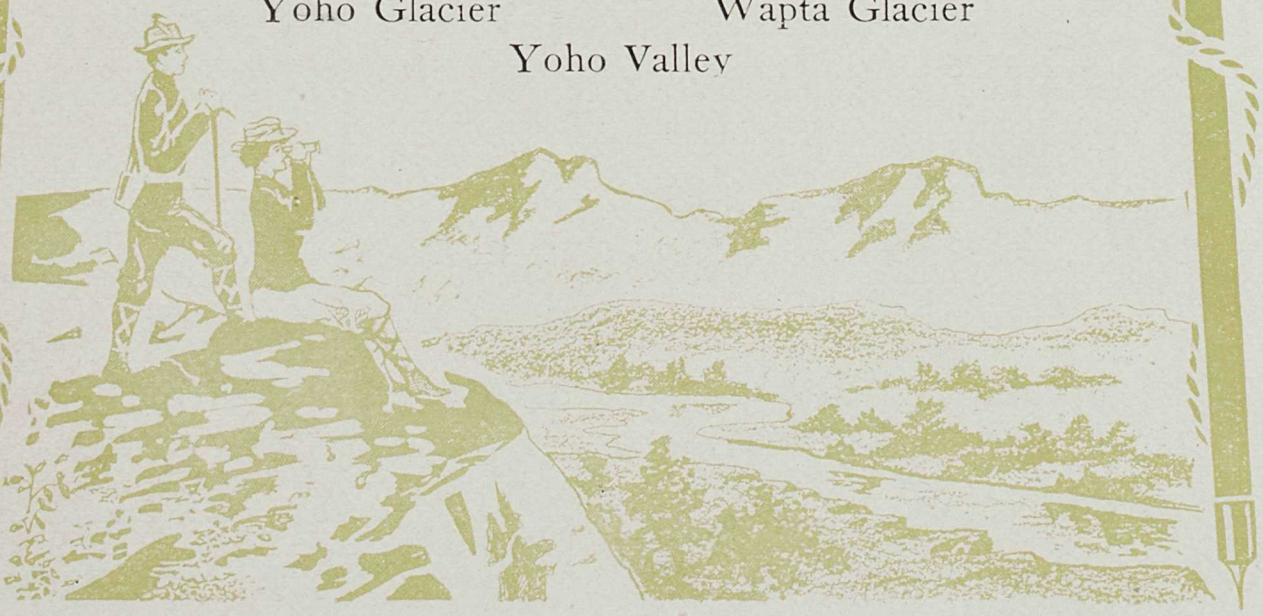


Canadian Pacific Railway Hotel System

Emerald Lake Chalet, near Field, B. C.

Some places of interest near Emerald Lake

Lookout Point
Twin Falls
Yoho Glacier
Takakkaw Falls
Summit Lake
Wapta Glacier
Yoho Valley



Canadian Pacific Railway Hotel System

Glacier House, Glacier, B. C.

Some places of interest near Glacier

The Great Glacier
Mount Abbott
Cougar Valley
Lake Marion
Glacier Crest
Observation Point
Caves of Nakimu
Mount Sir Donald

The Loops of the Selkirks

The Challenge of the Mountains

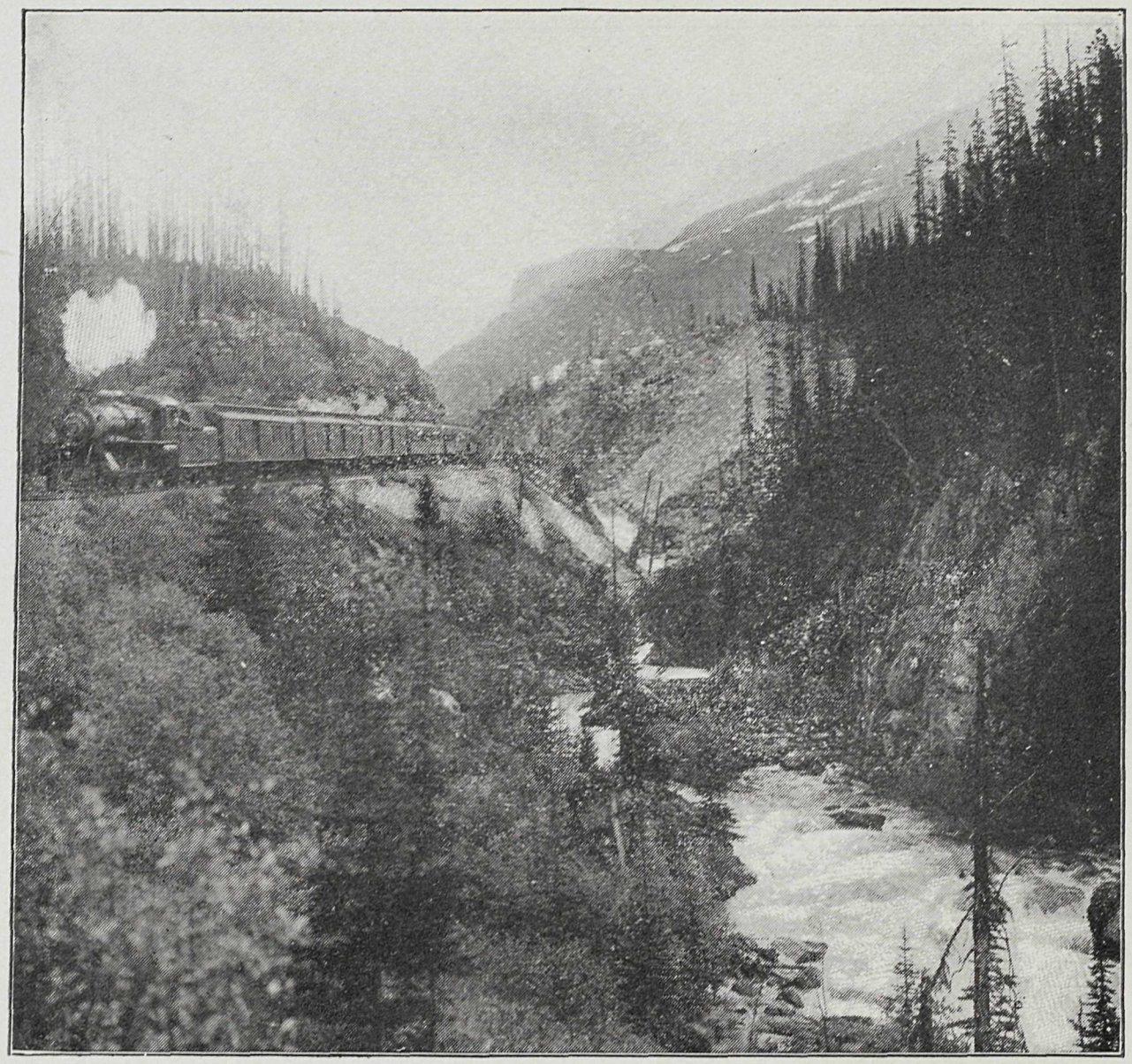
Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees. The winds will blow their own freshness into you, and the storms their energy, while cares will drop off like autumn leaves.

—*John Muir.*

EUROPE has its Switzerland, famed throughout the civilized world for the splendor of its mountain scenery. For variety and charm, as well as accessibility, it has well-grounded claims to the title of a prince of playgrounds. But though its scenery is unchangingly beautiful and the familiar Alpine monarchs retain a ceaseless fascination for the mountaineer, yet his soul will crave — and rightly so — for the chief joy of the climber's ambition — a "first ascent."

He turns naturally, therefore, to the great continent of America, where he expects to find plenty of new things, and generally finds them on the largest scale. In mountaineering his confidence is not misplaced, and for him the paradise of the entire hemisphere is among the Rocky Mountains in the western part of Canada. Here, and here alone, the multitudinous conditions of Switzerland are combined — the wondrous glacial fields, the massing of majestic ranges, the striking precipices and snow-crowned peaks, the forest areas, clear lakes and peaceful valleys. Much of this majestic scenery may be enjoyed without passing out of sight of the transcontinental railroad; and some of the grandest mountains and the finest

climbs are but a short distance from it. "If all the mountain climbers in the world were to make a combined attempt to explore the Canadian Rockies the task would not be completed within a century." With these and similar words Edward Whymper, the first conqueror of the Matterhorn, challenges the mountaineers of the world to invade the Rockies of Canada. He offers to



In the Canadian Rockies, near Field, B. C.

them the glory of a "first ascent," so dear to every mountain climber. Realizing the importance of preserving the beauty of this region, the Canadian Government has set aside 5,732 square miles as a national park, in which the Canadian Pacific Railway Company has built a number of charming châlets and hotels, each

equally noted for its comfort and service, and the beauty of its location.

Thousands of people from all parts of the world visit these resorts annually. The Canadian Pacific Railway line above all others merits the much-used description, "The scenic line of the world." From Calgary to Vancouver, a distance of six hundred and forty-two miles, the beauty and grandeur of the scenery is continuous. It is doubtful if any other railway in the world has a run of this distance with such remarkable attractions. That "there is not a dull or uninteresting minute all the way" is the testimony of everyone who has made the journey.

"It is like Switzerland and the Tyrol on a vast scale — or like a score of Switzerlands with loftier mountains, larger lakes, mightier glaciers and rivers." Thus writes a famous British journalist. "The higher Andes and the sky-piercing Himalayas, while surpassing all mountains

Bow River, Tunnel Mountain and Mount Rundle, Banff

in height and stupendous grandeur, lack the element of beauty of the Canadian Rockies because the latter have the scenic grandeur of combined snowfields and forests." —(W. D. Wilcox.)

Only one regret is expressed by visitors, and that is when they have allowed themselves too little time to see this charming country. A stay of at least several days should be made at each of the resorts, in order to fully realize the magnificence of the surrounding mountains, which must be viewed under the various atmospheric conditions. The wonderful changes in light and shadow, and the glories of sunrise and sunset in the Canadian Rockies, are things never to be forgotten. Unfortunately the average tourist is all too prone to stop over only between trains and thus catch but a hurried glance of these glorious peaks, which is regrettable, inasmuch as frequently the greater beauty is missed entirely, though many thousands claim that travelling through these mountains without leaving the train has been the most enjoyable event and greatest scenic treat of their lives.

Tourists and mountaineers can no longer be satisfied with repeating the ascents of the well-trodden peaks of the Old World, now that they have this vast new region thrown open to them—a region which Edward Whymper, with all the authority born of a lifetime spent in scaling the heights of Switzerland, the Andes and the Himalayas, has declared to be equivalent to "fifty or sixty Switzerlands rolled into one." Here the geologist, the botanist and the naturalist can find in every direction opportunities for original research work of the most valuable character; and the mountaineer and sportsman can revel in regions untrodden from the beginning of time. The health or pleasure seeker can hardly fail here to obtain new energy and new inspiration, while the artist may find in the Rockies a new world to conquer and make his own.

Mountain Climbing in the Canadian Rockies

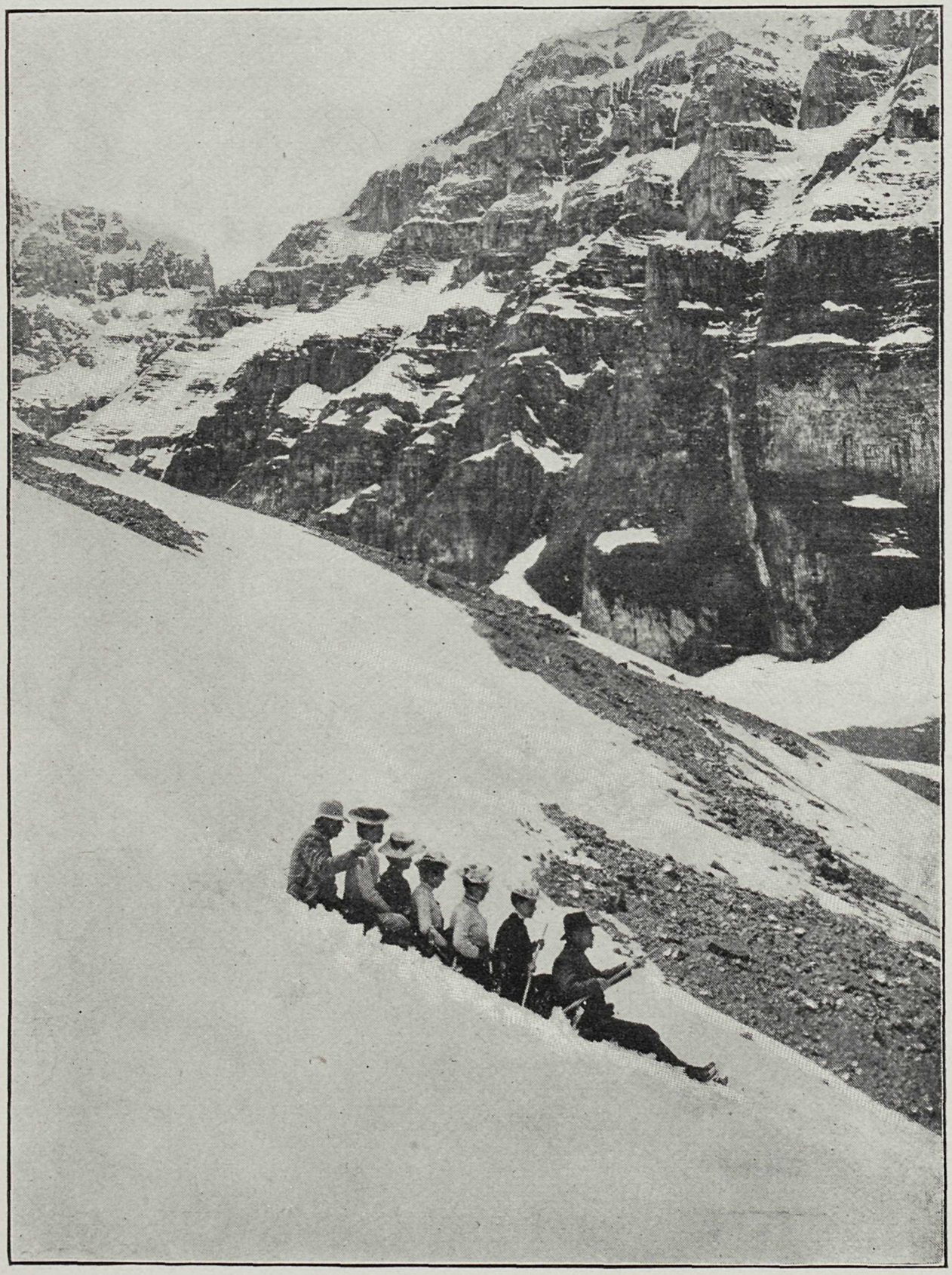
The Canadian Rockies are the scenic climax of the mighty Rocky Mountains, called "the Backbone of America." To the northward they gradually diminish in height until the Arctic circle is reached. Southward they lack that ruggedness and glacier beauty which give them their attractiveness to the lovers of Alpine scenery.

Bow River Valley, near Banff

The New York "Tribune" says: "It is not generally known that within four days' journey of New York City there are waiting for the sightseer and scientific investigator some of the grandest and most impressive glacial 'streams' in the world. Nothing in Switzerland is to be found more beautiful than the glaciers of the Canadian Rockies and Selkirks, and one of the chief attractions of the trip is the fact that one may journey there and back in civilized luxury, and while enjoying the

scenes, at the very 'noses' of the wonderful glaciers themselves, may be comfortable and remain in close touch with the world."

Four great ranges are crossed by the Canadian Pacific Railway—the Rockies proper, the Selkirks, the Gold Range and the Coast Mountains, the latter standing like

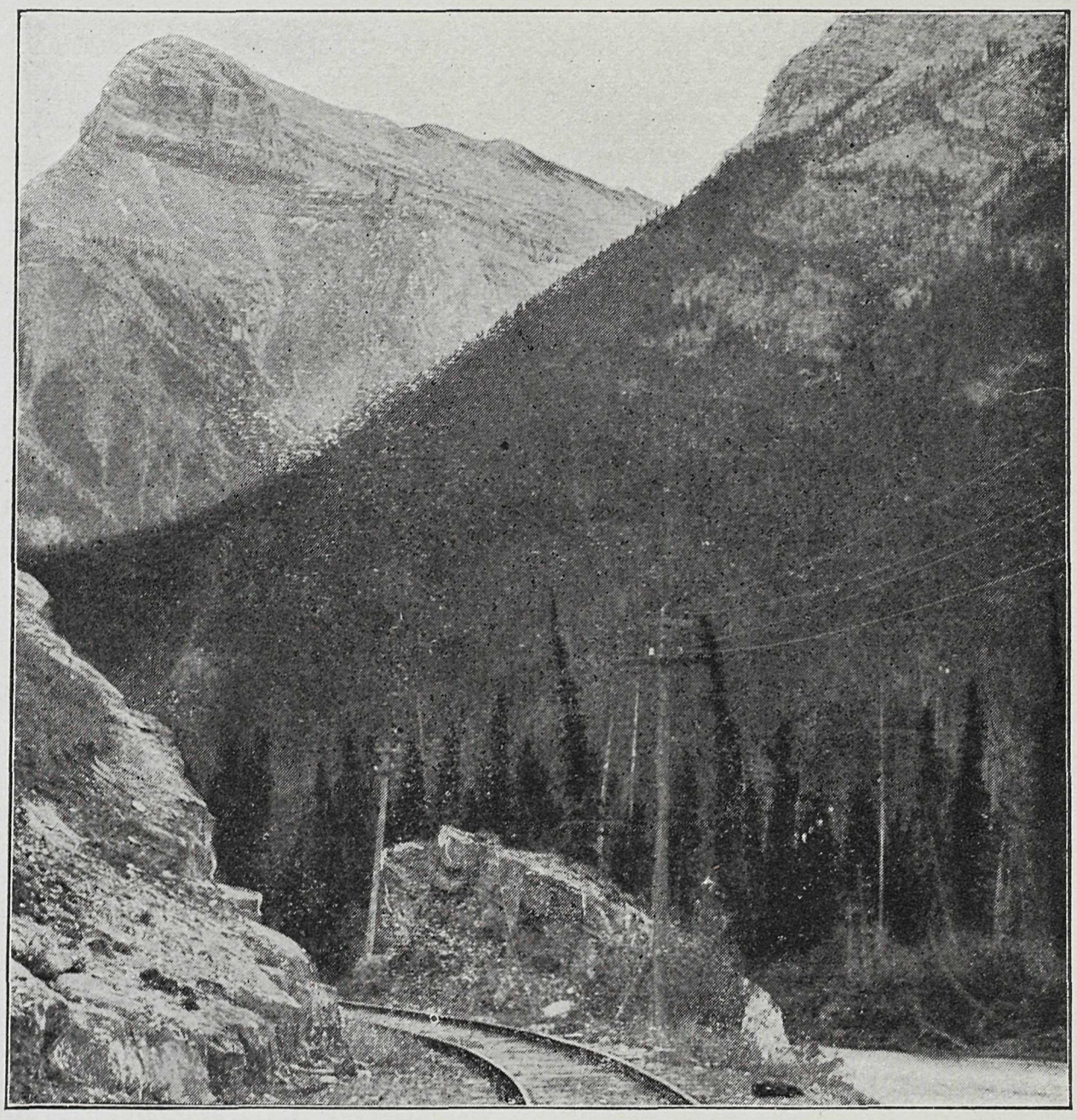


Glissading in the Canadian Rockies—a Novel Summer Sport

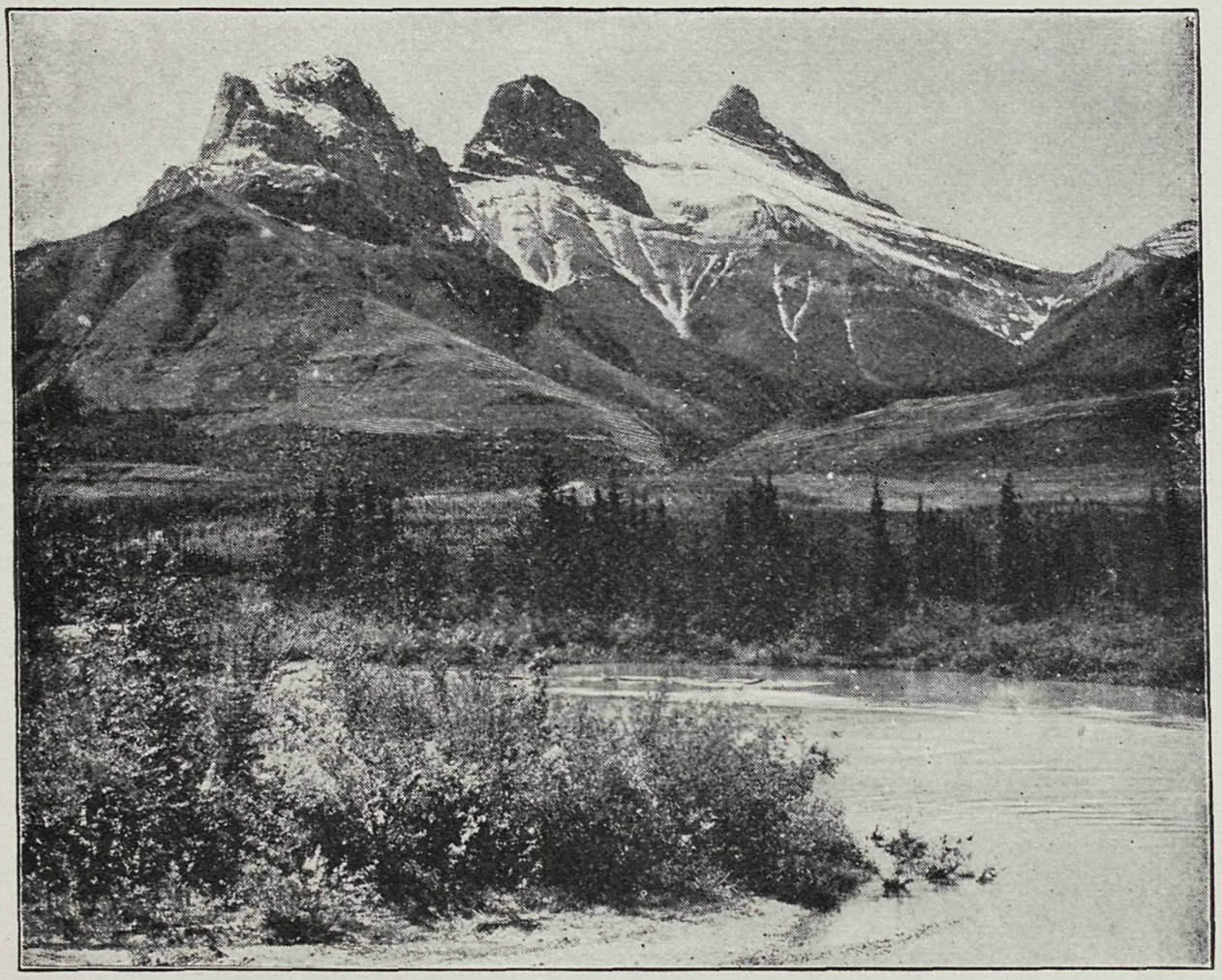
a great bulwark along the shores of the Pacific. The traveller from the east approaches this mighty series of ridges across a country that makes their majesty doubly imposing by reason of the contrast.

For a day or two he has traversed the prairies, a country with many beauties of its own and marvellously rich in natural resources. As the train approaches the mountains their huge bulk seems to prohibit passage absolutely, and the clear air brings them apparently close to the train, when they are still miles away.

