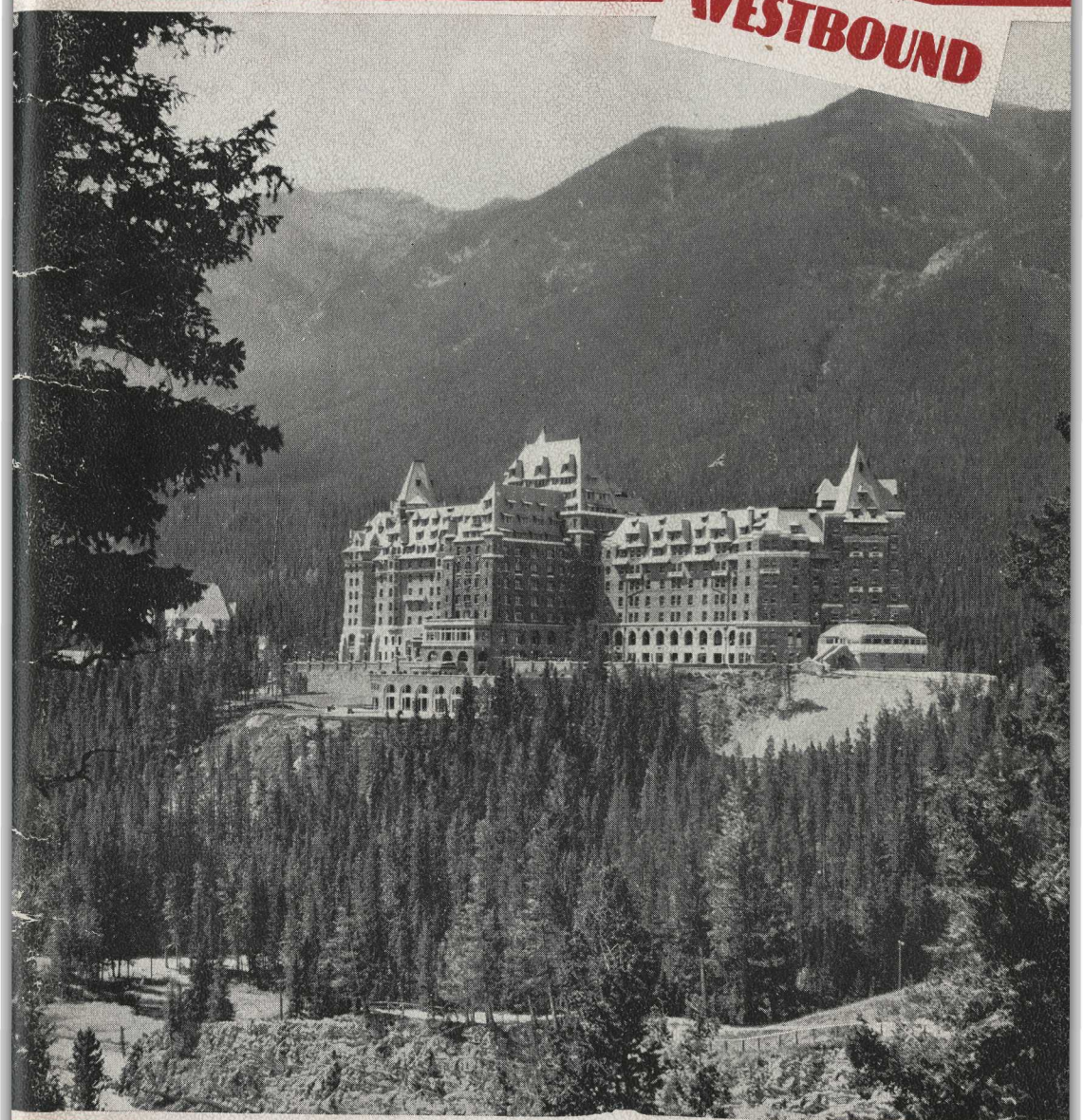
1940

Your Journey through the CANADIAN ROCKIES

Price 25 Cents

WESTBOUND



Published by Canadian Pacific News Department—Price 25 cents

CANADIAN PACIFIC

YOUR HOST ACROSS CANADA

CANADIAN PACIFIC HOTELS AND LODGES OF BEAUTY AND EFFICIENCY . . . NOTED FOR COMFORT, SERVICE AND CUISINE AT MODERATE RATES

THE ROCKIES

Banff Springs Hotel
Banff, Alta.
Altitude, 4,625 feet

A magnificent hotel in the heart of the Banff National Park, backed by three splendid mountain ranges. Alpine climbing, motoring on good roads, bathing, hot sulphur springs, mile-high golf, tennis, fishing, boating, riding, hiking. (*Open summer months*). *European plan.* 1½ miles from station.

Chateau Lake Louise
Lake Louise, Alta.
Altitude 5,680 feet

Facing an exquisite Alpine lake in Banff National Park. Mountain climbing with Swiss guides, pony trips or hikes to Lakes in the Clouds, Saddleback, etc., motoring to Columbia Icefield, boating, fishing. (*Open summer months*). *European plan.* 3½ miles from station by bus.

Emerald Lake Chalet
near Field, B.C.
Altitude 4,272 feet

A Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads or trails to the