As one looks upon these peaks that seem to start out of the plain, it is difficult to realize their stupendous



The Gap, Eastern Entrance to the Canadian Rockies

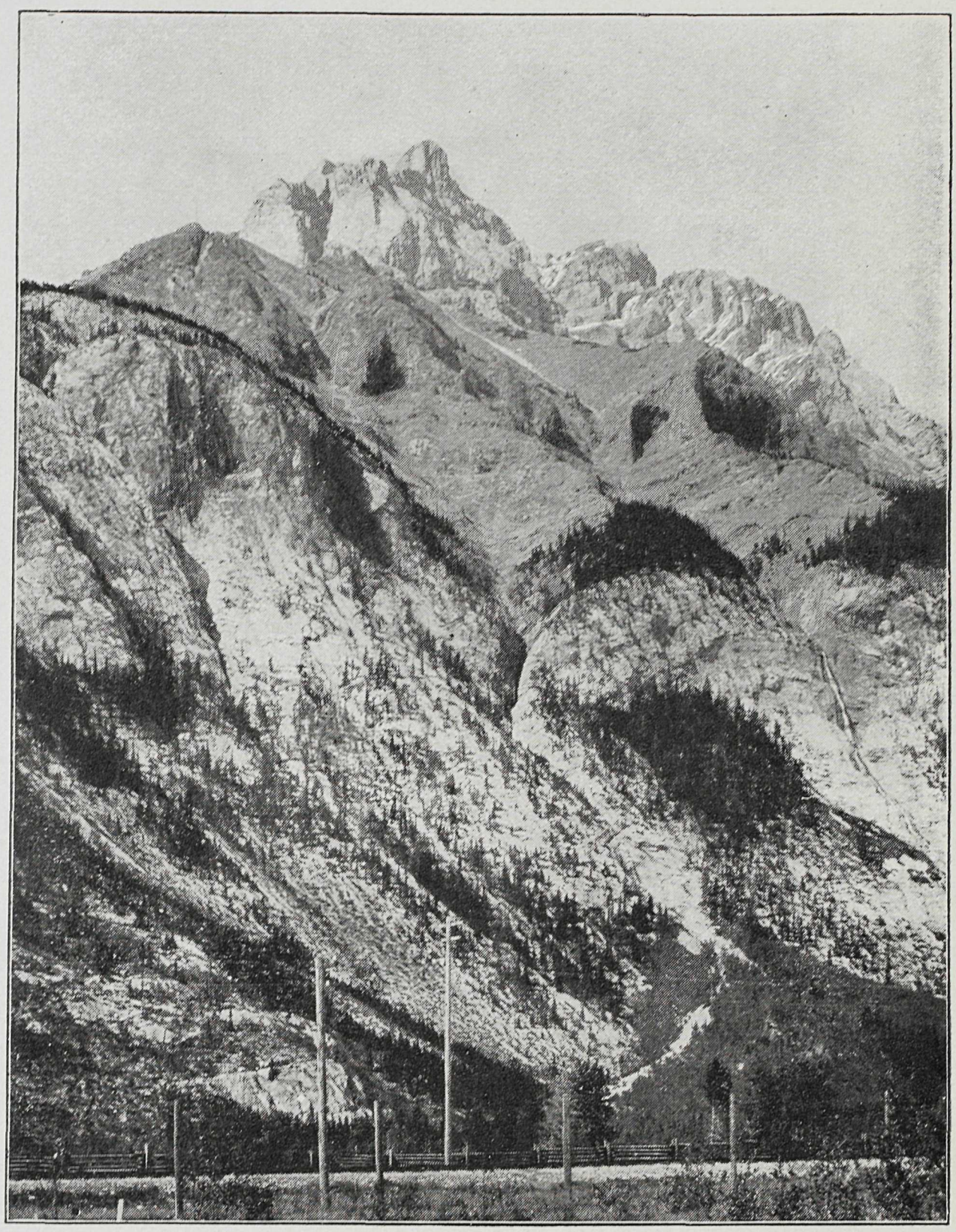


The Three Sisters, near Canmore, Canadian Rocky Mountains

magnitude. Everything here is on such a gigantic scale that it takes time and effort to weigh the immensity of the great upheavals.

The entrance to the Rockies is by "The Gap." It seems that the train has reached an *impasse*, and that there is no way by which it can surmount the lordly line of heights drawn up across its path. Suddenly, however, it takes a sharp turn and finds itself between two walls of vertical rock, and a passage is forced to the world of mountains beyond. It has found and followed the course of the Bow River, and, keeping to the valley that the stream has worn for itself in the course of ages, the track turns northward and runs between the Fairholme Range, on the right, and the Kananaskis Mountains, on the left.

Prominent among them are the Three Sisters, a trinity of noble peaks. The most distant one from the



Cascade Mountain, Banff

track is sharp and jagged, but on its shoulders a mantle of snow is thrown and fills up all its crevices. Round the others, to their very summits, tiers of rock run in massive spirals with curious regularity. Across the broad lower slopes they extend till, widened and softened into rolling spurs, they run right down to the River Bow, flowing like a silver streak beneath.

Immovable the Three Sisters stand, beautiful in their purity, peaceful in their solitude, steadfast in their guard. Like sentinels apart from their compeers, they seem to the traveller to hold eternal watch and ward over the wonders of the region through which he is to pass.

Cascade Mountain is a few miles away from the railway track. At its base are the anthracite mines of Bankhead, operated by the Canadian Pacific Railway Company, which supply the country from Winnipeg to Vancouver with hard coal. The powers of the eye are greatly increased, and, to one fresh from the plains, things yet afar off appear quite near. However, the traveller gradually understands his mistake, and the track, following the course of the Bow River, turns sharply to the west just as the lowest spurs are reached, and arrives at Banff, the gateway to the Canadian National Park.

A Well-Known Resident of Banff

Banff the Beautiful

Headquarters of the Canadian National Park

Hemmed in by mountains, and charmingly situated on the Bow River, is the prettiest little town in Canada. Banff is the property of the Canadian Government and, under the control of the Park Superintendent, public improvements of all kinds are being constantly carried on, to the great advantage of both residents and visitors.

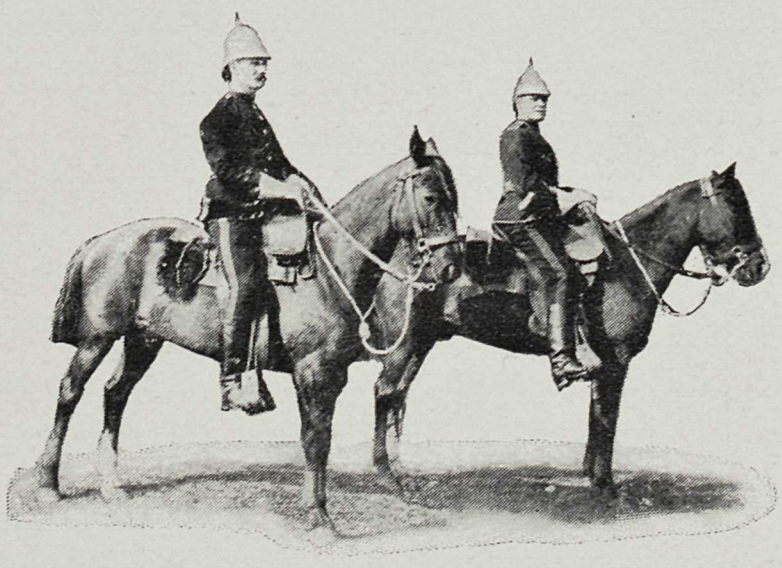
Few, if any, towns are more beautifully situated; few places have found such speedy recognition of their attractiveness, and none have better deserved the enco-

Main Street, Banff

miums of enthusiastic visitors, than Banff, for of all the lovely resorts on the American continent it is without a peer. Its surroundings are the mountain steeps, beside whose immense crags and peaks the works of man sink into insignificance. It is not a question of one mountain or two, but of many, for they stretch away as far as the eye can follow them in every direction, rolling back, one behind another, in varied and sublime confusion.

The stores, while not pretentious, have from years of experience and catering to visitors gained a complete knowledge of their requirements, and few indeed will be the needs, in the way of camping equipment, photographic supplies, fishing tackle, and such like necessities for tourists, that the Banff stores cannot supply.

To the north rises the swelling, rounded back of Stony Squaw Mountain, with cliff-like buttresses projecting at its eastern end. Towering above this, majestic in its strength, dominating the whole scene, is Cascade Mountain, a huge black, time-worn pyramid, its sides ribbed and scarred by avalanche and tempest. To the west the Bow River winds in a broad, open strath, the Sawback Range flanking it at the northern side, with Mount Edith, a splendid dolomite peak, its symmetrical upper cone glistening virgin white in its mantle of everlasting snow, almost concealed, despite its superior height, by intervening mountain masses. Eastward lies Tunnel Mountain, a knob-shaped hill, with a



The Royal Northwest Mounted Police, the Guardians of the Park

precipitous face to the south, and with a zigzagging carriage road traceable up its eastern side. Because of its ease of access—many a visitor climbs it as an appetizing walk before breakfast—and the magnificent view, it is the first and favorite trip of every tourist. Opposite it rise the up-tilted terraces of Mount Rundle, almost 10,000 feet high, its sides furrowed and trenched by snowslides. From the valley it appears to have two summits, and for this reason is sometimes called Twin Peaks.

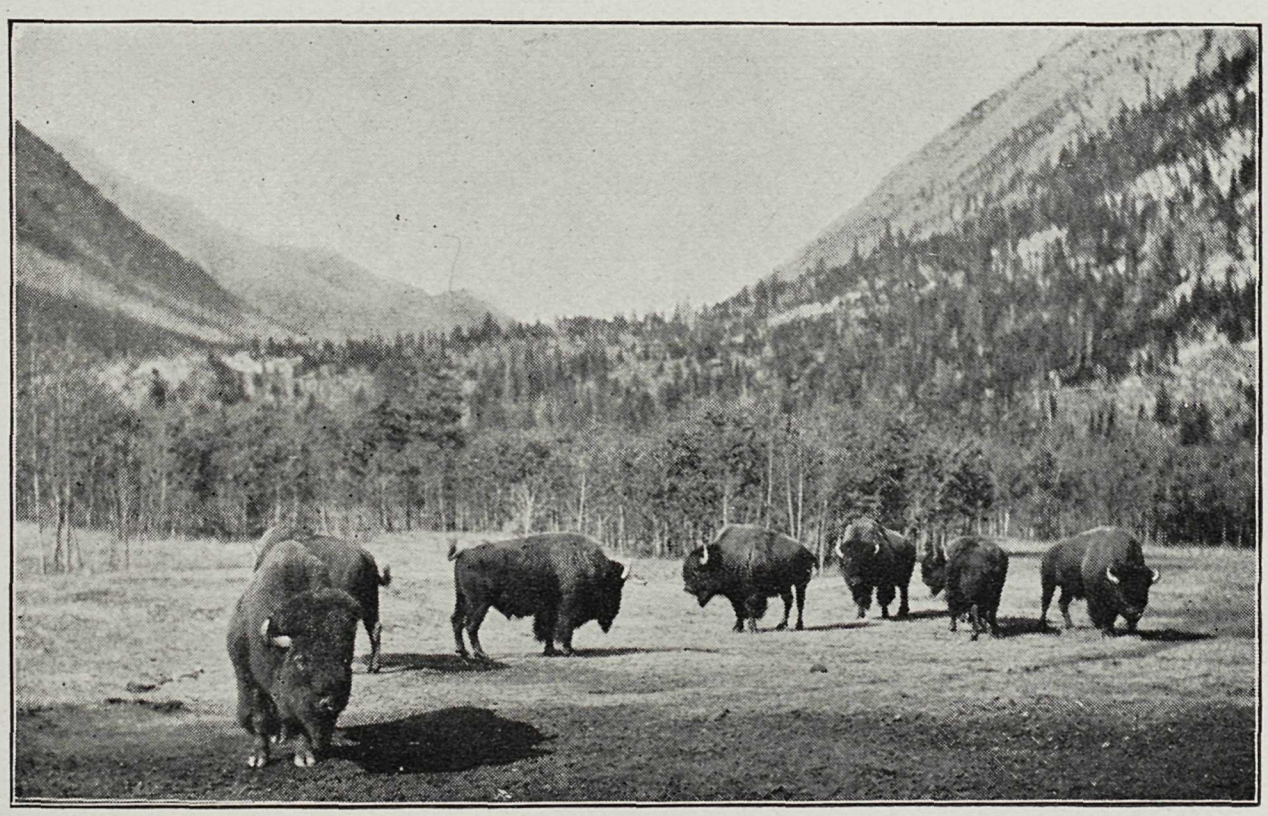
The northern one is some thousand feet or more lower than the other. It is evident that time was when Tunnel was merely a shoulder of Rundle, but some tremendous cataclysm of nature split the huge mountain. Tunnel tilted northward—its rocky ribs being plainly discernable in the lateral stratification — and the sleepless, tireless Bow River forced and fought itself through the opening, boring its way towards the limitless plain to the eastward. Above the murmur of pines can be heard, rising and falling on the wind, the noise of the boiling river as it tears through the rapids, and its roar as it leaps over Bow Falls.

It is a scene possessing almost every element of beauty, and many of sublimity. Over-arched, as it is in summer, with a sky that in its deep azure outrivals that of Italy, lit with the brilliant sunshine characteristic of Western Canada, and possessing an exhilarating atmosphere, full of ozone, purified by frost and forest, is it any wonder that overworked business men absorb its quiet peace gratefully, and declare it to be the most invigorating spot on the continent, or that pilgrims in search of the beautiful, pronounce the views superior to those of Zermatt or the Engadine?

Alike in summer and in winter, Banff's climate is delightful.

The Museum

The Canadian Government maintains at Banff a museum of very great interest to visitors, as it contains many splendidly preserved specimens of the animals, fishes and birds to be found within the Park; a carefully mounted and classified herbarium; and Indian relics and specimens of Indian workmanship, many of them of extraordinary interest. The official in charge has for years taken a record of temperature, and the meteorological charts will repay examination by the weatherwise.



Buffalo at Banff

The Bow River Falls

Another of the sights that is sure to claim early attention from the visitors is the Bow Falls, situated beneath the Banff Springs Hotel. Almost as soon as the Bow passes under the Banff bridge it eddies and rushes, as if preparing for its final leap. Soon it begins to foam and boil. Jagged black rocks, with their softer tissues worn away by the rushing stream, stand up here and

there out of the roaring flood, dripping and glistening like natural fangs. Churned to a whiteness like that of milk, the river roars and hisses through the trench it has worn at the base of Tunnel Mountain, leaps down to small ledges, and then hurls itself, a stream eighty feet wide, in a deafening cataract of wonderful beauty. It is not, of course, comparable with the Falls of Niagara or the Yellowstone, but among the lesser falls of the continent it has few rivals.

Banff Hot Springs

The Banff Hot Springs undoubtedly possess wonderful curative value for rheumatic and kindred ailments and the cures recorded almost stagger belief.

Bow River Falls, Banff

The Basin, Banff

It may be of interest to give an analysis of the hot sulphur water effecting such marvellous cures. Mr. McGill, assistant analyst of the Canadian Government, reports:

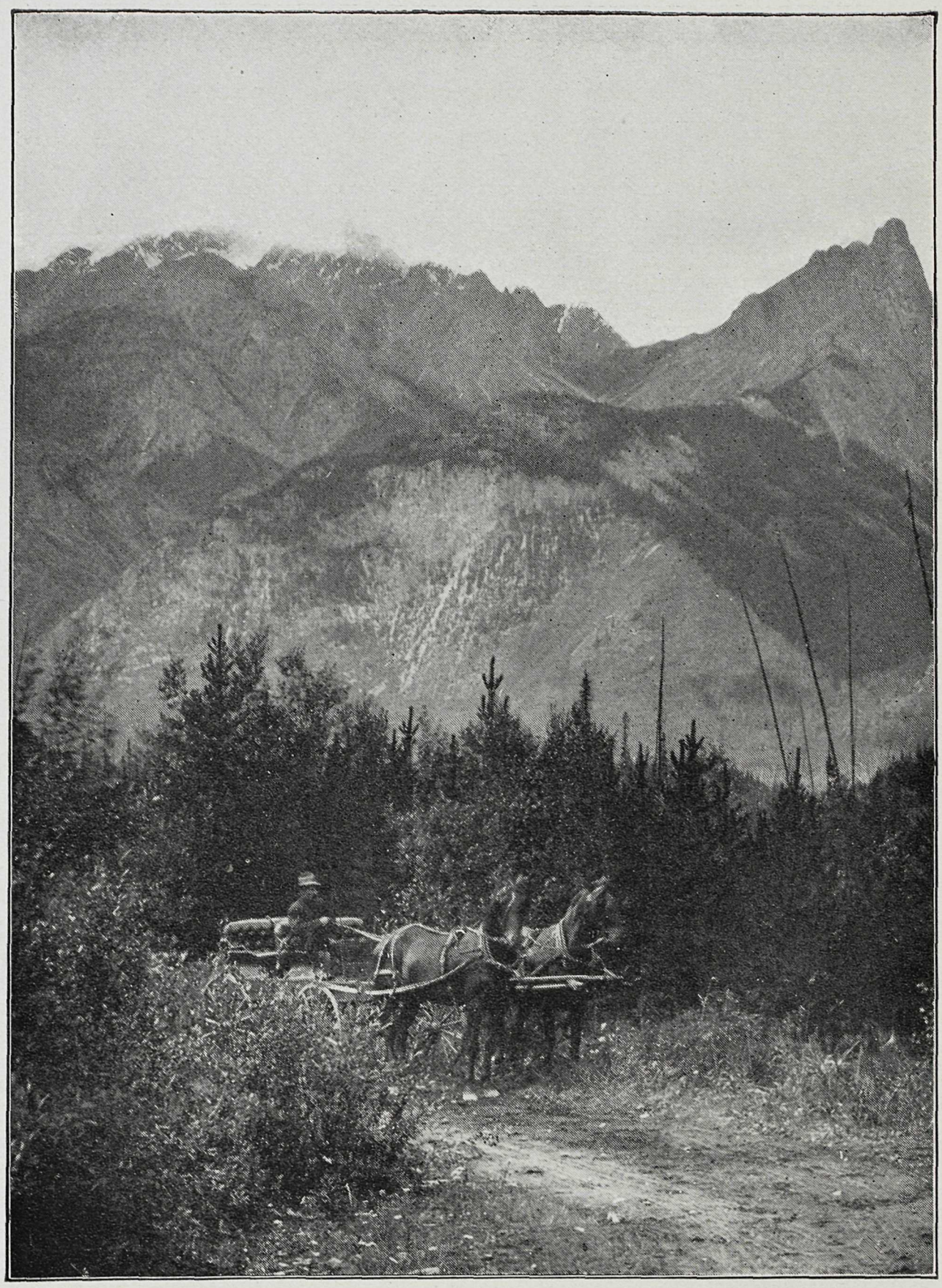
"The dissolved solids are as follows:—

Chlorine (in chlorides)	0.42	grains
Sulphuric Acid (SO^3)	38.50	"
Silica (SiO_2)	2.31	"
Lime (CaO)	24.85	"
Magnesia (Mg^0)	4.87	"
Alkalies (as Soda, Na^2O)	0.62	"
Lithium	A decided trace.	

"The temperature of the spring is 114.3 degrees Fahrenheit."

Tunnel Mountain

The finest local drive is that on Tunnel Mountain — distance seven miles. A spiral drive, known as the Cork-



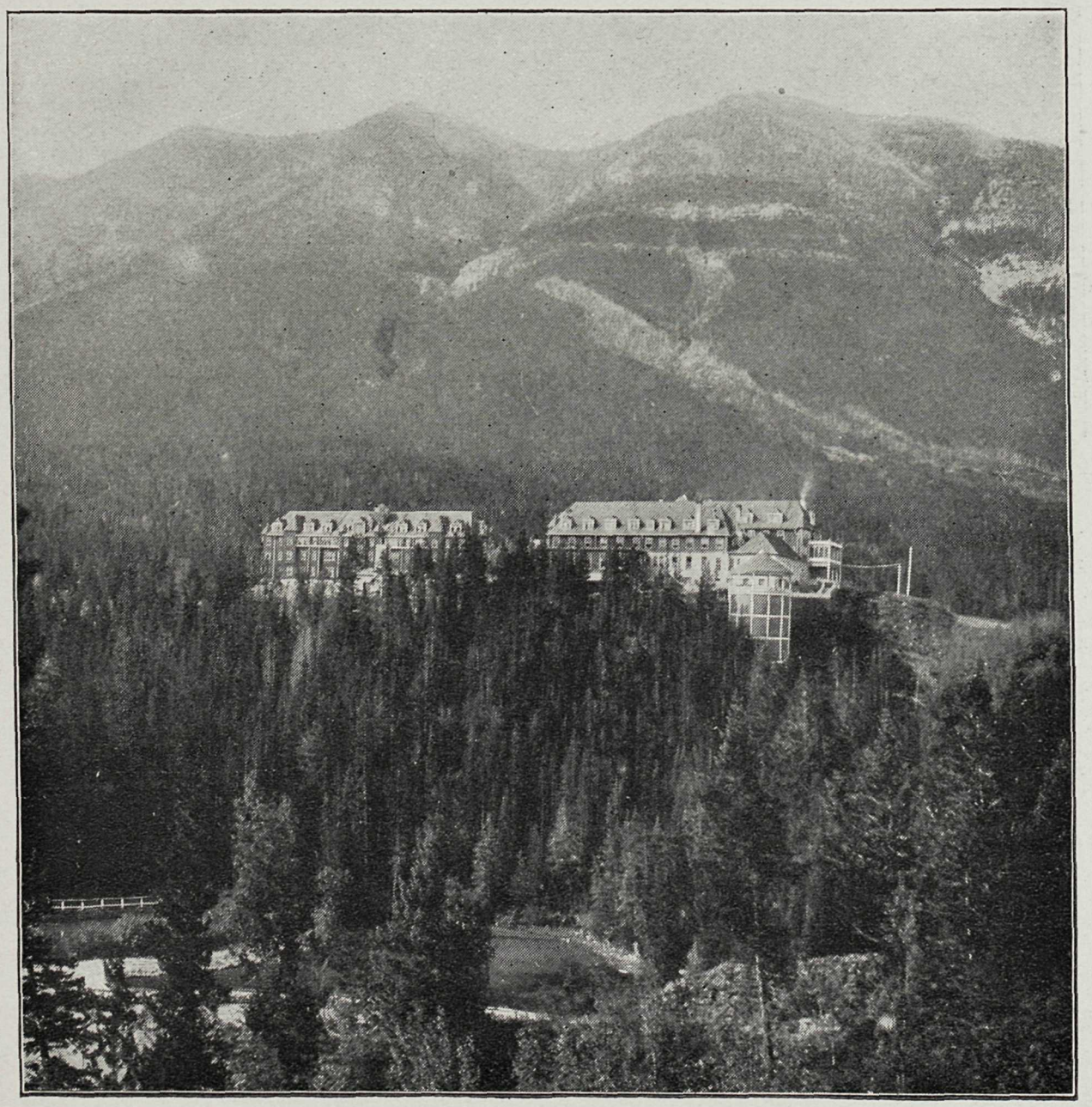
One of Banff's Many Pretty Drives

screw, leads along the side of the mountain at an altitude of over 5,000 feet, the return being made down the further side on a steep grade passing the barracks of the Mounted Police and through the town.

The Cave and Basin

A delightful drive for about a mile up the valley of the Bow River, along a winding road between tall pines at the base of Sulphur Mountain, leads to the Cave and Basin.

The cave itself is covered in by a natural roof of rock and is fed by water from the springs still higher up the mountain. It is not much larger than a good-sized room, but the curious deposits of sulphur about its roof and wall make it well worth a visit. Adjoining it is a natural basin, at which the Government has erected bathing houses, and so popular is this resort



Banff Springs Hotel from Tunnel Mountain

that at almost any hour of the day can be heard the splash of waters and the joyous shouts of the bathers.

Banff Springs Hotel, of the Canadian Pacific Railway Hotel System

Located on a rocky elevation on the south bank of the Bow River near the mouth of the Spray, this splendid hotel commands a view perhaps unrivalled in America.

Young Ladies Playing Hockey at Banff—Banff 's Winter Climate Is Charming

In the refinements of its appointments and the completeness of detail marking the whole establishment, the Banff Springs Hotel ranks among the finest summer hotels to be found anywhere. The excellence of the cuisine — a characteristic of the Canadian Pacific service — is enhanced by the magnificence of the outlook from the dining hall and the music rendered during dinner by an orchestra. In the evening, when the guests, tired with excursions, are lounging in the roomy rotunda, basking in the warmth of the huge log fires in the big open fire-places on either side, a charming concert is given by the orchestra.

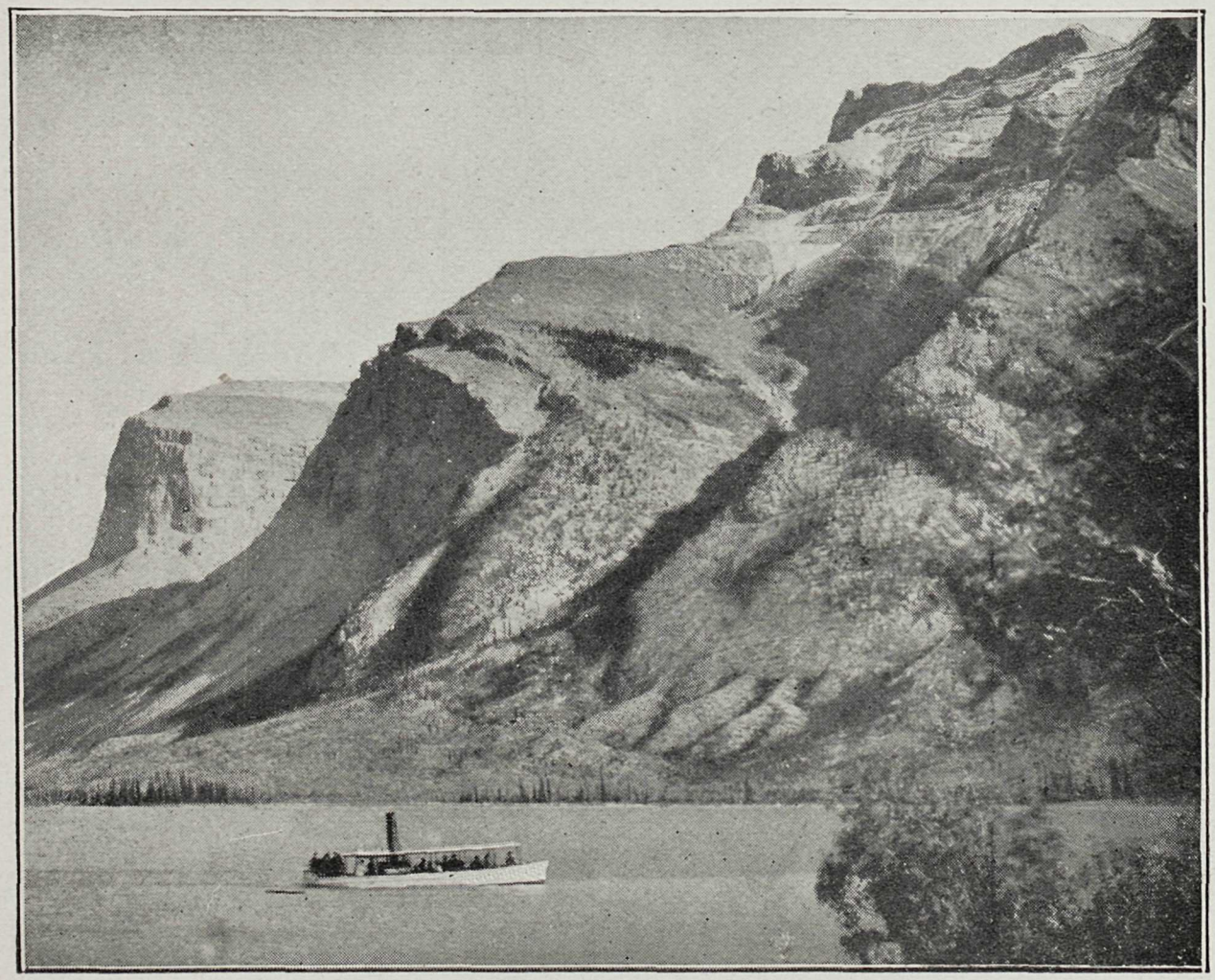
Bankhead Coal Mines

One of the most popular drives in the Park, and a little more than half way to the Lake Minnewanka, where the interesting operations of an anthracite coal mine may be seen.

On the way is a corral of 2,000 acres, in which is a herd of eighty buffaloes and calves — the remnant of the countless thousands of bison which once roamed the adjacent plains. Bands of elk, moose, antelope, deer and Angora goats have also been added to the Park.

The Observatory

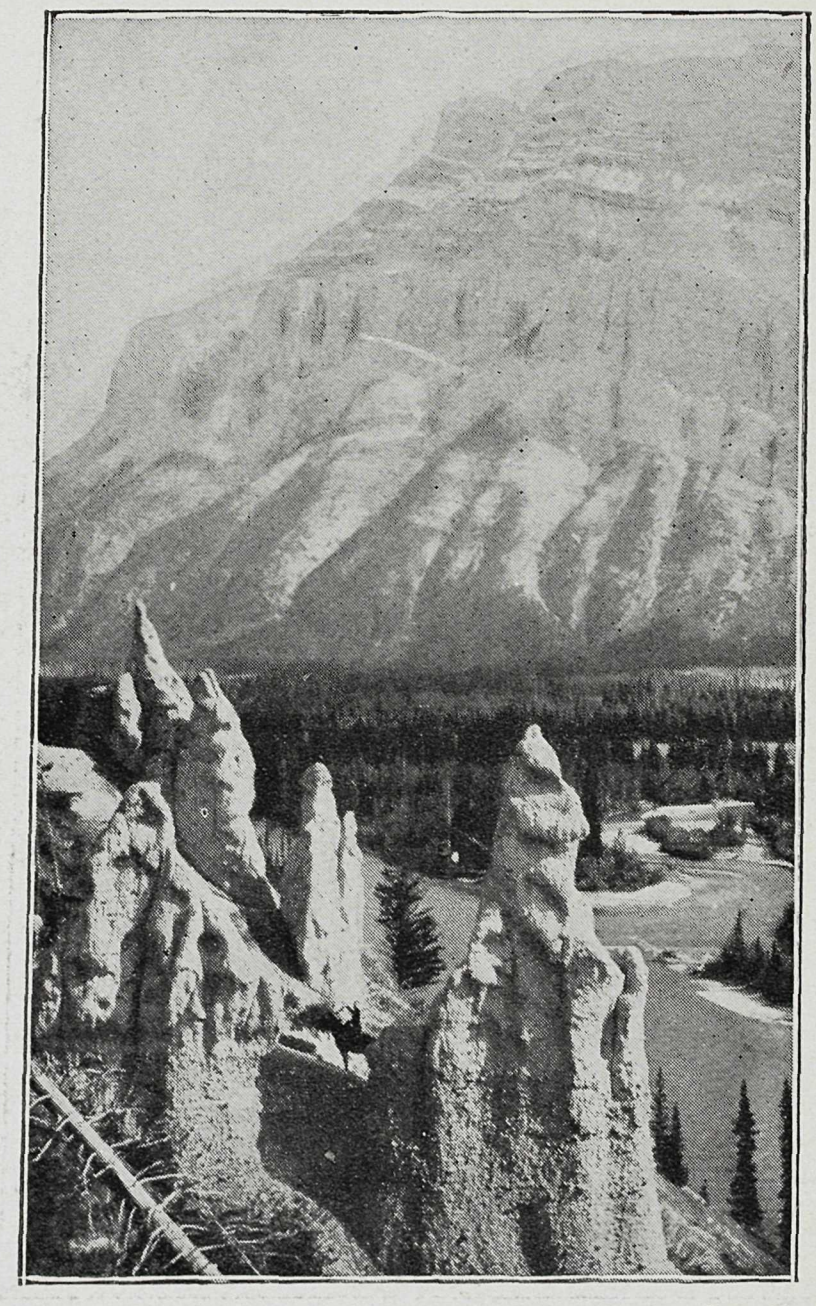
The Government Observatory on the summit of Sulphur Mountain (8,000 feet) is reached by a bridle path by way of Hot Springs, and is four miles from the Banff Springs Hotel. There are shelters en route, and from the summit magnificent views of the entire Bow Valley are to be had, which amply repay the ascent.



Lake Minnewanka, near Banff

At Lake Minnewanka

Distance nine miles from Banff, the drive skirting Cascade Mountain and following Devil's Head River until the precipitous sides of Devil's Head Canyon are crossed by a rustic bridge. The lake is sixteen miles long, with a width of from one to two miles. On it is placed a launch, which can be chartered by visitors at the rate of $1.00 per head for parties of five and over. The sail usually occupies three hours. Fishing tackle, boats, etc., may be procured, this being a favorite resort for anglers. A cluster of Hoodoos (natural concrete pillars) and the Devil's Gap, on the way to Ghost River, are amongst the points of interest in this locality.



Hoodoos, Natural Concrete Pillars, near Banff

The Loop

A beautiful drive around the Bow Valley in full view of Bow Falls — distance about seven miles—skirting the base of Mount Rundle, to the banks of the Bow River.

Attractions at Banff

It is simply impossible to properly enumerate the many attractions of this delightful spot. The carriage drives along excellent roads, with new beauties of scenery unfolding with every turn of the road, are delightful.

Lake Louise *and* Lakes *in the* Clouds

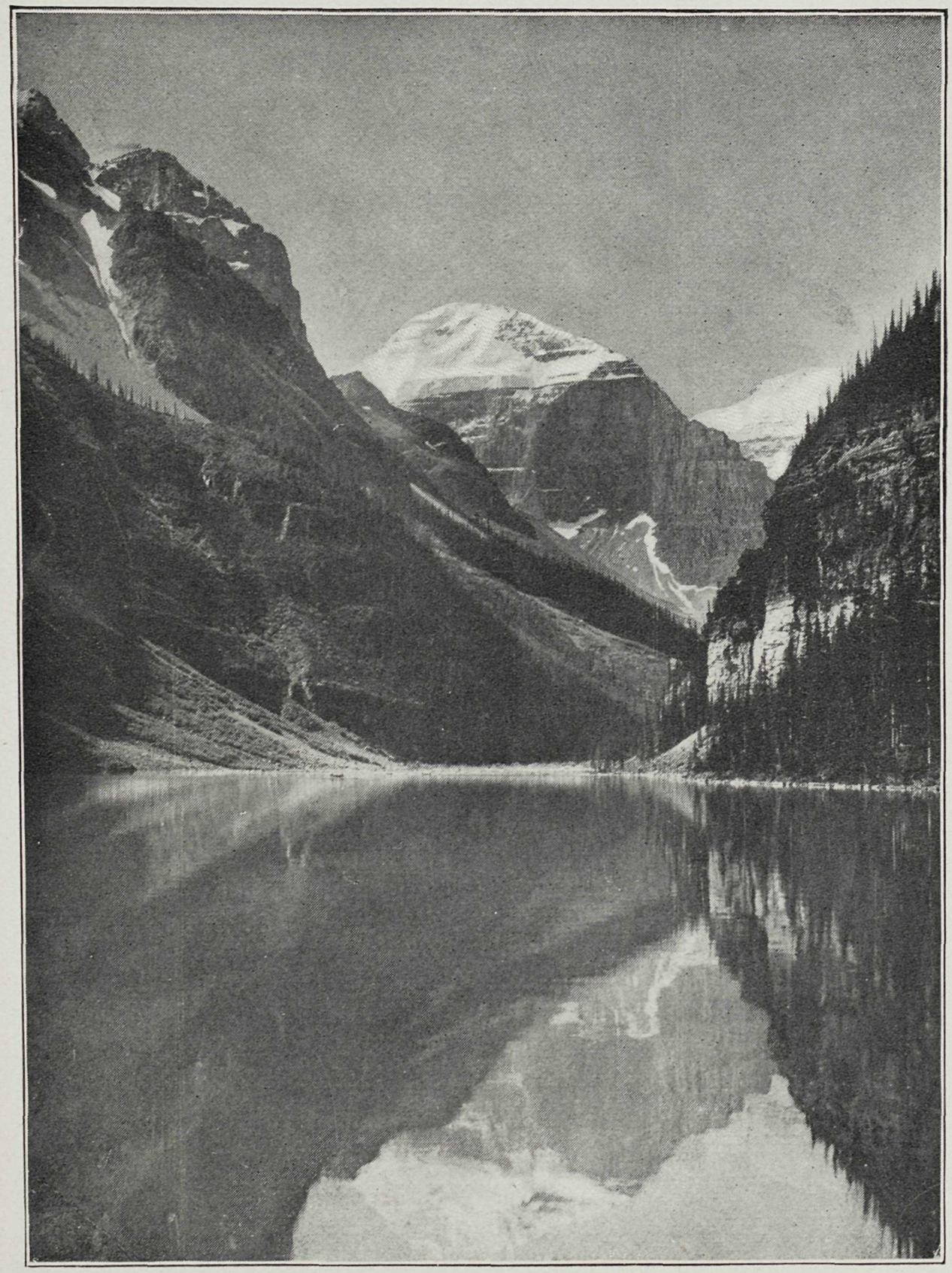
" Lakes of gray at dawn of day,
In soft shadows lying;
Lakes of gold with gems untold,
On thy bosom glowing.
Lakes of white,
At holy night,
Gleaming in the moonlight."

Thirty-four miles westward from Banff is Laggan (the station for Lake Louise and Lakes in the Clouds). Two and a half miles from the station by a fine carriage road is Lake Louise (altitude 5,645 feet)—the most winsome spot in the Canadian Rockies. Of the beauty of this remarkable lake there is no divided opinion; every visitor to its shores sings its praises, and it is acknowledged by the most competent judges to be one of the great masterpieces in Nature's picture gallery. As a gem of composition and coloring it has no rival. At every hour of the day the view is ever changing with the shadows. This is especially true of the early morning and evening hours. Walter Dwight Wilcox, F. R. G. S., in his charming book, " The Rockies of Canada," describes the colorings of Lake Louise as follows: "It is impossible to tell or paint the beautiful colors, the kaleidoscopic change of light and shade under such conditions. They are so exquisite that we refuse to believe them even in their presence; so subtle in change, so infinite in variety, that memory fails to recall their varying moods. I

have seen twenty shades of green and several of blue in the waters of Lake Louise at one time. Sometimes in the evening, when the quantity of light is rapidly diminishing, and the lake lies calm or partly tremulous with dying ripples, marked vertically by the reflections of cliffs and trees, there is a light green in the shallowest water of the east shore, a more vivid color a little farther out, and then a succession of deeper shades merging one into another by imperceptible change, yet in irregular patches according to the depth of water, to the deep bluish green and the blue of the middle lake. The eye wanders from place to place and comes back a few moments later to where the brightest colors were, but no doubt they are gone now and the mirror surface is dulled by a puff of air, while the sharp reflections have been replaced by purple shadows, or the obscure repetition of the red-brown cliffs above the water. It may be that a day, a year, or possibly a century will pass before these identical glories of color will come again."

Lake Louise lies at an elevation of 5,645 feet, and is shut in on every side by rocky, snow-capped heights, offering a picture of perfect peace. Mr. Edward Whymper has compared it to Lake Oeshinen in Switzerland, but has declared it "is more picturesque and has more magnificent environments." It is about a mile and a half long and half a mile broad, while its depth is over 200 feet.

Two miles across the boulder-covered glacier lake there begins to rise southward the forefront of the great glaciers. Thence the ice slants away upward until it reaches a depth of possibly five hundred feet of solid blue and green, to where it is fed by continuous avalanches from the endless groups of enormous heights beyond. At the upper end of this brow rises a stern black wall to a



The Beautiful Lake Louise

height of fully half a mile, over which the avalanches thunder. This wall is five miles away, but looks to be but one, because of the clearness of the atmosphere.

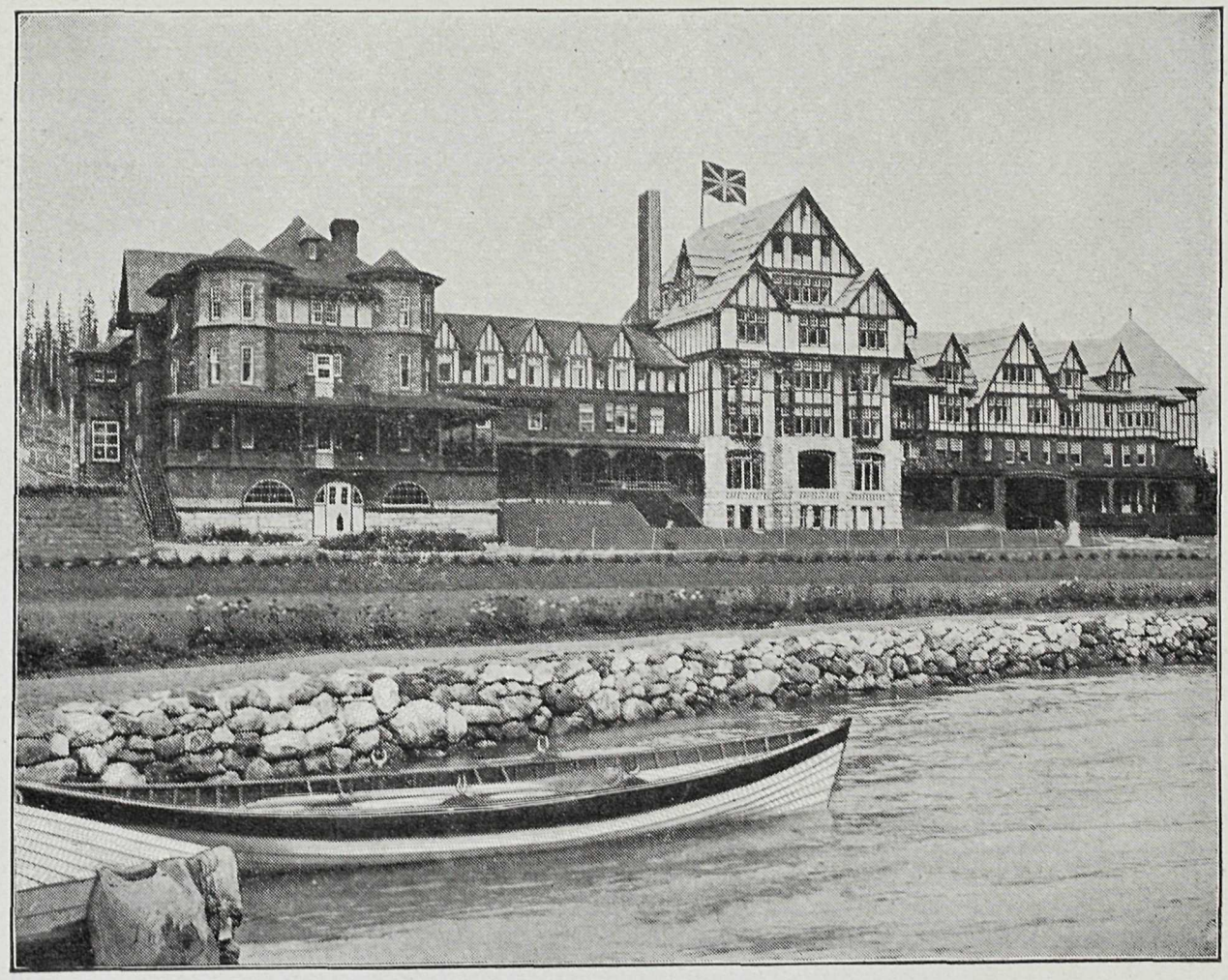
Above this black avalanche-wall there gradually rises, like the roof of the universe, the pure white snow field on Mount Victoria to a height of ten or twelve

thousand feet. Joining with Victoria in forming this ice field are the towering heights of Lefroy, Beehive, Whyte, Niblock, St. Piran, Castle Crags, and many other lofty peaks. To the east an upright mountain forms a perpendicular wall of several thousand feet.

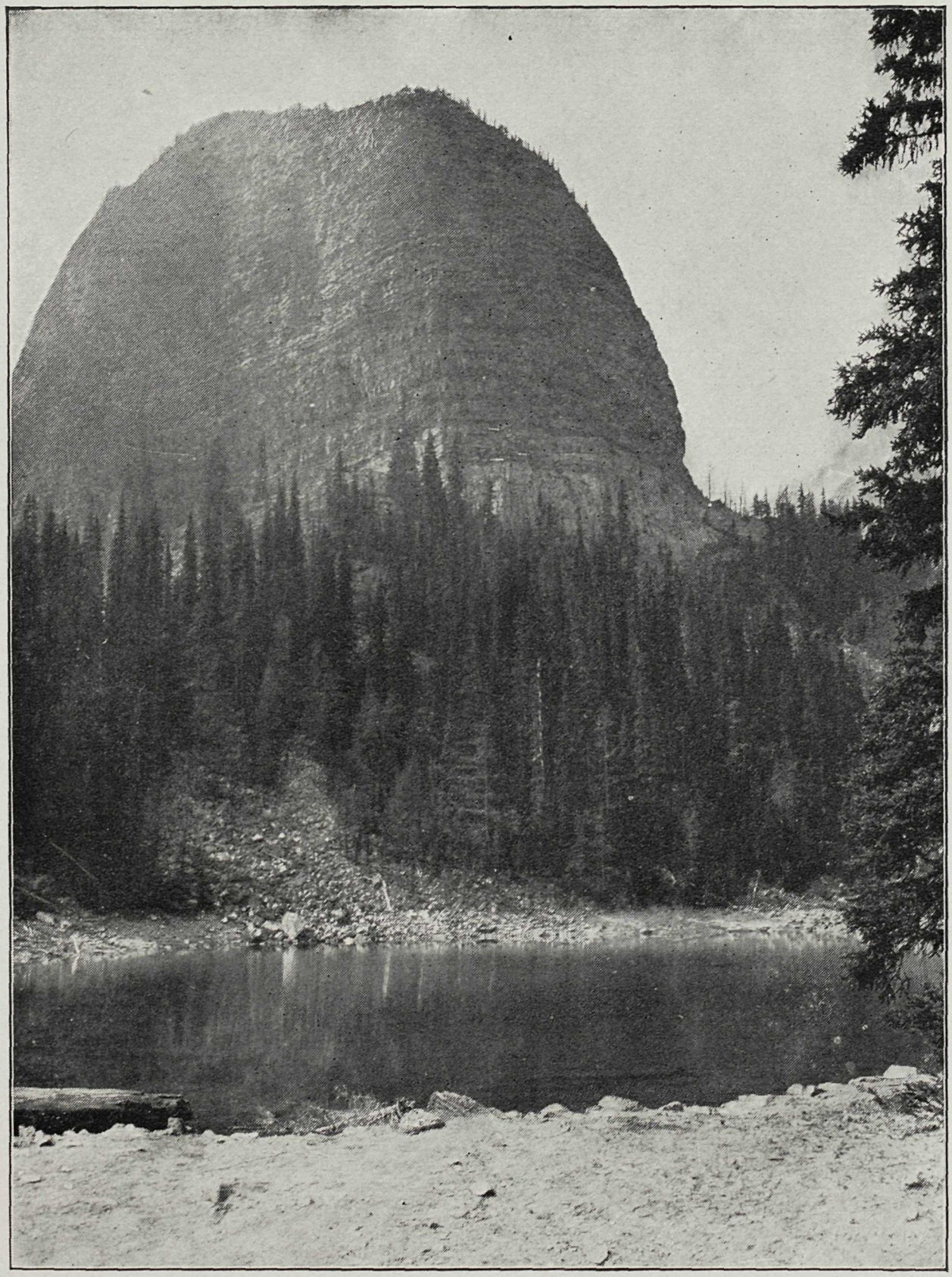
From Lake Louise the ascent to Mirror Lake and Lake Agnes is made easily on horseback or afoot. Lake Agnes, the higher of the two, with an altitude of 6,280 feet, is about two and a quarter miles from the hotel by a good trail.

Lake Louise Chalet

Charmingly situated on the very verge of the water in the midst of the evergreen wood, the Canadian Pacific Railway has built a lovely châlet, which has since been enlarged to a great hotel. It is open from June to September, and at it Swiss guides, horses and packers can



Lake Louise Chalet, Laggan



The Beehive and Mirror Lake

be hired for excursions near or far. It affords most comfortable accommodation and conveyances to meet every train. The rates are $3.50 a day, and by pre-arrangement the round trip can be made from Banff at single fare, tickets being issued on presentation of certificate signed by the manager of the Banff Hotel.

Telephonic communication exists between the station and the châlet and telegrams may be sent to any part of the world.

Lakes in the Clouds

Mirror Lake is another beautiful gem. It has no visible outlet, the waters escaping through an underground channel to Lake Louise, 1,000 feet below. The waters of this lake rise or fall as the inflowing stream pours its flood into the lake more or less rapidly than they are carried off. Lake Agnes, another of the Lakes in the Clouds, is situated amid scenes of the wildest beauty. On the side, like sentinels, stand Mounts Whyte and Niblock, grim and silent; and the irregular peaks

Lake Agnes, Highest of the Lakes in the Clouds

Moraine Lake and Valley of the Ten Peaks

running back tell of violent eruption in that great and terrible day of upheaval far back in the misty ages of the earth's infancy. A little way down the valley Nature smiles, not broadly, but none the less sweetly; for here among the mosses are found the forget-me-nots, the wood anemones, the blue bells of the Scottish Highlands, the ferns, the Alpine eidelweiss (the bridal flower of the Swiss mountaineer) and the heather, that reminds the sons and daughters of Bonnie Scotland of their native hills. It is an Alpine garden, and the eternal hills seem worthy guardians of this spot of peerless beauty.

Paradise Valley

To the east of Laggan run two mountain valleys, both of which are noted for their exquisite scenery.

Mountain Climbing near Lake Louise

Paradise Valley, the nearer to Lake Louise, lies between Mount Sheol and Mount Temple, while the Valley of the Ten Peaks, as its name implies, is lined by ten great peaks, and holds at its head Moraine Lake.

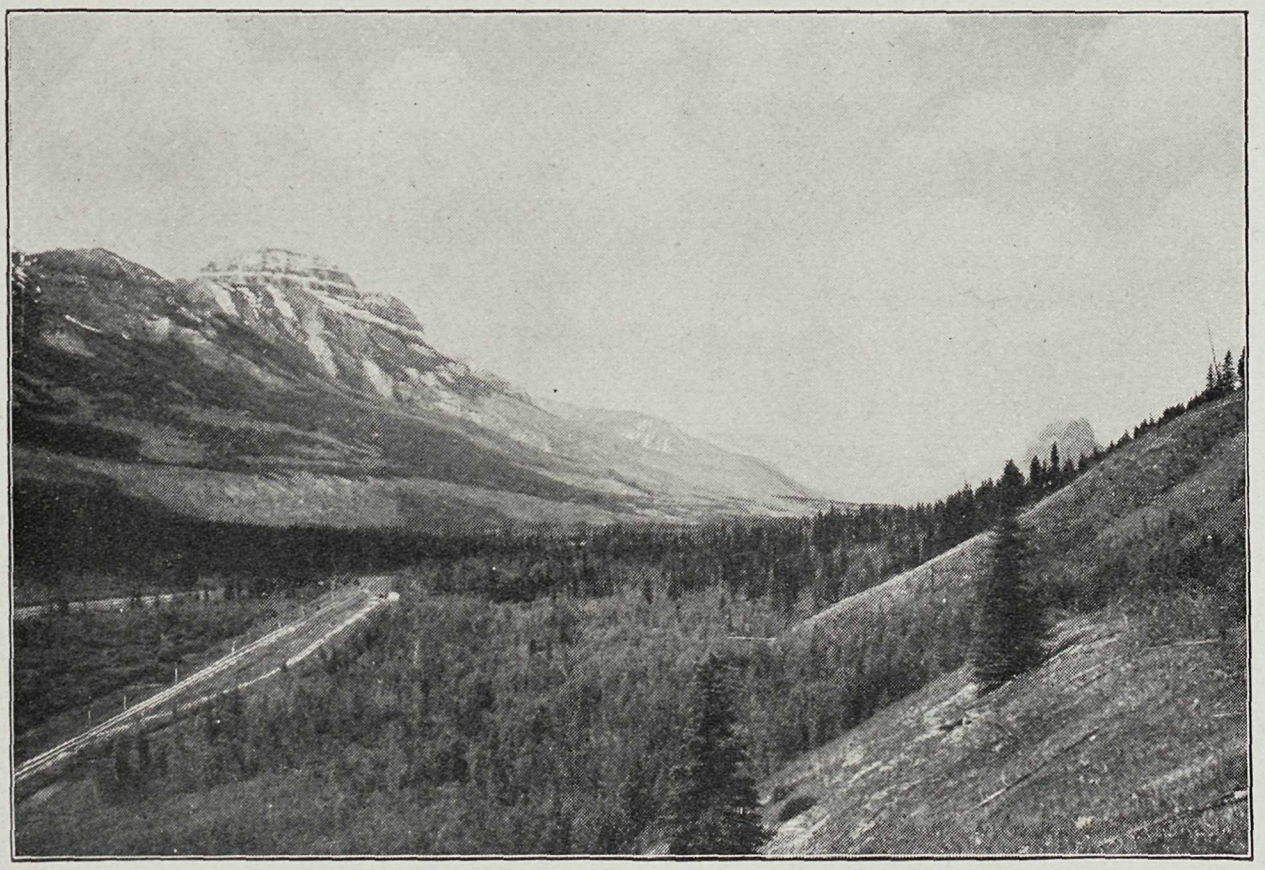
Its entrance to Paradise Valley is under the shadows of Mount Sheol, that rises to nearly 10,000 feet. The traveller, as he gazes into the valley spread at his very feet, cannot but be struck by the wondrous beauty laid out before him, and the immensity of the scale and the perfection of the symmetry of Nature's work.

The Valley of the Ten Peaks extends parallel to Paradise Valley on the other side of Mount Temple. In it is Moraine Lake, two miles long and half a mile wide, in which there is trout fishing. The Government has recently constructed a splendid carriage road from Lake Louise to Moraine Lake.

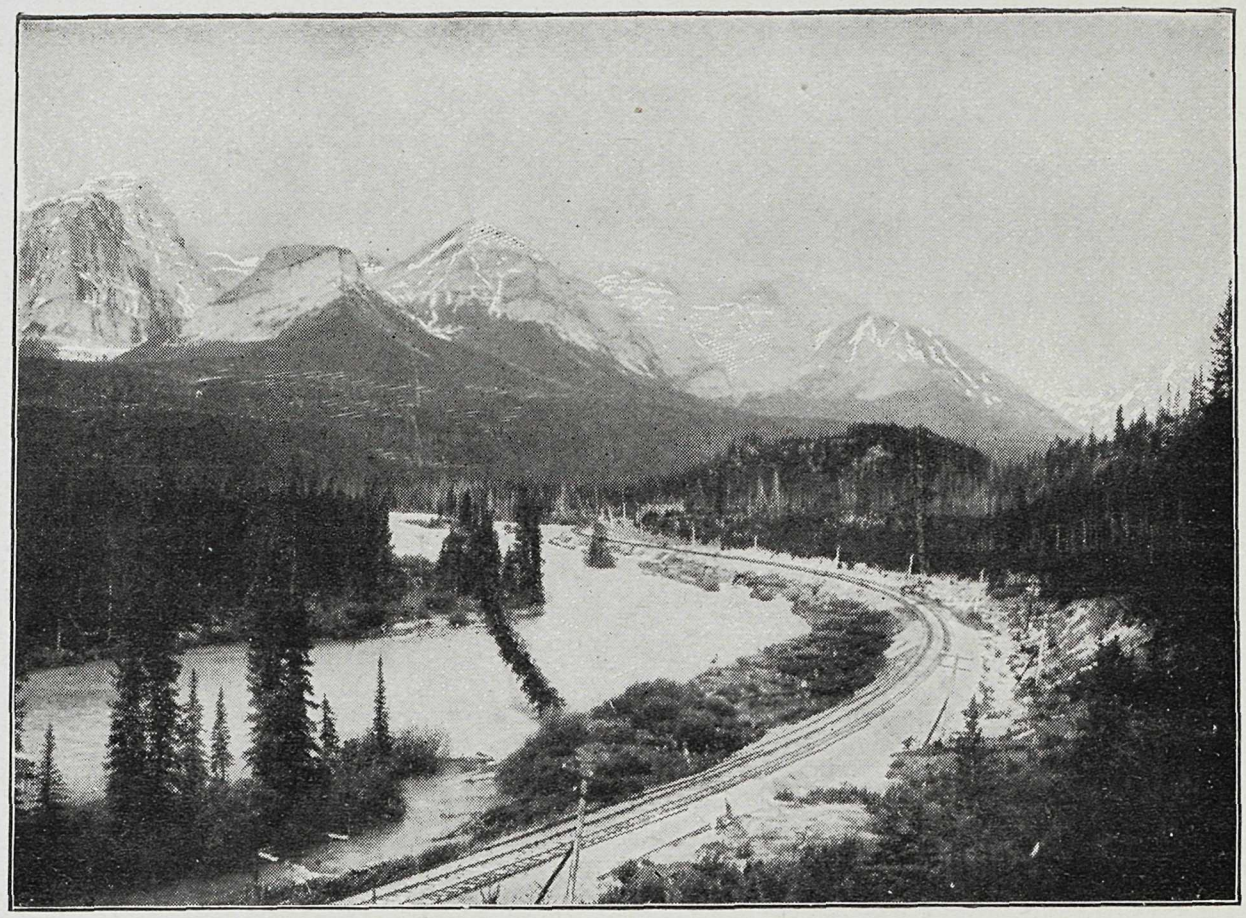
A great glacier has found its way down the heights at the head of the lake and has forced its course between and around the peaks, presenting a scene that is picturesque and ever awe-inspiring.

An interesting feature about this glacier is that it seems to be advancing. For some reason that cannot be explained, the glaciers, not only in the Canadian mountains, but the world over, have of late years been receding, and the Moraine Lake ice-river is, therefore, an exception to the usual rule. Its force is tremendous, and it is most impressive to note how the woods have fallen before its resistless force.

Abbot Pass pierces the divide and by it are reached Lakes O'Hara and Oesa, the latter of which is at so great an altitude that its waters are released from the grip of the frost for barely five weeks a year, and has, therefore, received a name that means in the Indian tongue the Lake of Ice. North of Lake O'Hara lie the



Mount Temple and Railway in the Valley



Scene near Laggan

Wiwaxy Peaks; to the south the Ottertail and the Prospectors' valleys lead on into a maze of mountains.

Soon after leaving Laggan the track quits the valley of the Bow and turns southwest to cross the divide. A fine view is obtained of the valley of the Bow, extending in a northwesterly direction to the Bow Lakes, while overtopping the Slate and Waputekh ranges, that the railway skirts, loom up the enormous buttresses of Mount Hector, named after Sir James Hector, who, as a member of the Palliser expedition of 1858, was one of the first to explore that pass.

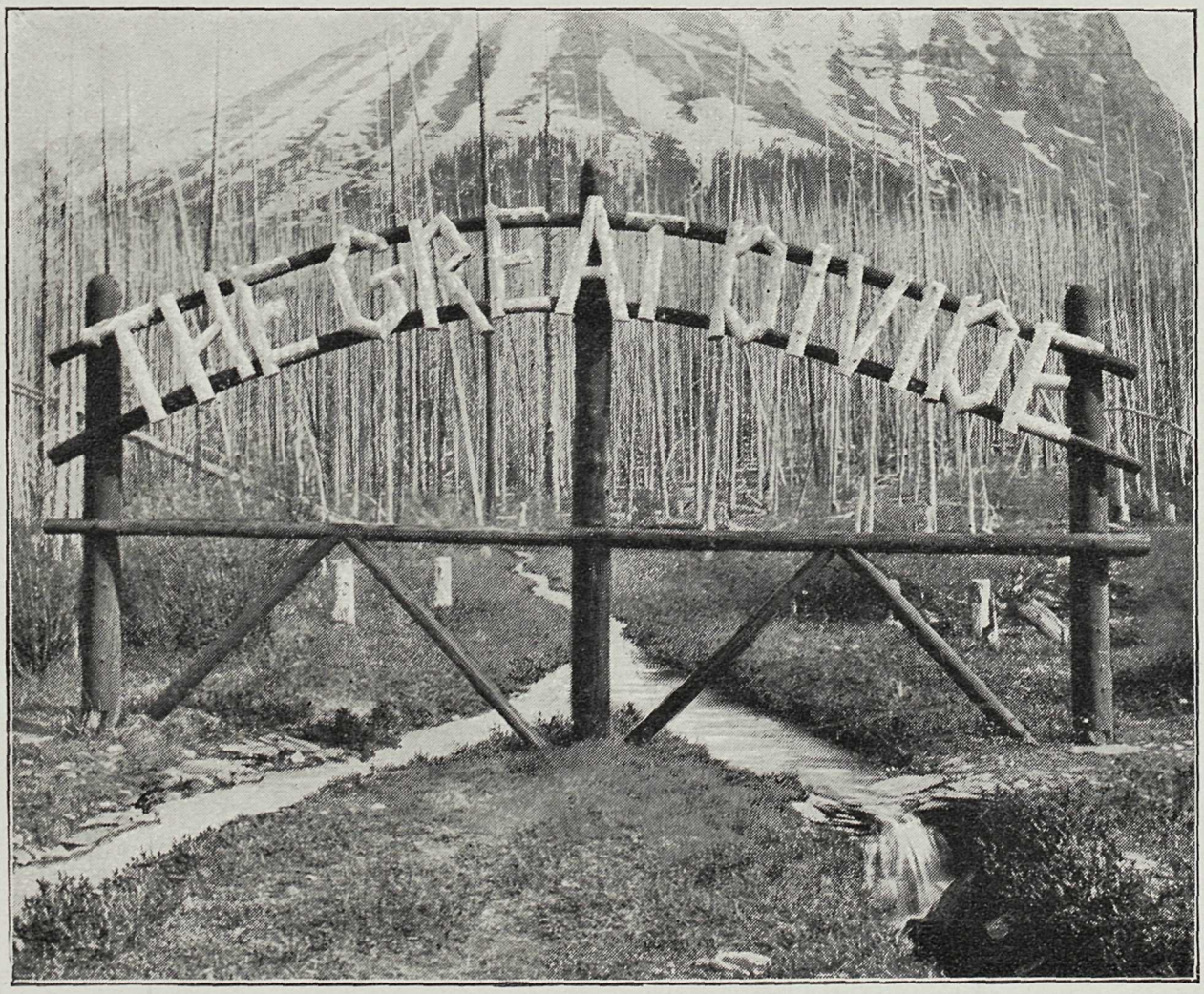
Six miles from Laggan the summit of the Rockies is reached, and the Great Divide is passed, 5,269 feet above sea level. It is marked by a rustic arch spanning a stream, under which the waters divide by one of those curious freaks with which Nature occasionally diverts herself. For the two little brooks have curiously different fates, though they have a common origin. The

waters that deviate to the east eventually mingle with the ice-cold tides of Hudson Bay, while the rivulet that turns to the west finally adds its mite to the volume of the Pacific.

This is the region of mighty avalanches. It is said that by actual count, and without the aid of a glass, eighty distinct glaciers can be seen. In some parts of this region the scenery is almost terrible in its majesty.

The Kicking Horse River

Stephen, the most elevated station on the Canadian Pacific Railway line, takes its name from the first president of the company, Lord Mount Stephen, while the next on the westward slope, Hector, recalls Sir James Hector. Of the latter the Kicking Horse River also preserves the memory, for the "kicking horse" was one



The Great Divide, Where the Waters Divide Eastward and Westward

that inflicted upon him serious injuries during the Palliser expedition. The story is a curious one, as it shows on what chances the success of an exploration may depend. The expedition was encamped on the banks of the Wapta, where a pack horse broke three of the leader's ribs by a kick. He lay unconscious for hours till his Indians thought him dead and prepared to bury him, but as they bore him along he regained his senses. When he recovered he went to inspect his grave, that had been dug some little way from the camp, and then fired by curiosity determined to discover where led the valley in which it had been intended to leave him forever. He explored it further and found it a practicable way of crossing the mountains. Thus was the Kicking Horse River brought to light and received the name of a vicious animal, which all unintentionally had led to so important a discovery.

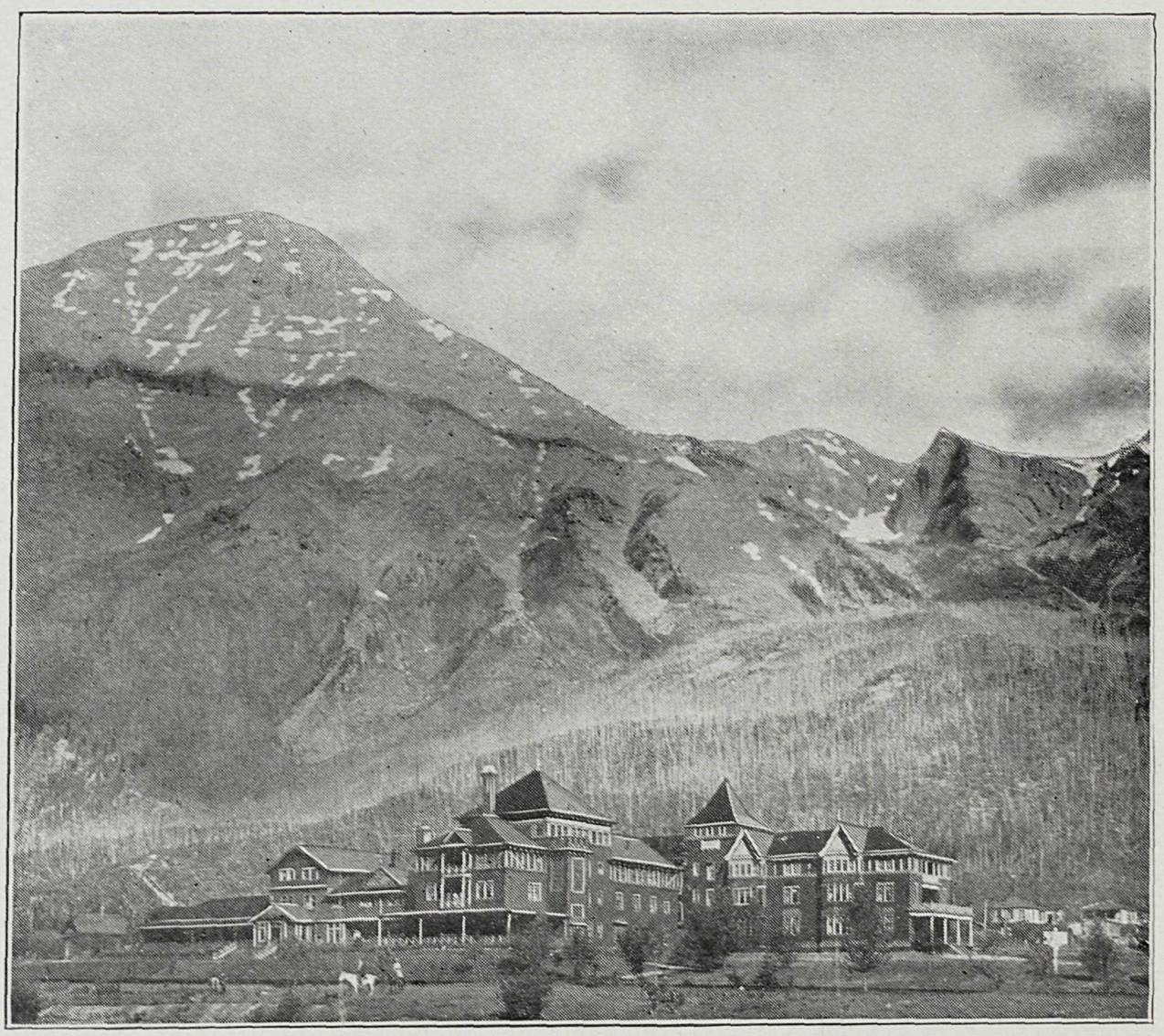
Cathedral Mountain, 10,204 feet high, rises on the south side of the track, just before Field is reached. It is happily named, for its summit bears a wonderful resemblance to some noble ruin of Gothic architecture. From the very verge of the rise, where the gradual slope has given place to a precipice, springs a great crag, like the shattered tower of a cathedral.

Between Hector, near the summit of the Rockies, and Field, at the base of Mount Stephen, one of the greatest engineering feats of this century has just been completed. To reduce the steep grade on the western slope of the Rockies, the line has been lengthened from a little over four miles to eight and one-fifth miles, or in other words the grade on this portion of the line is reduced about one-half and the road is made twice as long. The new line has two spiral tunnels driven through solid rock — one 2,912 feet and the other 3,184 feet in length. Each spiral tunnel, with approaches, makes a

complete loop of track. A short, straight tunnel completes this immense work, which was carried through at a cost of nearly a million and a half dollars. This new construction not only reduces a heavy grade, but adds greatly to the scenic effects to be obtained from the passing trains. On the higher track excellent vistas are afforded of the Yoho Valley, lying to the north, and from the lower track Cathedral Peak and Mount Stephen stand out in bold relief in all their immensity and grandeur.

Grade Reduction Loops, East of Field, B. C.

Field *and the* Yoho Valley



Mount Stephen House, Field, B. C.

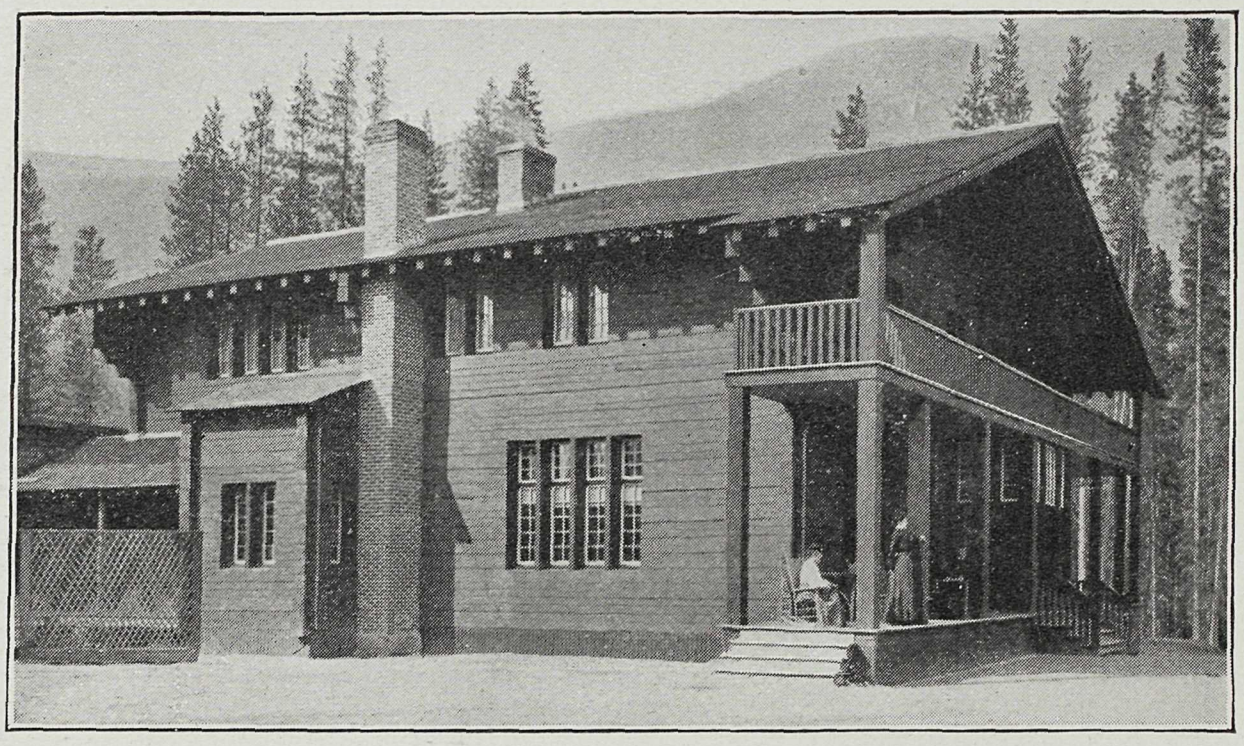
At Field the prospect widens, and the Kicking Horse River for a short distance flows across broad, level flats, that are only covered when the water is high. The place itself is a prosperous little village, but is dwarfed into insignificance by the splendid mountains that hem it in. On one side is Mount Burgess; on the other Mount Stephen, one of the grandest of all the Rockies.

Field is the gateway of the wonderful Yoho Valley, and the headquarters for mountaineers of the more ambitious type. The Yoho Valley is now included within the confines of the national park.

Looking from the shoulder of Mount Burgess or Mount Stephen the valley seems narrow, the river a mere stream, and the dwellings in the village dolls' houses. From below Mount Stephen fills all the view; so rounded, so symmetrical that the spectator hardly realizes at first that he has before him a rock mass towering 10,000 feet above sea level and 6,500 feet above the valley. But as he gazes its majesty bears in on him and he is filled with a sense of awe and wonder. One great shoulder is thrown forward, a mountain in itself, and then the dome swells gently, easily, till it reaches the clouds. Sometimes, indeed, the mist settles on it and obscures half its bulk; sometimes the sun lights up its crevices and touches its peak with gold; sometimes a cloud lies like a mantle across its face, but with it all it dominates everything and seems to defy man and Nature. There is nothing broken or rugged in its outlines, no suggestion of wildness or desolation; it impresses by its sheer bulk and massiveness and forces the admiration of the most heedless.

To practiced climbers the ascent of Mount Stephen presents no insuperable difficulties, and, indeed, the trip to the summit and back from Mount Stephen House has been made in eight hours. Swiss guides are stationed at the hotel, and will help the ambitious to accomplish the feat. The lower slopes of the mountain have one spot well worth visiting, the fossil bed, where for 150 yards the side of the mountain, for a height of 300 or 400 feet, has slid forward and broken into a number of shaly, shelving limestone slabs, exposing innumerable fossils.

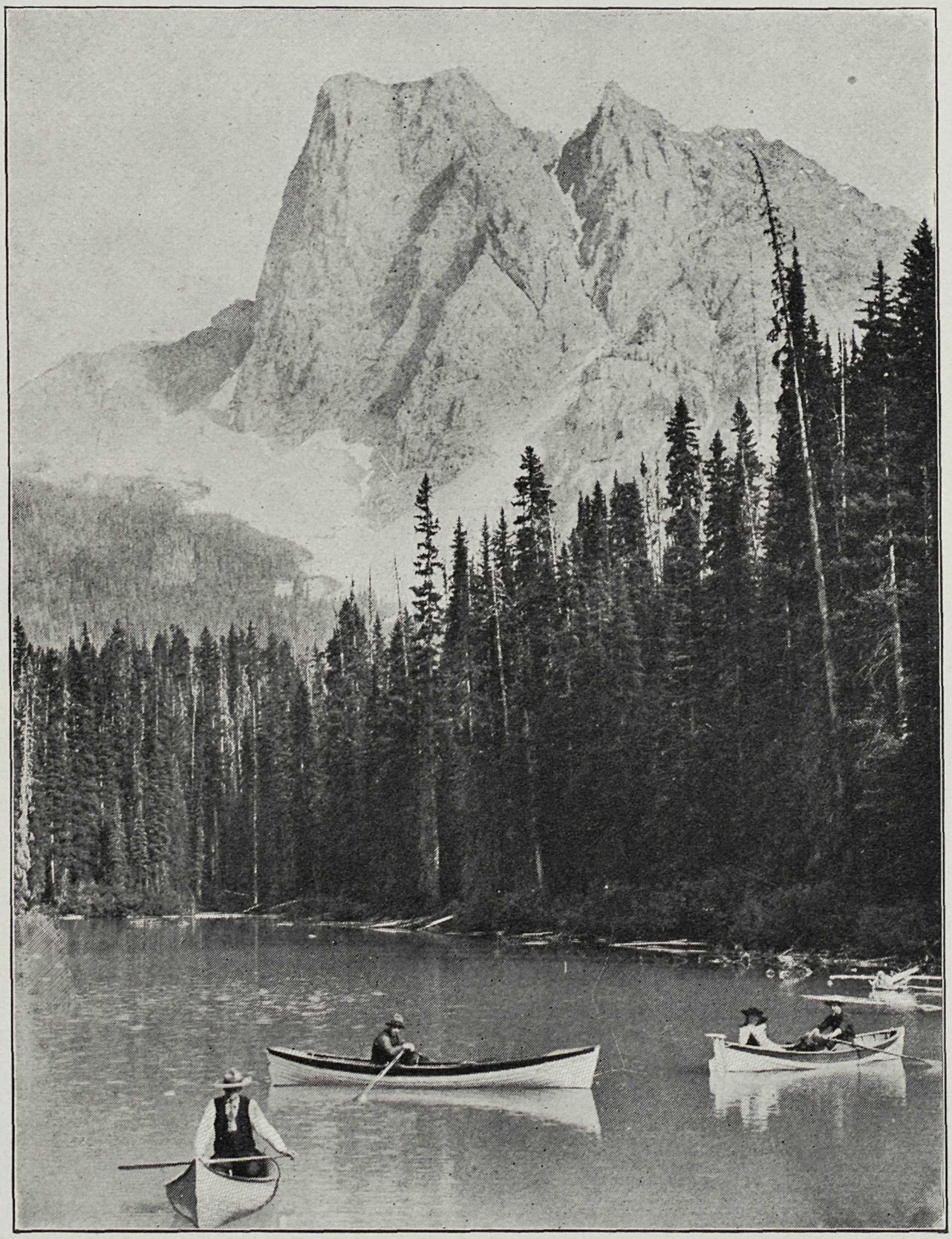
From the top of Mount Stephen a magnificent view is obtained, that well repays the toil and difficulty of the ascent. The Van Horne Range is seen beyond the Kicking Horse Valley to the west, the Emerald group occupies the north, while on the east the peaks that line the Yoho Valley, Mounts Habel, Collie, Gordon, Balfour, and many another, are in full view. Across the river to the south a number of fine mountains are in sight, Mounts Assiniboine, Goodsir, The Chancellor and Vaux. For miles and miles the tourist can see over valleys and peaks, and so realize the immensity, as well as the beauty, of the Rockies.



Chalet at Emerald Lake, B. C.

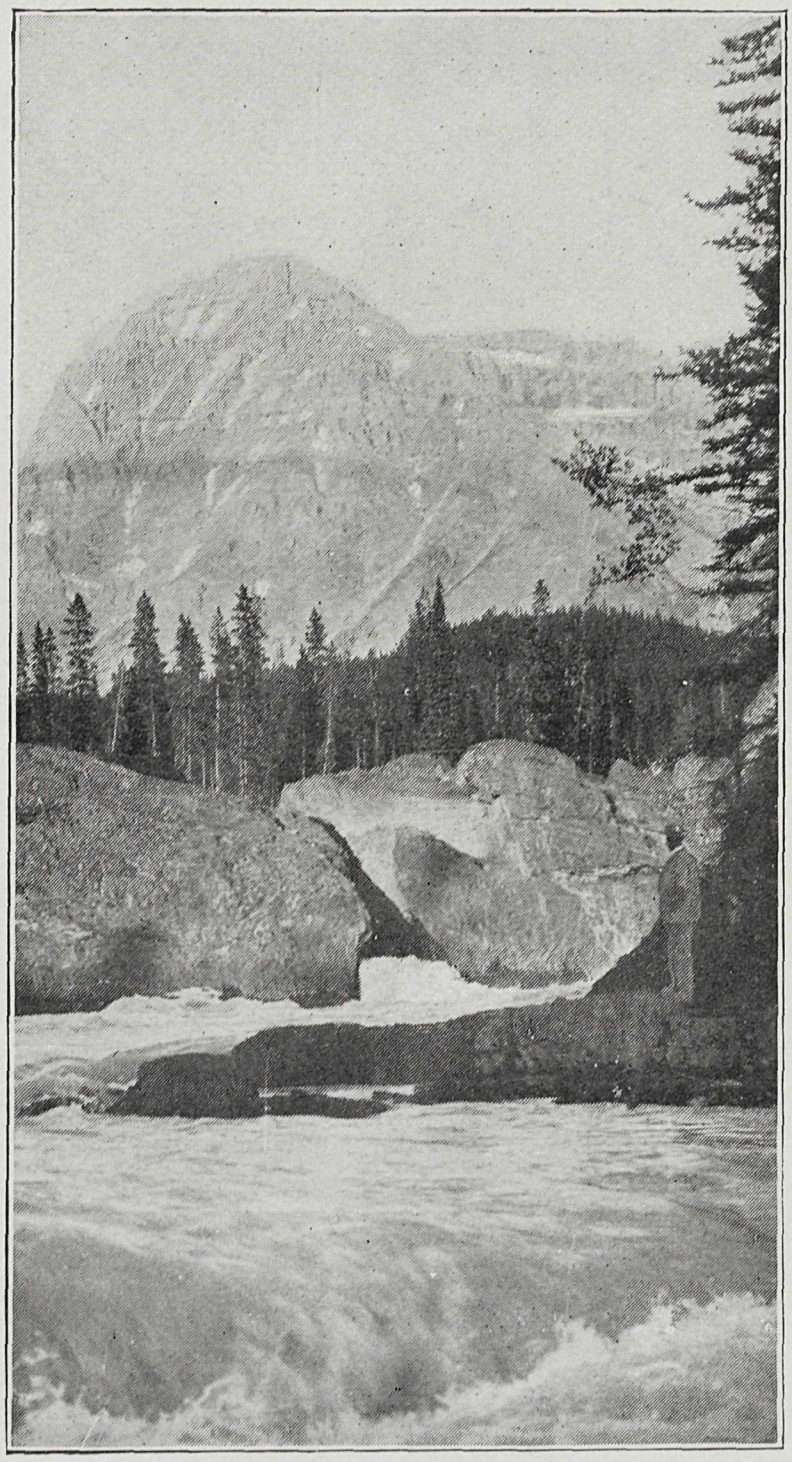
As a base for the numerous expeditions to be made from Field, the Canadian Pacific Railway has built there a comfortable hotel and has since been called upon to enlarge it twice. It is planned cunningly, and has splendid accommodations, including a billiard room and suites of rooms with private baths. Moreover, at the livery, carriages, pack and saddle horses, mountaineering outfits and Swiss guides can be engaged at reasonable rates.

From Field is a delightful drive of seven miles round the spurs of Mount Burgess to Emerald Lake, another of those charming tarns that spangle the mountain side. The road leads through a splendid spruce forest. In one place the road has been cut straight as an arrow for a mile in length. Snow Peak Avenue this stretch is



Mount Burgess and Emerald Lake

called, and the effect of the narrow way with the mighty trunks standing bolt upright on either hand, with a glimpse of the mountains at the end of the vista, is curious and unique. At Emerald Lake is a charming châlet operated by the Canadian Pacific Railway, where tourists may find first-class accommodation and rest at the very entrance to the Yoho Valley. The lake, apart from its beauty, is a favorite resort for anglers, as the trout are many and gamy, and heavy are the creels that have been filled from its waters.



Natural Bridge, near Field, B. C.

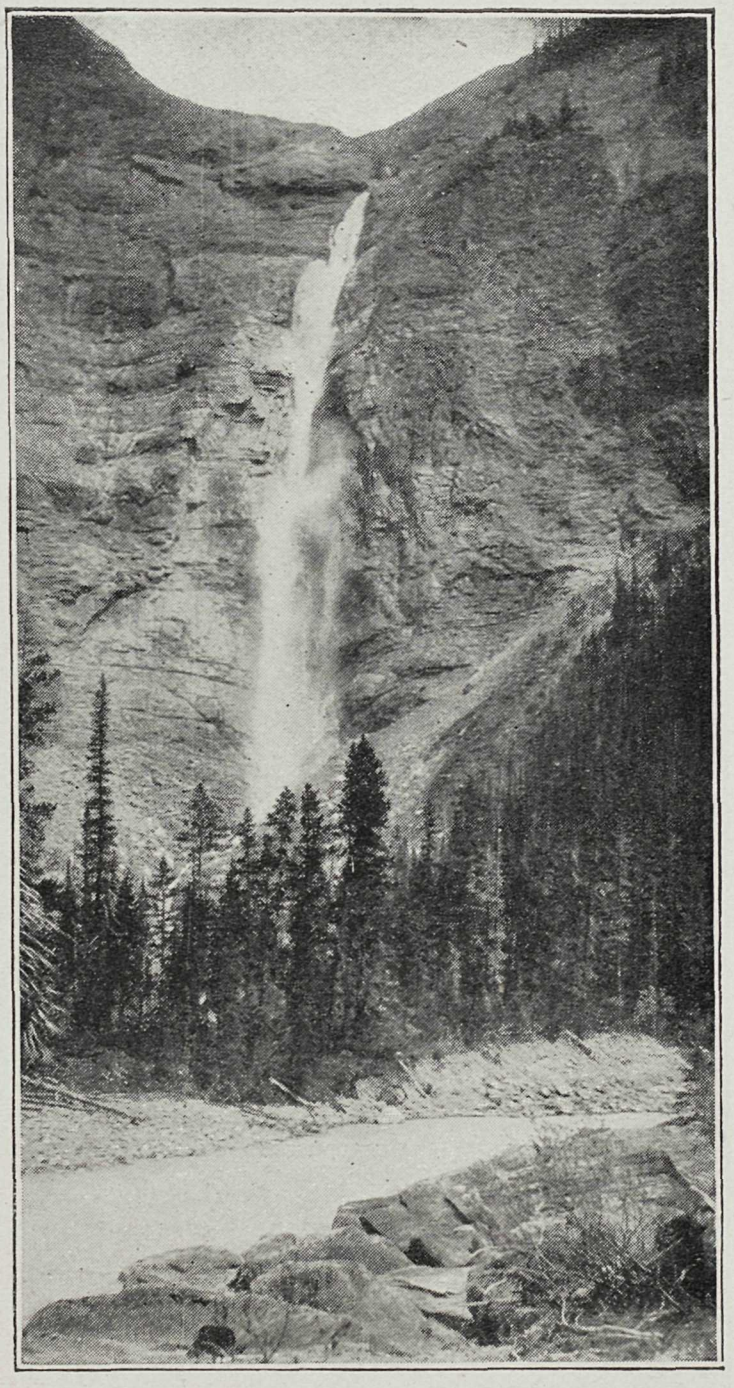
The Natural Bridge

One of the most interesting of the short excursions to be made from Field is a walk of two and a half miles to the Natural Bridge, spanning the Kicking Horse River. This bridge was formed by the action of the water of the river itself on the soft limestone rock. Once upon a time the bed of the river extended up to the rocks that now bridge it, and its waters poured over it in headlong fall. Gradually, however, the soft stone was

eaten away, and a hole was formed in the rock. Once the way was found, nothing could stop the flood, and day by day it enlarged the outlet, until now it has worn a tunnel for itself, and the rocks that once faced a waterfall remain to bridge the river.

The Yoho Valley

Emerald Lake is half way to the Yoho Valley, one of the most beautiful mountain vales in all the world.



Takakkaw Falls, Yoho Valley

It is really a delightful experience to ride from Emerald Lake through the Yoho Valley and stay at the comfortable camps provided by the Canadian Pacific Railway Company for tourists. Every person who has taken this trip is enthusiastic regarding the many beautiful sights and scenes visited. On this riding trip will be seen mighty glaciers, their surface lit up and flecked with many hues in the sunlight, and charming cascades, their waters leaping, in a filmy thread-like line, 800 feet or more. Thick woods shut out the summit of the pass, but part asunder to grant a glimpse of Summit Lake, a stretch of water 1,800 feet above Emerald Lake.

A short distance and Look-out Point is reached, where a superb view of the celebrated Takakkaw Falls, the highest cataract in America, is obtained. Eight times as high as Niagara (1,200 feet), it compares with anything in the Yosemite Valley. Fed, as it is, by the melted snows of the glacier, it is at its best in summer.

All up the valley other cascades are seen or heard. The hills are crowned with glaciers and the water melted from them seeks the shortest way to the valley, even

A Party at Summit Lake, near Yoho Valley

at the cost of a plunge of hundreds of feet. Perhaps the most fascinating of them are the Laughing Falls. Their leap is only 200 feet, but their waters seem to laugh with glee as they go, and their milk-white flood smiles delightfully through the dark evergreens around. Further up the valley on the left branch of the forked stream are the Twin Falls, an almost unique phenomenon and as beautiful as it is unexpected.

But there is sterner scenery than any the waterfalls present along the Yoho Valley. A great glacier, too, far larger even than the famous Illecillewaet Glacier of the Selkirks, overhangs the right-hand fork of the valley. The Wapta Glacier, as it is named, is part of the great Waputekh ice field guarded by Mount Gordon, Mount Balfour and the broken crags of Trolltinderne (The Elfin's Crown).

At the fork of the Yoho Valley another shelter has been provided for visitors, and there are many who will take advantage of it. It is possible to make the trip 'round the valley from Emerald Lake in a day, but all who can will spare another day or two.

The return to Field may be varied by crossing the Burgess Pass, which is unquestionably one of the finest mountain rides in the world and should be taken by every lover of mountain scenery. From this lofty trail Emerald Lake is seen thousands of feet below, with the Emerald Range rising beyond, while on the other hand Mounts Cathedral, Stephen and Dennis and the Ottertail Range excite admiration. From this eminence a zig-zag path leads down by easy stages to Mount Stephen House.

Field to Glacier

Field left behind, the train has to descend the western slope of the Rockies to the Valley of the Columbia. To reach it the course of the Kicking Horse River is followed through some magnificent mountain scenery.

The track runs between the Ottertail and Van Horne ranges. The highest of the range, Mount Goodsir, a victim to the prowess of Professor Fay, of Tuft's College, stands miles from the railway, but its hoary head is seen towering above its sisters. The Van Horne Range, just across the narrow valley, is less severe in its outline; its slopes are ochre-hued, and its summit is an alternating

Twin Falls, Yoho Valley

succession of crest and trough. To the southeast the Beaverfoot Mountains, a splendid line of peaks, stretch in regular array as far as the eye can reach, and between them and the Ottertails rises the immensity of Mount Hunter.

At Leanchoil, the canyon of the Kicking Horse is entered. Straight up and down the rocky sides extend

in a wall that seems impregnable. Thousands of feet in the air they rise; and their summit is lined with a number of peaks, perpetually covered with snow, to which no names have yet been given. The cleft is a bare stone's throw across, and through it river and railway find their way. Ledges have been blasted in the face of the rock; jutting spurs have been tunnelled through; from side to side the track has been carried; and always below is the river, foaming and roaring, breaking itself against the sides of the canyon. The difficulties presented to the railroad builder here were stupendous, and man had to fight a great battle with the forces of Nature, when he entered upon the task of mastering them.

All of a sudden there is a wonderful change. The descent is completed and the track emerges in the broad Valley of the Columbia. One of the resting places of the mountains has been reached, and the travellers gaze with pleasure upon the thriving little town of Golden.

One of the principal difficulties in constructing this part of the line was caused by the mountain torrents, which rush down these mountain sides in deep, narrow gorges over which the railway must cross. The largest of these bridges which was thus made necessary crosses Stony Creek, a noisy stream flowing in a narrow V-shaped channel, 300 feet below the rails. This is said to be one of the highest railway bridges in the world.

Rogers' Pass was named after Major A. B. Rogers, by whose energy it was discovered in 1883.

Canadian Alpine Club

A Fair Member of the Canadian Alpine Club

The names of many famous men have been associated with mountain climbing. Tyndall and Leslie Stephen wrote delightful accounts of the achievements and joys of arduous ascents. Ruskin was converted to the use of Alpine climbs, and wrote that "the pure and holy hills should be treated as a link between earth and heaven." Honorable James Bryce, British Ambassador at Washington, was the first since Noah, it is said, to make an ascent of Mount Ararat. There is some quality, in short, of remoteness and effort, of aiming at some distant goal which can be attained only by mastery of one's self and the fastnesses of nature, that exercises an irresistible

Canadian Alpine Club in Camp

fascination in the case of resolute and well-endowed persons. The Canadian Alpine Club traces its first impulse back through twenty-four years, as far as the day when Sir Sandford Fleming, his son and Principal Grant, of Queen's University, with their party and pack-train, came out from the difficult forest trail and camped on the meadow at Rogers' Pass. Inspired by the mountain prospect, they resolved themselves into an Alpine Club, and drank to the club's success from the stream at their feet. The Canadian Alpine Club is fortunate in having Sir Sandford Fleming as its patron, for few of those who have helped to shape the destinies of Canada have made the apparently unattainable come near and then come true as often as he. "Sic itur, ad astra" is the motto of the Canadian Alpine Club. The spiritual meaning of the phrase seems almost to have obscured its physical significance. But no one who has seen a

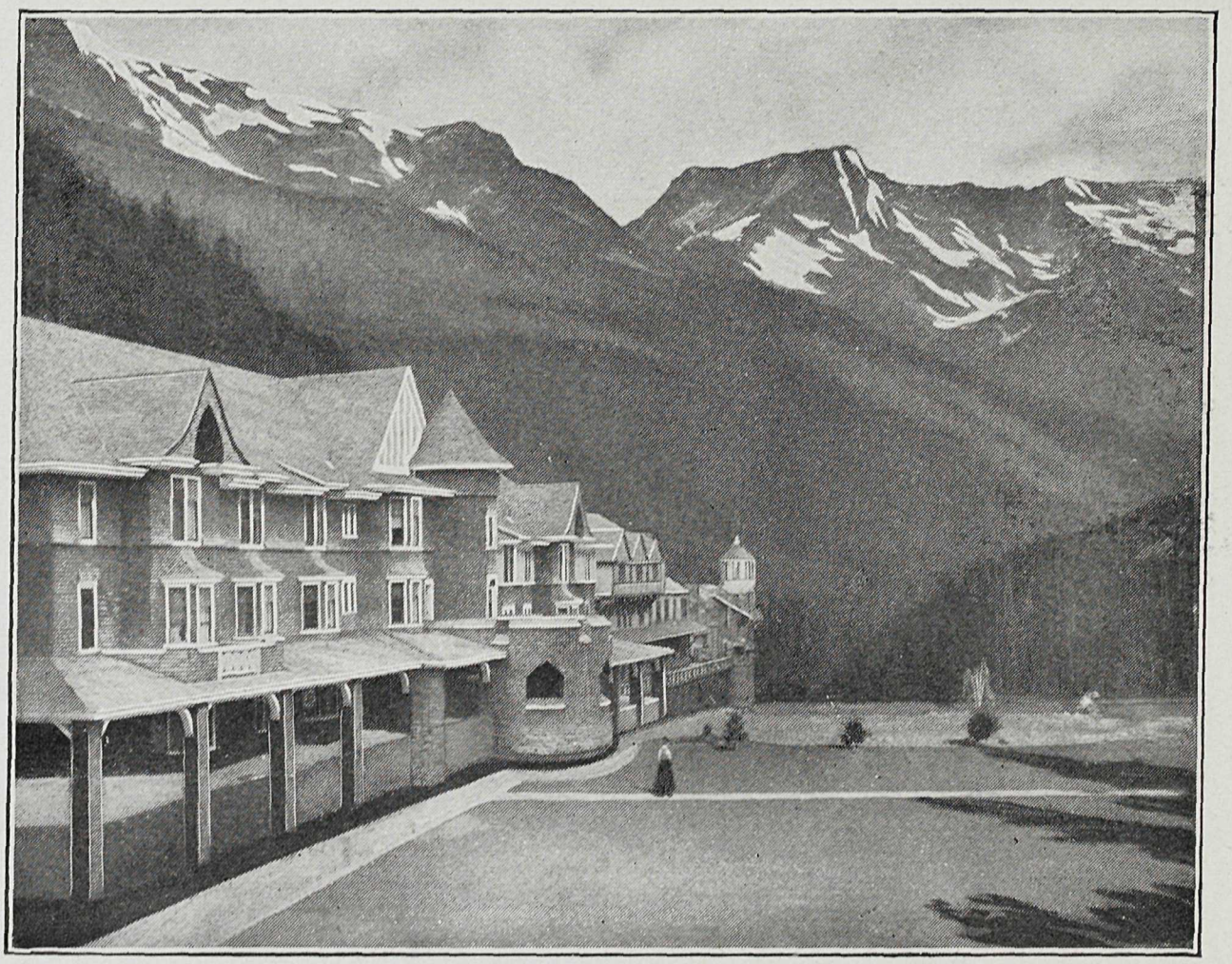
night of stars shine faintly in a mountain country can doubt that there is an influence in these heights which lifts up the hearts of all who visit them. Membership in the club is divided into five grades: Honorary, of those who are distinguished in mountaineering, exploration or research; Associates, who may be active members or may not, but who contribute $25.00 to the club's treasury; Active members, who have made an ascent of at least 10,000 feet in some recognized Alpine region, or have contributed to Canadian Alpine literature by scientific publications based on personal experience; and graduating members, who are given two years to qualify as active members, a period of probation which is not renewable under the auspices of the Canadian Alpine Club. The summer camps in the Canadian

Rockies and Selkirks have been very successful, under the able direction of Mr. A. O. Wheeler, F. R. G. S., president of the club, and both the active and graduating memberships have recently been greatly augmented.

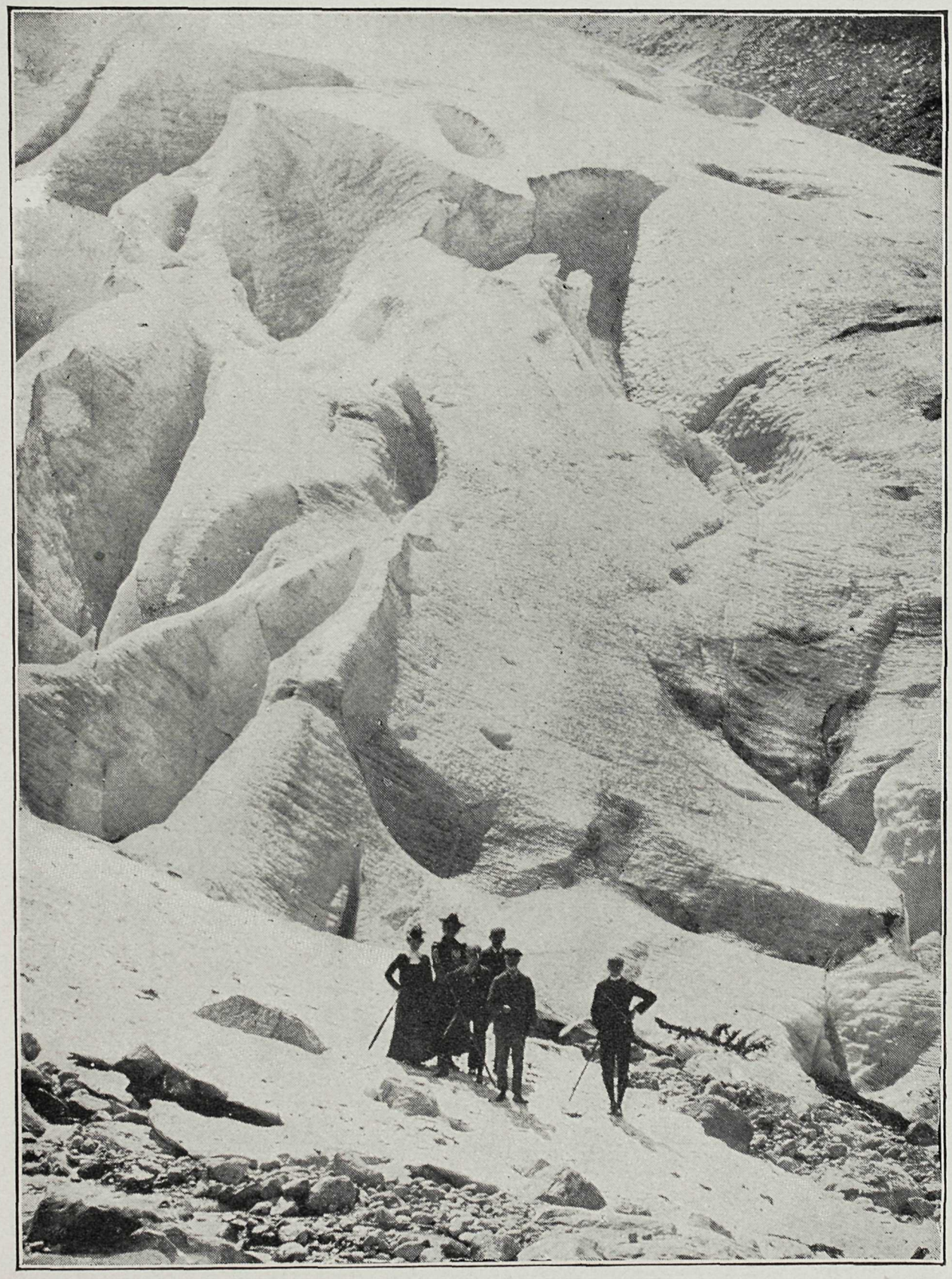
Ready for a 10,500-Foot Climb

Glacier B.C.

Nestling in a niche of the narrow valley a few rods from the railway, and surrounded by the beautiful evergreen trees that everywhere thrive in this region, is a charming hotel, the Glacier House, which has become so popular that the Canadian Pacific Railway Company has found it necessary to enlarge the original structure, erect new buildings, and increase the capacity of the annex, so that now over one hundred guests can



Glacier House, Glacier, B. C.



The Great Glacier of the Selkirks

be accommodated. General Hamilton wrote in the guests' book at the hotel: "My wife and I have travelled for nearly forty years all over the world, and are both agreed the scenery at Glacier House is the finest we have seen in Europe, Asia, Africa or America."

First to attract the tourist is the Great Glacier of the Selkirks, which crowds its tremendous head down the mountain gorge within thirty minutes' walk of the hotel. At the left Sir Donald rears his mighty peak more than a mile and a half above the railway. This monolith was named after Sir Donald A. Smith (now Lord Strathcona and Mount Royal), who was one of the chief promoters of the Canadian Pacific Railway. A mountain rivulet rushes down the abruptly rocky sides of the mountain opposite the hotel, and a trail has been cut up the steep incline to a spot beside the rushing stream, where a rustic summer house has been erected. The effect is novel and pleasing. The waters from this stream have been utilized to supply the hotel and fountains that play in the foreground. All the streams here are simply ice water from the glaciers. A tower has been erected near the annex of the hotel, on which is a large telescope commanding a view of the great glacier and surrounding objects. As one alights here a feeling of restfulness comes over him. Everything conspires to a feeling that all the cares and rush of the business world are shut out by the great mountain. The trees, the streams, and even the mountains speak of peace and quiet.

The Great Glacier is nearly two miles from the hotel, but among such gigantic surroundings looks much nearer. Its slowly receding front, with crevasses of abysmal depths cutting across its crystal surface, is only a few hundred feet above the level of the railway. Good trails have been made to it, and its exploration is not difficult, although it is not wise to traverse some portions of it without a guide to pilot the way among yawning bergschrunds that slash its surface. It is the

centre of a group of glaciers embracing more than one hundred and fifty-seven square miles, and the hoary head seen from the hotel is one of several outlets. The great ice peaks and glaciers are truly an interesting study. They intensify the gloomy thick clouds, and burst into glittering silver when the sun shines on them. Later they are robed in the gorgeous colors of the evening; and in the mysterious silent night the moon and the stars look down to see their faces in the glassy surface.

The Illecillewaet Glacier, like nearly every other observed glacier in the world, is receding. It is reckoned that the sun drives it back on the average 35 feet a year, and recovers this much from the bonds of ice. However, after the ice is gone, the moraine remains,

Lake Marion, near Glacier House

and it will be many centuries before the great rocks carried down by the glacier are reduced to dust, and the land thus reclaimed supports renewed vegetation.

From Glacier House other expeditions of great interest may be made. One trail leads first to the shores of Marion Lake, 1,750 feet above, and two miles distant from the hotel, where a shelter is erected. Splendid views are obtained on the way of the range from Eagle Peak to Sir Donald, and a path strikes off for Observation Point, where another shelter is built for those who would dwell on the glories of Rogers' Pass to the north-east and the Illecillewaet Valley to the west. Mount Abbott is a day's climb, but it is an easy one, and should be undertaken by all, for from it a splendid view is obtained of the Asulkan Valley.

From Observation Point an extremely fine view is obtained, down the Illecillewaet Valley, along the precipitous sides of which the track has had to make a descent of 522 feet in seven miles. This feat taxed to the utmost the skill of the engineers, and they accomplished it by means of the famous Loops of the Selkirks, a winding course which the railway has to follow.

First, the track crosses a valley leading from Mount Bonney glacier. Then it touches for a moment the base of Ross Peak. It doubles back to the right for a mile or more, and so close are the tracks that a stone might be tossed from one to the other. Next it sweeps around and reaches the slope of Mount Cougar on the other side of the Illecillewaet, but it has to cross the stream once more before it finally finds a way parallel to the general trend of the valley. The line has made a double "S"

in its course, and has cut two long gashes on the mountain side, one above the other.

Twenty-two miles from Glacier, the Illecillewaet River runs through the Albert Canyon, a gorge so marvellous that several of the regular trains stop for a few minutes to allow passengers to see its wonders.

The Lookout in Cougar Valley, near Glacier, B. C.

More mountains there are, and we shall not lose sight of them all when the waters of the great Pacific dash at our feet; for in the mighty upheaval the deep waters of the sea were no barrier, as is seen by the uplifting of the thousands of bold promontories and mountain isles that cluster along the northwest coast and stretch out in the great chain of the Aleutian Islands. These mountain fastnesses will ever remain a game preserve for the grizzly, cinnamon and black bears,

the mountain sheep (big horn), the mountain goat, the puma or mountain lion, the moose, elk, caribou, and various species of smaller deer, wolverine, and a great variety of smaller fur-bearing animals. The mountains will remain a vast park, where man can not only behold the larger wild beasts, and the beautiful creatures whose soft fur fair women will ever admire, but where he may find Nature as it passes from the great Creator, untarnished by the hand of man. Succeeding generations of the children of men will gaze upon these majestic mountains, whose peaks of eternal ice tower above the clouds that would hide the sun; and will look with awe at the wild canyons and mountain torrents; and will behold with ecstacy the many scenes of Edenic beauty, too sacred to remain in the gaze of the multitude, but "sought out of all those who have pleasure therein."

In the Ice Cave of the Great Glacier

The Great Caves of Nakimu, near Glacier, B. C.

These great caves, which were recently discovered by Charles H. Deutschman, are situated about six miles from Glacier, B. C., at the head of a beautiful valley, the altitude being 1,980 feet from the track and above the snow line. The wonderful caverns are formed by the action of water for ages upon the solid rock, and are a series of chambers with large entrances, the ceilings being polished strata of rock, varying in height. The main chamber is about 200 feet in height, with a varying width of from 150 to 200 feet. The walls sparkle with the quartz crystals, and myriads of miniature lights are reflected from the darkness. In other parts the walls are smooth as marble, the harder portions of the formation showing like the rounded rafters of a cathedral dome. No evidence has so far been discovered that any portion of these caverns has ever been used as the habitation of human beings. A visit to these remarkable caves is an interesting day's trip from Glacier, as the scenery from the trail is grand beyond description.

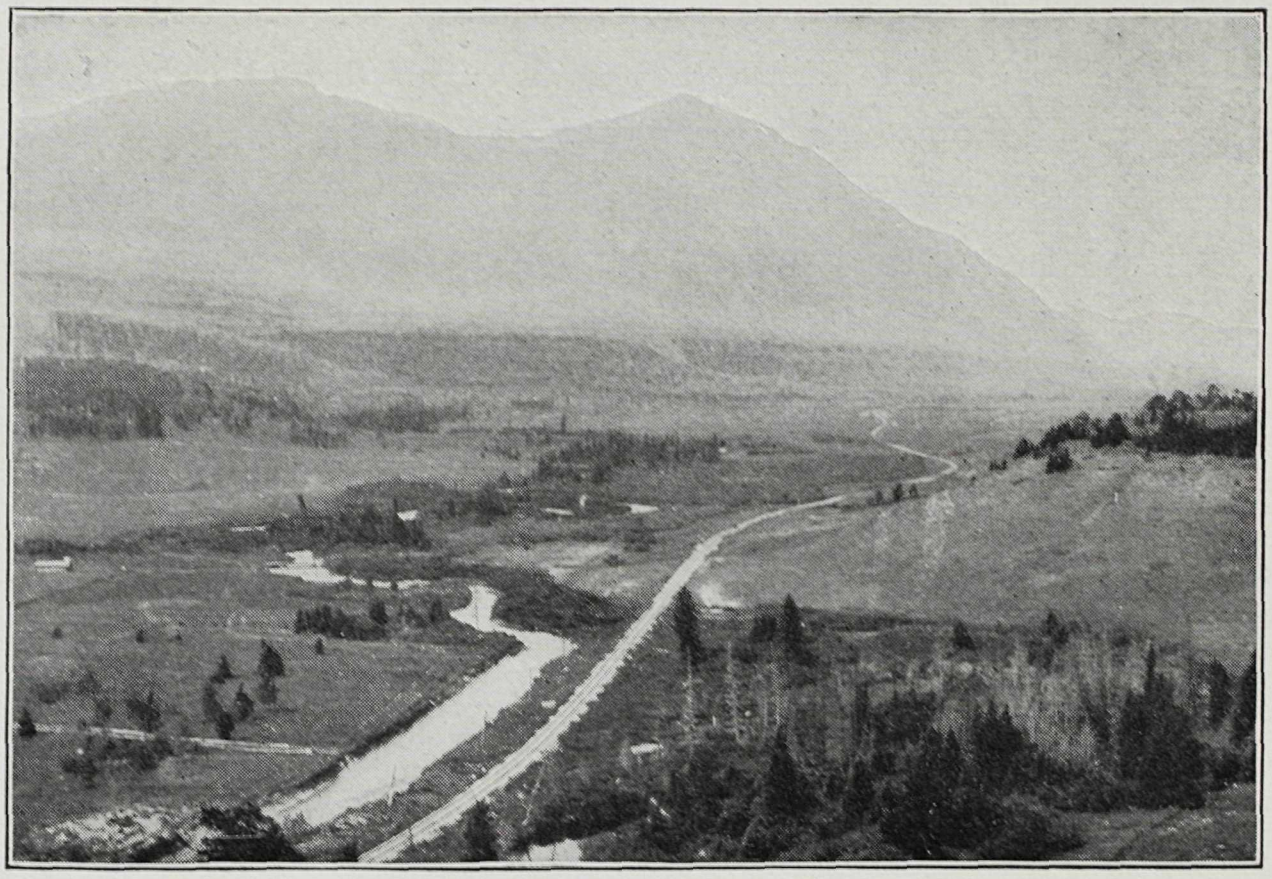
Chas. H. Deutschman

Revelstoke to Kamloops

Revelstoke is an important centre; from it there is water communication with the rich Kootenay and Boundary districts. It is on the Columbia River, which has made a great bend since the train crossed it at Donald and, flowing now south instead of north, is much increased in size. Twenty-eight miles below Revelstoke it expands into the Arrow Lakes, which fill the trough between the Selkirk and Gold ranges as

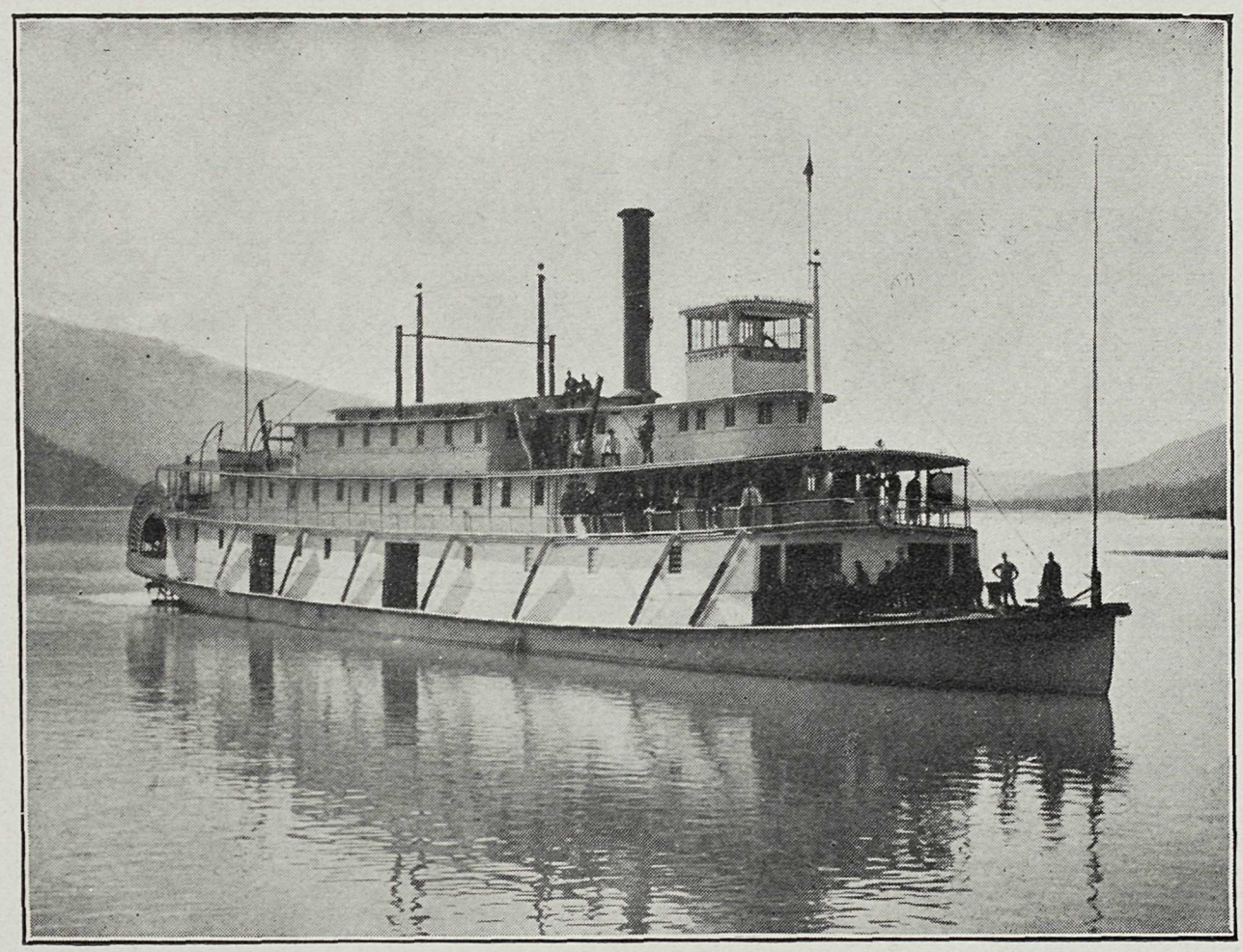
they run north and south. A branch line runs down to Arrowhead, and from there well-appointed Canadian Pacific Railway steamboats carry travellers to Nakusp and Robson, from which the Slocan, Kootenay, Boundary and Rossland districts are reached.

Down Arrow Lake the steamer plies to Nakusp and Robson, passing, near the head of the lake, the famous Halcyon Hot Springs. This is a favorite summer resort, having a good hotel, while opposite is Halcyon Peak,



Sentinel Valley near Crows Nest, B. C.

10,400 feet high, and several fine waterfalls. A spur of the Canadian Pacific Railway connects it with Sandon on Slocan Lake, in the centre of the silver-lead district, and with Rosebery, to join the steamer that plies down the lake to Slocan City. Here again the rails begin and communicate with Robson at the end of the Lower Arrow on the west, and with Nelson on an arm of Kootenay Lake on the east.



On the Kootenay Lakes, near Nelson, B. C.

The Arrow Lake steamer has also come the full length from Robson, 165 miles, through splendid mountain scenery, while from Robson trains run over a short but important line to Trail and Rossland, through one of the richest mining regions in the world. Yet another branch from Robson has been constructed through the Boundary district to Midway and opens up another prosperous mining locality.

The Crows Nest branch of the Canadian Pacific Railway ends at Kootenay Landing, and from there to Nelson there is communication by Canadian Pacific Railway steamer. A steamboat line has been established from Nelson up Kootenay Lake to Lardo, whence an isolated branch of railway runs thirty-two miles north to Gerrard, and a steamer plies across Trout Lake to Trout Lake City, a matter of seventeen miles, so that every part of Southern British Columbia may be

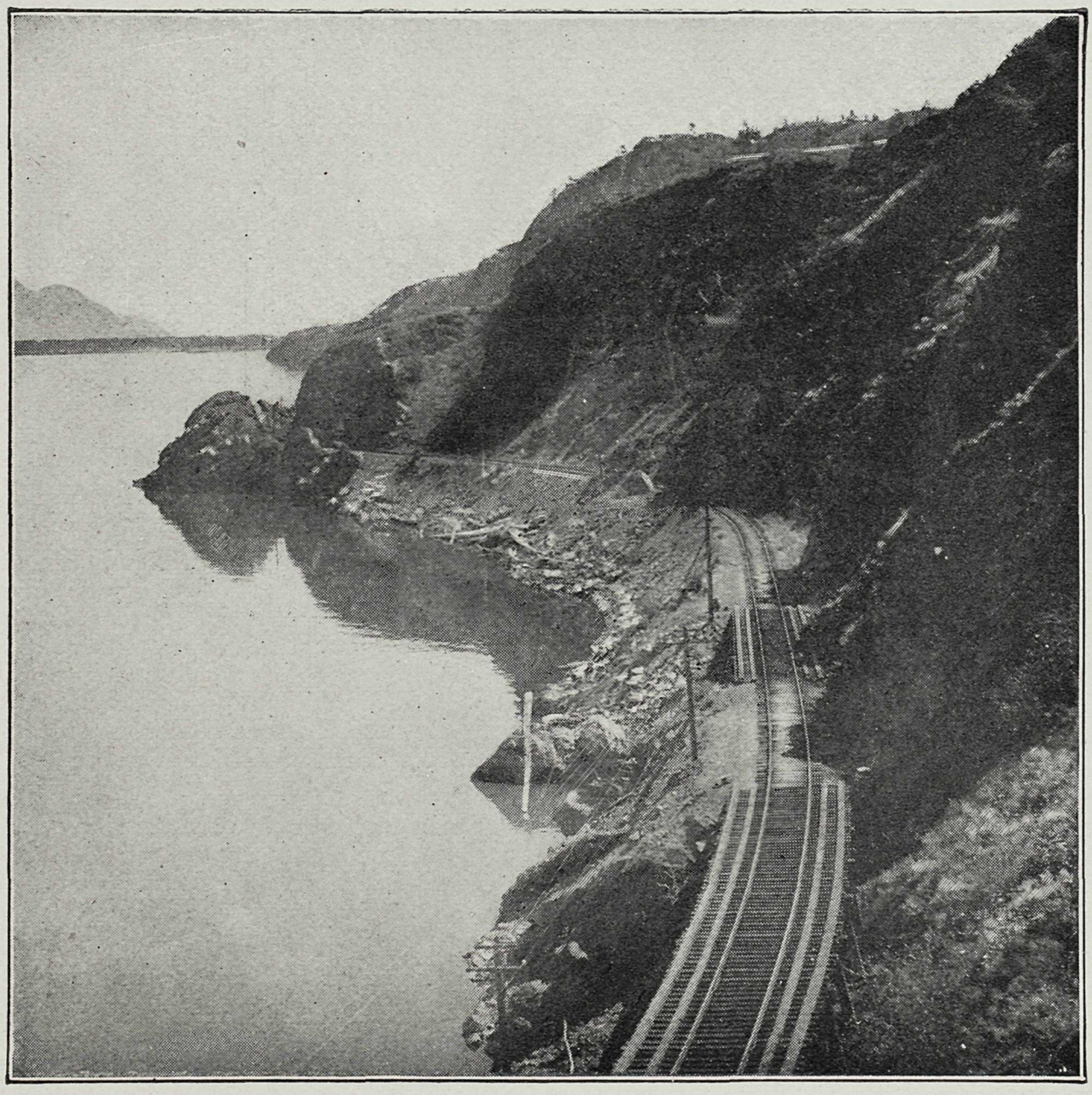
reached by the Canadian Pacific Railway and its connections.

The thriving town of Revelstoke stands in the broad valley of the Columbia, over which a bridge half a mile long has been built.

As Craigellachie is passed a monument may be seen which marks the spot where the last spike was driven into the great line that joins the Atlantic and the Pacific. The work had been begun from both ends of the railway, and it was on November 7, 1885, that, with fitting ceremonial, the last strokes were put to the truly stupendous task — five years before the stipulated time.

The chain of lakes passed, the valley closes in until Sicamous Junction is reached. Sicamous is at an altitude of only 1,300 feet above sea level, and is the gateway to a splendid ranching and farming district. From it can be visited, by the Okanagan branch, Okanagan Lake, down the seventy miles of which plies the Canadian Pacific Railway steamers to Penticton, from which the mining towns to the south may be reached by stage. The whole region of the Okanagan is a land with a balmy climate, where fruit grows to perfection, and at Vernon and at Kelowna, on the lake shore, Lord Aberdeen, late Governor-General of Canada, has splendid farms. The names Peachland and Summerland, given to places not far from Penticton, are suggestive and fully justified.

Shuswap Lake is a most beautiful sheet of water. It runs up the valleys between the mountains wherever its waters can find a level, and its long arms have been compared to the tentacles of an octopus. Each of them is many miles long and at places as much as two miles broad, but they often narrow down to a few hundred yards, and at one such spot the railway crosses the Sicamous Narrow by a drawbridge. It then follows



Kamloops Lake

the south shore of the Salmon Arm, crossing the Salmon River.

At Tappen the Salmon Arm is left and the track strikes boldly out for Shuswap Arm, though in so doing a way has to be cut through the forest, and Notch Hill, 600 feet above the lake level, has to be passed. From this elevation a charming view is obtained. On every side the lake extends silvery arms that wander among rounded hills and thick woods.

Shuswap Lake gradually narrows into the south branch of the Thompson River, and steadily down-hill along its banks runs the line. The country is an excel-

Elk River Canyon, B. C.

lent ranching district and has been long settled from the Pacific Coast.

Kamloops is a thriving little town, and an air of activity is given to the place by the numerous sawmills and the steamboats that ply on the lake. It draws much profit from the mining fields, being a supply point for them, and from the ranching district to the south, communication being by stage.

The Thompson and Fraser Canyons

Nicomen is a little mining town where, on the opposite side of the river, gold was first discovered in British Columbia. The discovery was doubtless the clue to the finding of the rich goldfields of Caribou, as miners always prospect up stream to find the lode from which the placer came. We are now in the Thompson

Eagle Falls, Harrison Hot Springs, B. C.

Canyon, whose gold gorge narrows and deepens till the scenery is wild beyond description. At Lytton, a small trading town, the canyon widens to admit the Fraser, which comes from the north, between two ranges of mountain peaks.

The old Government road to Caribou is in evidence all along the Fraser and Thompson valleys. Since the

building of the railway the use of the wagon road has been discontinued, except in some places where local interests make it convenient. At Spuzzum it crosses the river on a suspension bridge 110 feet above low water; yet it is said that in 1881 the river rose to such a height that it was only by the greatest exertion that the bridge was saved from destruction by driftwood.

Emerald Lake, Wapta in the Distance.

For fifty-four miles between Lytton and Yale the river had cut through this lofty range of mountains, thousands of feet below their summits. On this section of fifty-four miles a construction army of 7,000 men worked.

During the building of this road, men were suspended by ropes hundreds of feet below the tops of the cliffs to blast a foothold. Supplies were packed in on the backs of mules and horses; and building materials often had to be landed on the opposite bank of the

stream and taken across at great expense. It is estimated that portions of this work cost $300,000 per mile. Below the town of Lytton the river is spanned by a cantilever bridge 530 feet long, the centre span being 315 feet. The difficulty of its construction was great, owing to the fact that the site could only be approached from one end. One-half the materials were sent across the river on a steel cable one and one-fourth inches in diameter. Several pieces of the structure weighed over five tons each. It is claimed that in this respect the bridge is without a rival.

The Pacific Coast

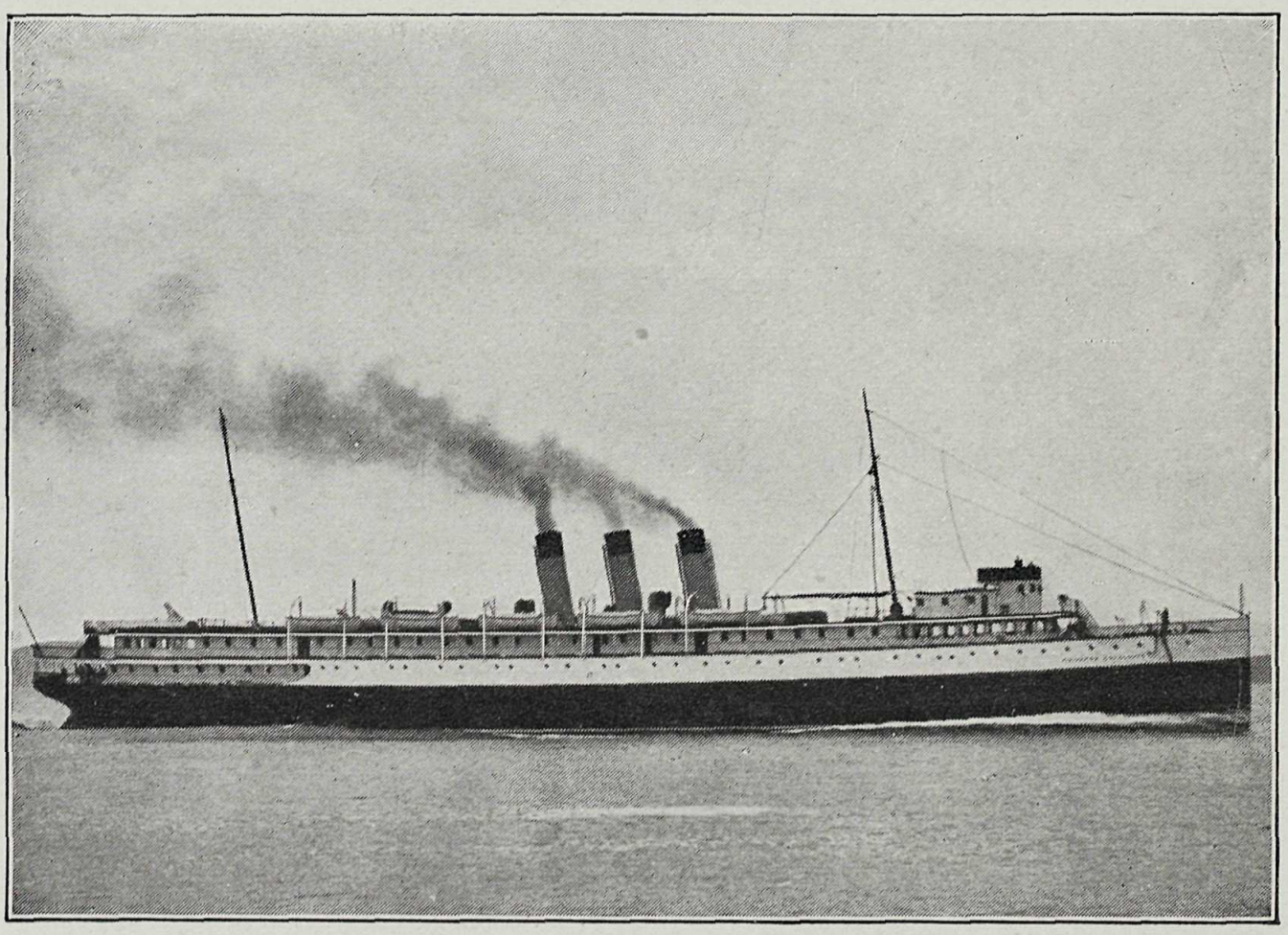
At Yale the tourist feels the balmy air of the Pacific. At Spence's Bridge he saw a curious Indian cemetery, with rudely carved birds perched even on the Cross, the totem intruding on the Christian symbol. All down the canyons he has seen occasional natives fishing for salmon or washing for gold, and at Agassiz he finds a

Vancouver, B. C., from Vancouver Hotel

fine Government experimental fruit farm, while five miles away to the north is Harrison Lake, with its hot sulphur springs, the visitors to which stay at Harrison Springs Hotel.

At Mission Junction he can, if so disposed, change to the branch line, that runs to the international boundary and there joins the Northern Pacific Railroad. By this route he reaches Seattle and makes connection with the Shasta route for San Francisco and all the Pacific States. The main line, however, keeps on past Westminster Junction, where a branch line leads to Westminster, and arrives at the terminus of the Canadian Pacific Railway at Vancouver.

There he finds his long journey ended and himself on the shores of Burrard Inlet, one of the finest harbors on the Pacific. If the inducements of Vancouver and the splendid service of the Canadian Pacific Railway



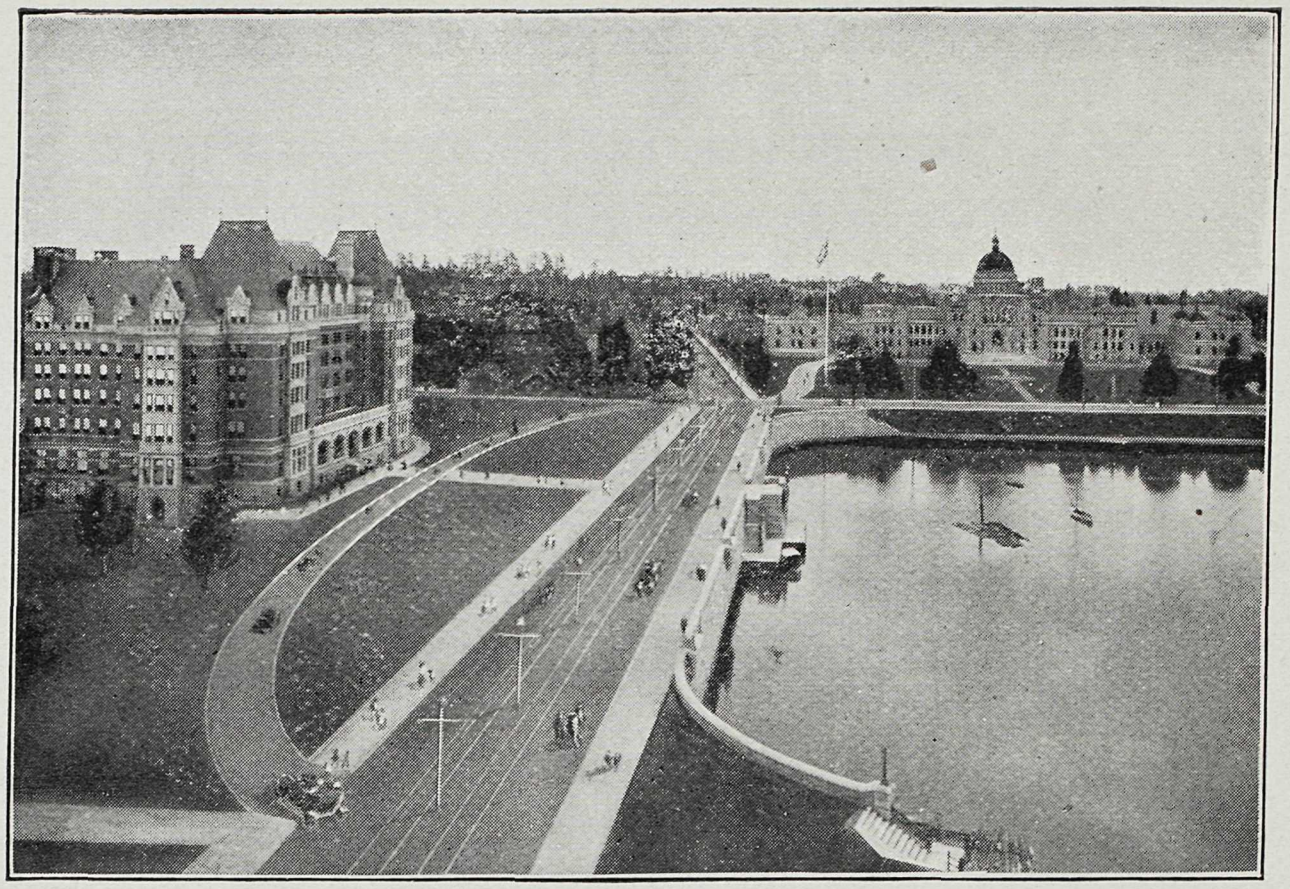
Canadian Pacific Steamer "Princess Charlotte"—Seattle, Victoria and Vancouver Service

Hotel, Vancouver, do not tempt him to stay, he can embark at the very railway station on steamships that will take him to the ends of the earth. The Canadian Pacific Railway Company's Empresses will transport him swiftly and comfortably to Japan or China; the Canadian-Australian line runs regularly to Honolulu, Fiji, Australia and New Zealand; while if such long journeys do not suit his pleasure, he can sail by a Canadian Pacific Railway steamer to Victoria on Vancouver Island, or take longer coasting trips to the golden Yukon, or to Seattle.

Vancouver has a fine harbor, landlocked, well lighted and safe, to which resort, besides the liners already mentioned, freighters from all parts of the world. They bring silks and teas from the Orient; they take away the lumber and canned fish of British Columbia and the wheat and flour of the Canadian West; and they make the port one of the most important of the Pacific Coast.

The city, though only twenty years old, and burnt to the ground in 1886, now has over 60,000 people and is the centre of many flourishing industries, presenting everywhere the appearance of a rapidly progressing community. Its well-built, wide streets add to the impression, and the extremely picturesque surroundings of the city make it pleasant as a residence and delightful to visit. Stanley Park is its crowning glory, in the depths of which the Douglas fir and giant cedar are seen in all their magnificence and Nature is allowed to display her unspoiled beauty.

A few hours' steam from Vancouver is Victoria, the capital of British Columbia. Across the Straits of Georgia daily plies the fast new Canadian Pacific Railway steamer "Princess Victoria," passing through an



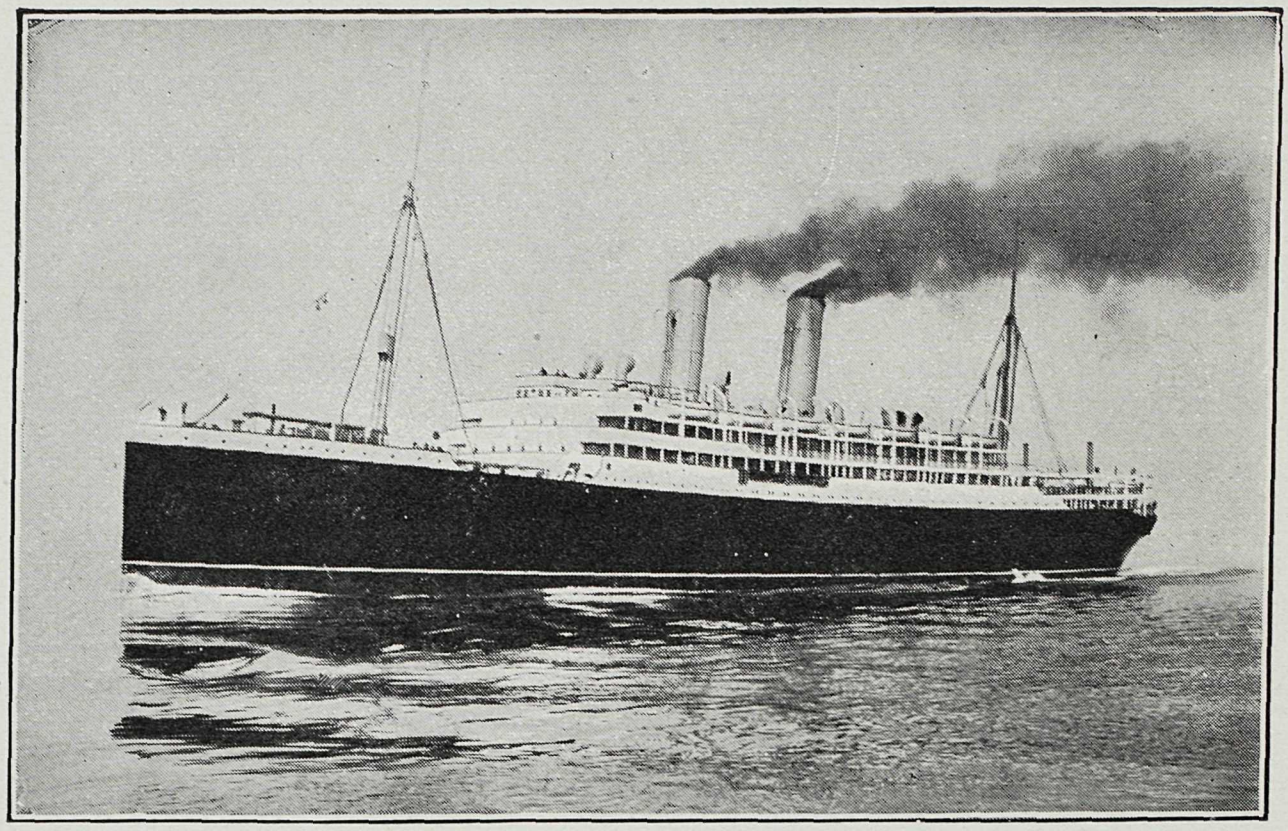
The Canadian Pacific Empress Hotel, Victoria, B. C.

archipelago of small islands, comparable to the Thousand Islands of the St. Lawrence, though with infinitely finer timber. Victoria itself is a city of lovely homes and the seat of the Provincial Government, its Parliament building being one of the handsomest edifices on the continent. This city is of singular beauty and has a population of over 30,000. The magnificent Empress Hotel, the latest addition to the splendid Canadian Pacific Hotel System, overlooks the harbor and for situation and appointments is acknowledged to be one of the finest hotels on the Pacific Coast. Beacon Hill Park, 300 acres in extent, is no less beautiful than Stanley Park.

Farewell, old mountains! Your vales with their beautiful verdure, and your sunny slopes shut in from the fierce winds and fiercer business of the outside world, have spoken of earthly peace, and given glimpses of Edenic beauty too rarely seen on earth! Your

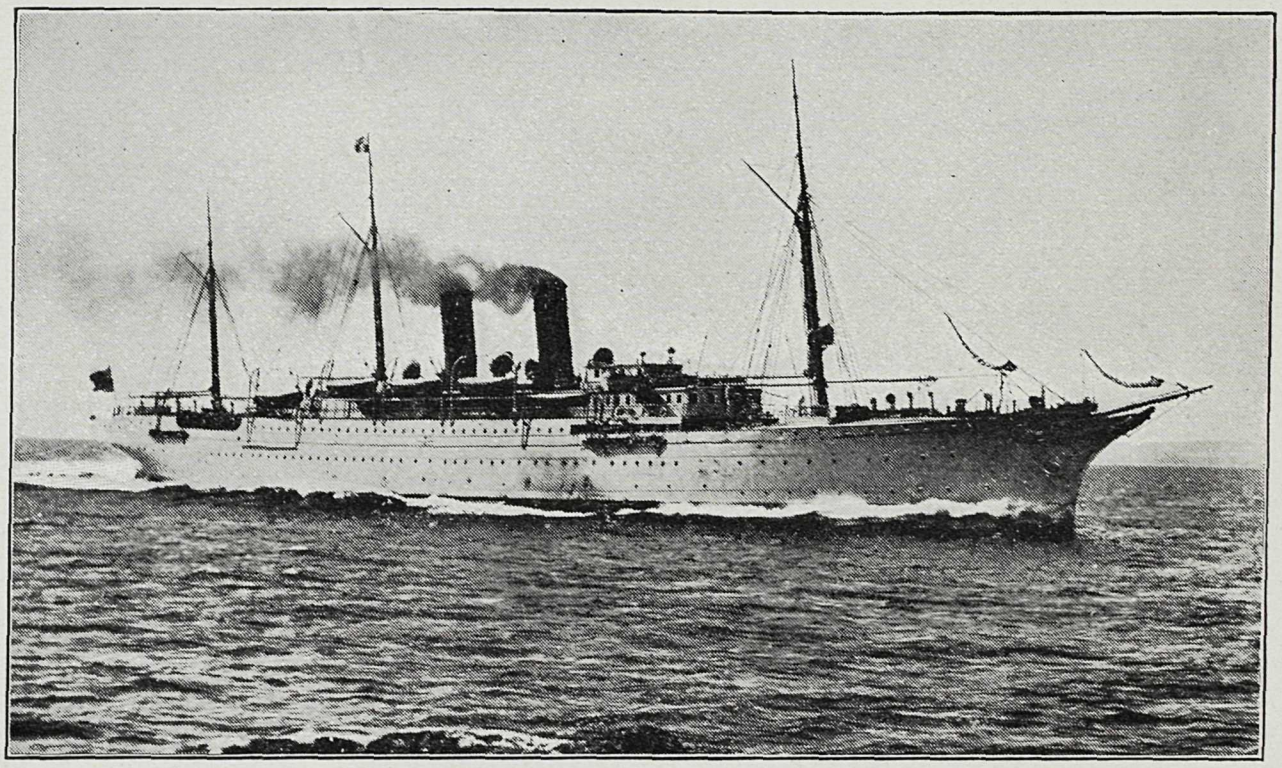
snowy crests, reaching above the clouds into the purer atmosphere of the heavens, have been an inspiration, ever pointing to the Infinite! Your great glaciers with their enduring ice have been a monitor of the Eternal. Grand old mountains! Your frown is terrible!

"Yet are ye even prodigal of smiles,
Smiles sweeter than your frowns are stern."



Empress of Britain

One of the palatial Royal Mail steamships of the Canadian Pacific Railway Company's Atlantic service. Makes the passage between Liverpool and Quebec in less than a week; 900 miles in sheltered waters; less than four days at sea.



Empress of Japan—Pacific Service, Canadian Pacific Railway Co.

TO JAPAN AND CHINA

"Empress of India"
"Empress of China"
"Empress of Japan"
"Monteagle"

Sailing between Vancouver and Victoria, B. C., and Yokohama, Kobe and Nagasaki, Japan, and Shanghai and Hongkong, China.

THE SHORTEST AND SMOOTHEST ROUTE ACROSS THE PACIFIC

The Canadian Pacific Railway

The World's Highway Between the Atlantic and the Pacific

Special Attention Is Called to the Parlor, Sleeping and Dining Car Service —So Important an Accessory Upon a Railway Whose Cars Run Upwards of Three Thousand Miles Without Change

These cars are of unusual strength and size, with berths, smoking and toilet accommodation correspondingly roomy. The transcontinental sleeping cars are fitted with double doors and windows, have higher ceilings than most sleeping cars, and with vibration reduced to a minimum, are the most comfortable cars operated by any railroad in the world. The seats are well upholstered, with high backs and arms.

The upper berths are provided with windows and ventilators. The exteriors are of polished red mahogany and the interiors are of white mahogany and satinwood.

No expense is spared in providing the **Dining Cars** with the choicest viands and seasonable delicacies, and the bill of fare and wine list will compare favorably with those of the most prominent hotels.

Observation Cars, specially designed to allow an unbroken view of the wonderful mountain scenery, are run on transcontinental trains during the summer season (from May to about October 15th).

The First-Class Day Coaches are proportionately elaborate in their arrangement for the comfort of the passengers; and for those who desire to travel at a cheaper rate **Tourist Cars,** with bedding and porter in charge, are run at a small additional charge; **Colonist Sleeping Cars** are run on transcontinental trains without additional charge. The colonist cars are fitted with upper and lower berths after the same general style as other sleeping cars, but are not upholstered, and the passenger may furnish his own bedding, or purchase it of the company's agents at terminal stations at nominal rates.

The entire passenger equipment is matchless in elegance and comfort.

First-Class Sleeping and Parlor Car Tariff

FOR ONE DOUBLE BERTH, LOWER OR UPPER, IN SLEEPING CAR BETWEEN		TOURIST CAR TARIFF
Halifax and Montreal	$ 4.00	.....
St. John, N. B., and Montreal	2.50	.....
Quebec and Montreal	1.50	.....
Montreal and Toronto	2.00	.....
Montreal and Chicago	5.00	.....
Montreal and Winnipeg	8.00	$4.00
Montreal and Calgary	13.00	6.50
Montreal and Banff	14.00	7.00
Montreal and Revelstoke	15.50	7.75
Montreal and Vancouver	18.00	9.00
Ottawa and Toronto	2.00	.....
Ottawa and Vancouver	17.50	8.75
Fort William and Vancouver	15.00	.....
Toronto and Chicago	3.00	.....
Toronto and Winnipeg	8.00	4.00
Toronto and Calgary	12.00	6.00
Toronto and Banff	13.00	6.50
Toronto and Revelstoke	14.50	7.25
Toronto and Vancouver	17.00	8.50
Boston and Montreal	2.00	.....
Boston and Vancouver	19.00	.....
New York and Montreal	2.00	.....
Boston and St. Paul	7.00	.....
Boston and Chicago	5.50	.....
Montreal and St. Paul	6.00	.....
St. Paul and Winnipeg	3.00	.....
St. Paul and Vancouver	12.00	6.00
Winnipeg and Vancouver	12.00	6.00

Between other stations rates in proportion.

Rates for full section double the berth rate. Staterooms between three and four times the berth rate.

Accommodation in first-class sleeping cars and parlor cars will be sold only to holders of first-class transportation, and in tourist cars to holders of first or second class accommodation.

Canadian Pacific Hotel System

While the sleeping and dining car service of the Canadian Pacific Railway furnishes every comfort and luxury for travelers making the continuous overland through trip, it has been found necessary to provide comfortable, well-managed hotels at the principal points of interest among the mountains where tourists and others might explore and enjoy the magnificent scenery.

Algonquin Hotel, St. Andrews, N. B.

(Open from June to September)

This popular Atlantic Seaside Resort is situated on a peninsula five miles long, extending into Passamaquoddy Bay. Good deep-sea and fresh-water fishing may be enjoyed; the roads are perfect, making driving and cycling most enjoyable. The facilities for yachting and boating cannot be surpassed and there are golf links that have no superior in Canada. The hotel, on which a large expenditure has recently been made in improvements, offers every modern accommodation for tourists.

Rates, $3.50 per day and upward. Special rates to those making prolonged visits.

McAdam Station Hotel, McAdam Jct., N. B.

Offers the visitor in search of sport a choice of routes through the whole provinces. It gives him, too, an outing at a summer retreat, free from the heat and crowds of the fashionable resorts, whence the hunting and fishing grounds are easily accessible.

The rates are from $2.50 per day upward.

The Chateau Frontenac, Quebec

In the quaintest and historically the most interesting city in America, is one of the finest hotels on the continent. It is fireproof and occupies a commanding position overlooking the St. Lawrence, its site being, perhaps, the grandest in the world. The Chateau Frontenac was erected at a cost of over a million dollars. Great taste marks the furnishing, fitting and decorating of this imposing structure, in which comfort and elegance are combined to an unequaled extent.

Rates, $4.00 per day and upward, with special arrangements for large parties and those making prolonged visits.

The Place Viger, Montreal

Is a handsome structure which faces Place Viger Square; is most elaborately furnished and modernly appointed, the general style and elegance characterizing the Chateau Frontenac, at Quebec, being followed. Conveniently located near the steamship wharves.

Rates, $3.50 per day and upward, with special arrangements for large parties or those making a prolonged stay.

Caledonia Springs Hotel, Caledonia Springs, Ont.

Is situated at the famous Caledonia Springs, so well known all over the American Continent.

The Royal Alexandra, Winnipeg, Man.

A newly completed 300-room house, situated at the railway station; furnished with every modern convenience, including cafe and grill room. European and American plans.

Rates: European plan, $2.00 per day up.

Banff Springs Hotel, Banff, Alba.

(Open from May to October)

In the Canadian National Park, on the eastern slope of the Rocky Mountains, 4,500 feet above sea level, at the junction of the Bow and Spray rivers. A large and handsome structure, with every convenience that modern ingenuity can suggest, costing about half a million dollars.

Rates, $3.50 per day and upward, according to the rooms. Special rates by the week or month will be given on application.

Canadian Pacific Hotels—Continued

The Lake Louise Hotel, Laggan, Alba.

(Open from June to October)

This quiet resting place in the mountains is situated on the margin of Lake Louise, about two miles distant from the station at Laggan, from which there is a good carriage drive and an excellent base for tourists and explorers desiring to see the lakes and the adjacent scenery at their leisure.

The rates are $3.50 per day and upward.

Mount Stephen House, Field, B. C.

Is a magnificent mountain hotel, several times enlarged, fifty miles west of Banff in Kicking Horse Canyon, at the base of Mount Stephen, the chief peak of the Rockies, towering 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists, and sport is plentiful, Emerald Lake, one of the most picturesque mountain waters, being within easy distance. The newly discovered Yoho Valley is reached from Field.

Rates, $3.50 per day and upward, with special arrangements for parties making prolonged visits.

Emerald Lake Chalet, Near Field, B. C.

(Open from June to October)

Is a Swiss Chalet Hotel, situated on the margin of Emerald Lake, near Field, and affords splendid accommodation for those wishing to remain at the lake or who intend visiting the famous Yoho Valley, to which excellent trails lead from this point.

Rates, $3.50 per day and upward. Special rates to those making prolonged visits.

Glacier House, Glacier, B. C.

Is situated in the heart of the Selkirks, within forty-five minutes' walk of the Great Glacier, which covers an area of about thirty-eight square miles.

The hotel is in a beautiful amphitheatre, surrounded by lofty mountains, of which Sir Donald, rising 8,000 feet above the railway, is the most prominent. The dense forests all about are filled with the music of restless brooks, and the hunter for large game can have his choice of "big horn, mountain goat, grizzly and mountain bear." The main point of interest, however, is the Great Glacier. One may safely climb upon its wrinkled surface or penetrate its water-worn caves.

Rates $3.50 per day and upward, with special arrangements for parties making prolonged visits.

Hotel Revelstoke, Revelstoke, B. C.

At the portal of the West Kootenay goldfields and the Arrow Lakes, situated between the Selkirk and Gold ranges. Is complete in all details.

Rates, $3.00 per day and upward. A. J. MacDonell, Lessee.

Hotel Sicamous, Sicamous, B. C.

Built on the shores of the Shuswap Lakes, where the Okanagan branch of the Canadian Pacific Railway leads south to the Okanagan Valley and the contiguous mining country.

Rates, $3.00 per day and upward, with reductions to those making prolonged visits. Mrs. H. Moore, Lessee.

Hotel Vancouver, Vancouver, B. C.

Is at the Pacific Coast terminus of the railway. This magnificent hotel, lately much enlarged, is designed to accommodate the large commercial business of the place, as well as the great number of tourists who always find it profitable and interesting to make here a stop of a day or two. It is situated near the center of the city, and from it there is a glorious outlook in every direction. Its accommodations and service are perfect in every detail, and excel those of the best hotels in Eastern Canada or the United States.

Rates, $4.00 per day and upward, with special terms for those making prolonged visits.

Empress Hotel, Victoria, B. C.

Newly completed; 175 rooms; at short distance from boat landing. Furnished with every modern convenience. European and American plans.

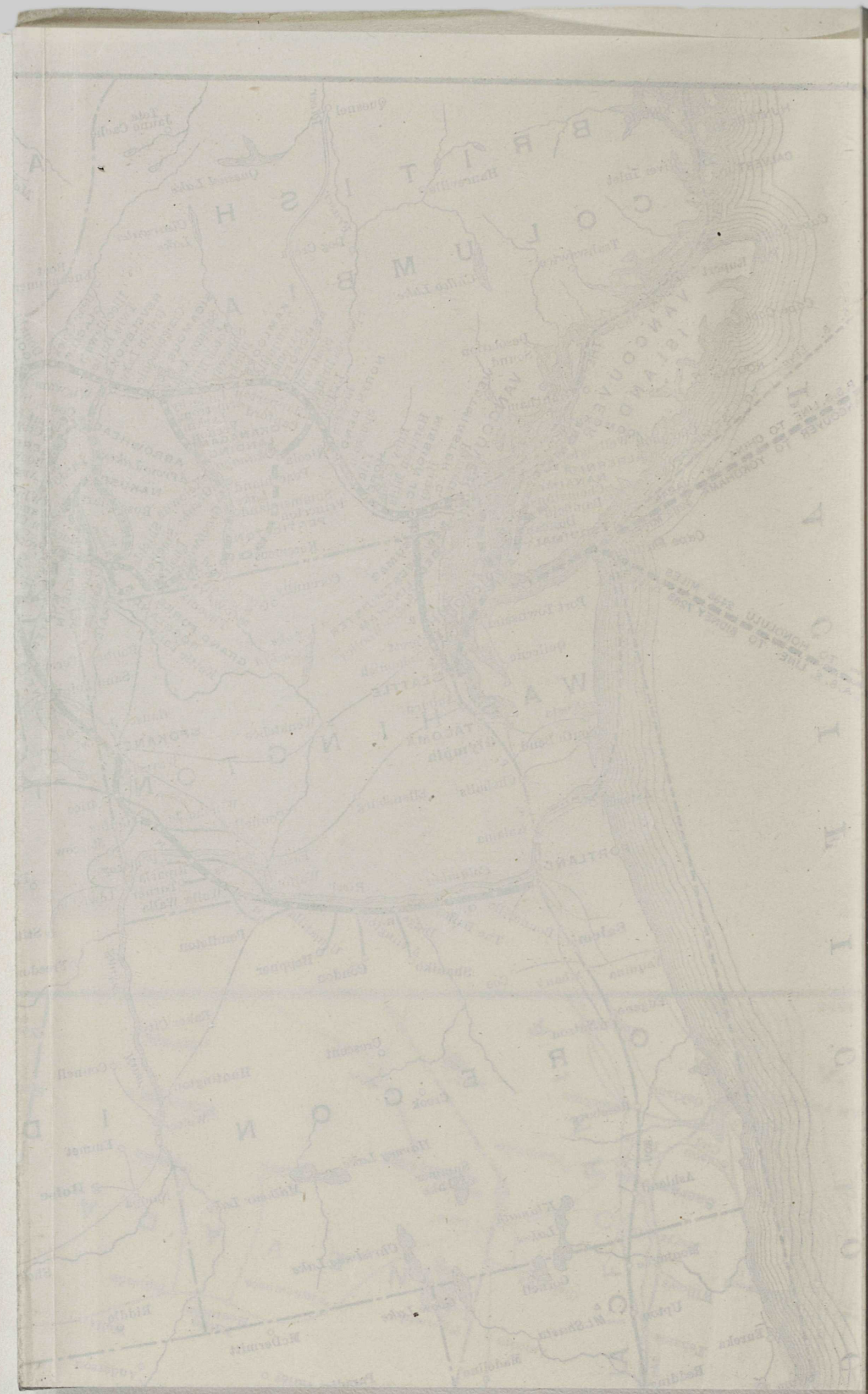
Inquiries as to accommodation, rates, etc., at any of the Canadian Pacific hotels will be promptly answered by addressing managers of the different hotels, or communicating direct with

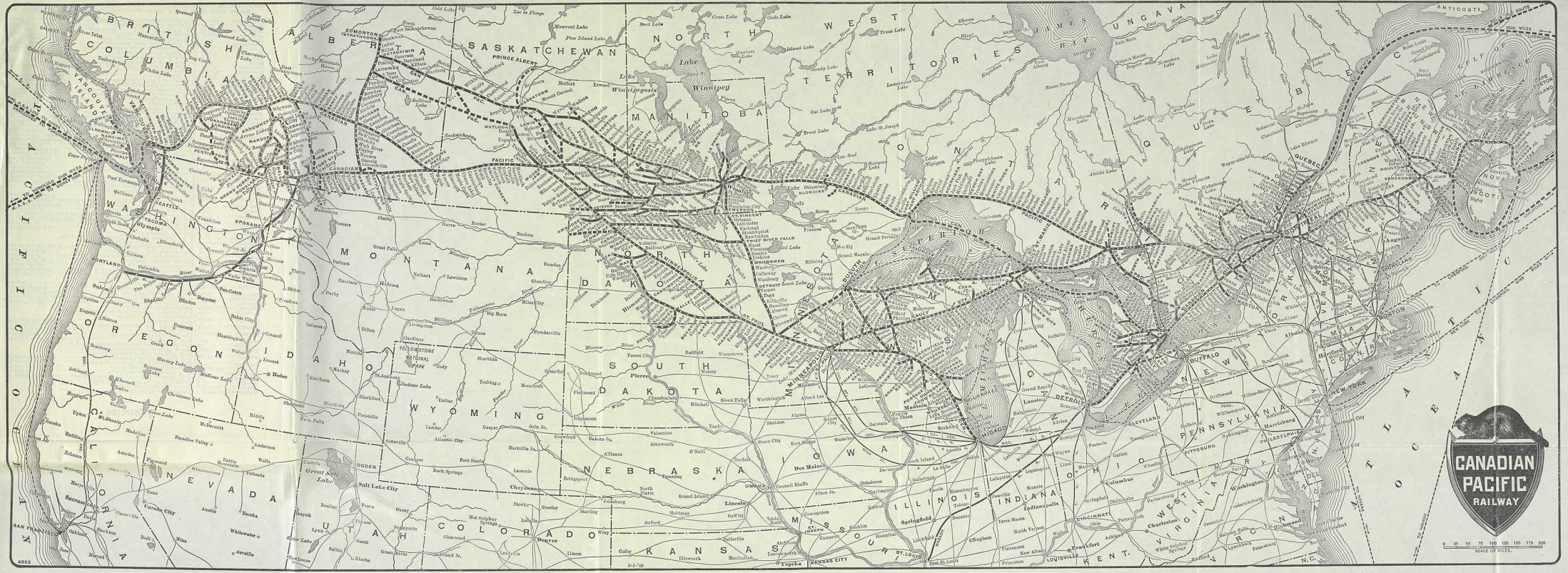
The Manager-in-Chief of C. P. R. Hotels, Montreal.

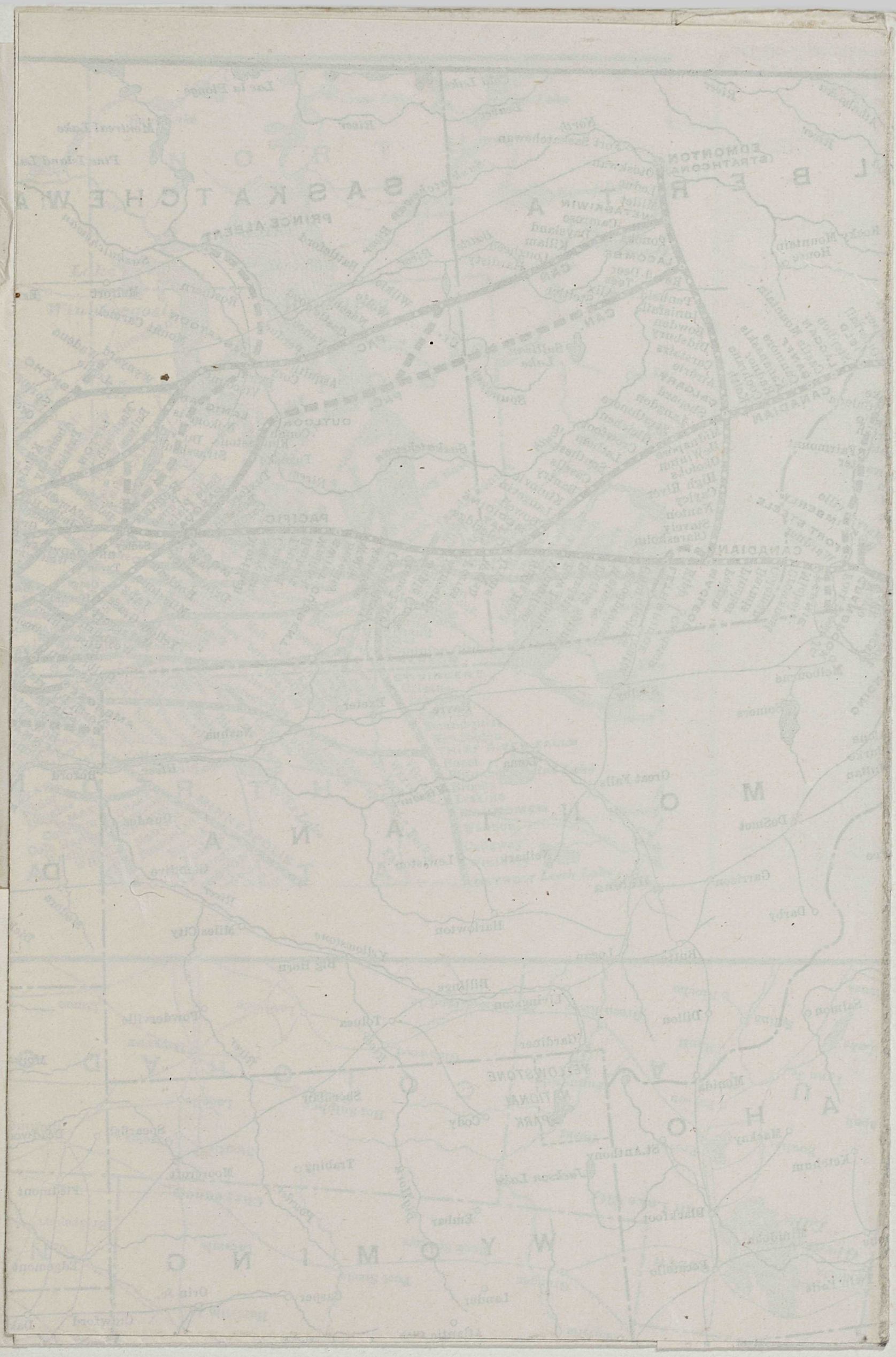
Agencies

Adelaide	South Aus.	Australasian United Steam Nav. Co. [Ltd.]
Antwerp	Belgium	Sidney Edward Cruse, Agent
Auckland	N. Z.	Union S. S. Co. of New Zealand [Ltd.]
Baltimore	Md.	A. W. Robson, Passenger and Ticket Agent — 127 E. Baltimore St.
Bellingham	Wash.	W. H. Gordon, Passenger Agent — 1233 Elk St.
Berlin	Germany	International Sleeping Car Co. — 69 Unter den Linden
Bombay	India	Ewart Latham & Co., Thos. Cook & Son — 13 Esplanade Rd.
Boston	Mass.	F. R. Perry, District Passenger Agent — 362 Washington St. G. A. Titcomb, City Passenger Agent
Brandon	Man.	Geo. A. Walton, District Passenger Agent
Brisbane	Qd.	The British India and Queensland Agency Co. [Ltd.]
Bristol	Eng.	F. W. Forster, Agent — 18 St. Augustine's Parade
Brussels	Belgium	International Sleeping Car Co. — Nord Station Thos. Cook & Son — 41 Rue de la Madeleine
Buffalo	N. Y.	G. H. Griffin, City Passenger Agent — 233 Main St.
Calcutta	India	Thos. Cook & Son — 9 Old Court House St. Gillanders, Arbuthnot & Co.
Calgary	Alba.	J. E. Proctor, District Passenger Agent
Canton	China	Jardine, Matheson & Co.
Chicago	Ill.	A. C. Shaw, General Agent, Passenger Department — 232 S. Clark St.
Cincinnati	Ohio	A. J. Blaisdell, G. A. P. D. — Sinton Hotel Block, 15 E. Fourth St.
Cleveland	Ohio	Geo. A. Clifford, City Passr. Agent — Cor. Superior and West Third Sts.
Cologne	Germany	International Sleeping Car Co. — Central Station Thos. Cook & Son — 1 Domhof
Colombo	Ceylon	Bols Brothers & Co., Thos. Cook & Son
Detroit	Mich.	A. E. Edmonds, City Passenger Agent — 7 Fort Street W.
Duluth	Minn.	M. Adson, Gen. Passr. Agt., D. S. S. & A. Ry — Manhattan Bldg.
Frankfort	Germany	International Sleeping Car Co. — 17 Kaiserstrasse
Glasgow	Scotland	Thomas Russell, Agent — 67 St. Vincent St.
Halifax	N. S.	J. D. Chipman, City Passenger and Freight Agent — 37 George St.
Hamburg	Germany	Thos. Cook & Son, Tourist Agents — 39 Alsterdamm
Hamilton	Ont.	W. J. Grant, Commercial Agent — Cor. King and James Sts.
Hobart	Tasmania	Union S. S. Co. of New Zealand [Ltd.]
Hongkong		D. W. Craddock, General Traffic Agent, China, etc.
Honolulu	H. I.	Theo. H. Davies & Co. [Ltd.]
Kobe	Japan	J. Rankin, Agent — 14 A. Maye-Machi
Liverpool	Eng.	H. S. Carmichael, General Passenger Agent — 24 James St.
London	Eng.	Geo. McL. Brown, General Traffic Agent — 62-65 Charing Cross S. W. H. D. Annable, General Freight Agent — 67-68 King William St. E. C.
London	Ont.	W. Fulton, City Passenger Agent — 161 Dundas St.
Los Angeles	Cal.	A. A. Polhamus, Traveling Passenger Agent — 609 South Spring St.
Madrid	Spain	International Sleeping Car Co. — 18 Calle de Alcala [Equitable Bldg.] Thos. Cook & Son — 30 Calle de Arenal
Melbourne	Aus.	Union S. S. Co. of New Zealand [Ltd.]
Minneapolis	Minn.	W. R. Callaway, Gen. Passenger Agent, Soo Line
Montreal	Que.	E. J. Hebert, General Agent, Passenger Dept. — Windsor St. Station A. E. Lalande, City Passenger Agent — 129 St. James St.
Moscow	Russia	International Sleeping Car Co. — Hotel Metropole
New York	N. Y.	Allan Cameron, General Traffic Agent — 458 Broadway International Sleeping Car Co — 281 Fifth Ave.
Niagara Falls	N. Y.	D. Isaacs — Prospect House
Nice	France	International Sleeping Car Co — 2 Avenue Massena Thos. Cook & Son — 16 Avenue Massena
Ottawa	Ont.	George Duncan, City Passenger Agent — 42 Sparks St.
Paris	France	International Sleeping Car Co — 3 Boulevard des Capicunes Hernu, Peron & Co. [Ltd.], Ticket Agents — 61 Boulevard Haussman Thos. Cook & Son — 1 Place d'Opera
Philadelphia	Pa.	F. W. Huntington, General Agent Passr. Dept — 629-631 Chestnut St.
Portland	Me.	R. D. Jones, Ticket Agent, Maine Central Railroad — Union Depot
Portland	Ore.	F. R. Johnston, General Agent Passenger Department — 142 Third St.
Quebec	Que	Jules Hone, City Passenger Agent — 30 St. John St., cor. Palace Hill
Rome	Italy	International Sleeping Car Co — 93 Piazza San Silvestro Thos. Cook & Son — 54 Piazza Esedra di Termini
Sault Ste. Marie	Mich.	W. J. Atchison, City Passr. Agt.; W. C. Sutherland, Depot Ticket Agent
St. John	N. B.	W. B. Howard, District Passenger Agent — 8 King St.
St. Paul	Minn.	L. M. Harmsen, City Ticket Agent, Soo Line — 379 Robert St.
St. Petersburg	Rus.	International Sleeping Car Co — 5 Perspective Newsky
San Francisco	Cal.	E. E. Penn, G. A. P. D.; J. H. Griffin, D. F. A., 77 Ellis St., James Flood Bldg.
Seattle	Wash.	A. B. Calder, G. A. P. D — Mutual Life Bldg., 609 First Ave.
Shanghai	China	A. R. Owen, Agent
Spokane	Wash.	J. S. Carter, Gen. Agt. Passr. Dept. — Cor. Stevens St. and Riverside Ave.
Suva	Fiji	Union S. S. Co. of New Zealand [Ltd.]
Sydney	Aus.	Union S. S. Co. of New Zealand [Ltd.]
Tacoma	Wash.	C. H. Reade, Passenger Agent — 1113 Pacific Ave.
Toronto	Ont.	R. L. Thompson, District Passenger Agent — 67 Yonge St.
Vancouver	B. C.	C. B. Foster, Asst. Gen. Passenger Agent; J. Moe, City Ticket Agent
Victoria	B. C.	L. D. Chetham, City Passenger Agent — 1102 Government St.
Warsaw	Russia	International Sleeping Car Co — Hotel Bristol
Washington	D. C.	E. P. Allen, C. F. & P. A — Bond Bldg., 14th St. and New York Ave.
Winnipeg	Man.	A. C. Smith, City Ticket Agent — Cor. Main St. and Portage Ave.
Yokohama	Japan	W. T. Payne, Manager Trans-Pacific Line — 14 Bund

Messrs. THOS. COOK & SON. Tourist Agents, with offices in all parts of the world, are also agents of the Canadian Pacific Railway, and can supply tickets and information.


BRITISH
COLUMBIA
OREGON
WASHINGTON
IDAHO
MONTANA
Yuanel Lake
Tatlayoko Lake
Chilko Lake
Quesnel
Williams Lake
Clinton
Cache Creek
Ashcroft
Kamloops
Merritt
Princeton
Penticton
Vernon
Kelowna
Revelstoke
Nelson
Trail
Grand Forks
Rossland
Greenwood
Midway
Osoyoos
Oroville
Republic
Colville
Kettle Falls
Chewelah
Newport
Metaline Falls
Sandpoint
Bonners Ferry
Priest River
Coeur d'Alene
Wallace
Kellogg
Mullan
Pend Oreille Lake
Priest Lake
Kootenai River
Columbia River
Okanogan River
Similkameen River
Thompson River
Fraser River
Boundary Line to Honolulu
Boundary Line to Yokohama
Boundary Line to Honolulu
Boundary Line to Yokohama


BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
NORTH WEST TERRITORIES
ONTARIO
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD ISLAND
NEWFOUNDLAND
WASHINGTON
OREGON
CALIFORNIA
IDAHO
NEVADA
MONTANA
WYOMING
UTAH
COLORADO
ARIZONA
NEW MEXICO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENNSYLVANIA
NEW YORK
MAINE
VERMONT
NEW HAMPSHIRE
MASSACHUSETTS
RHODE ISLAND
CONNECTICUT
NEW JERSEY
DELAWARE
MARYLAND
PACIFIC OCEAN
ATLANTIC OCEAN
GULF OF MEXICO
HUDSON BAY
ANTICOSTI
CANADIAN PACIFIC RAILWAY
SCALE OF MILES
0 25 50 75 100 125 150 175 200



CANADIAN
PACIFIC
RAILWAY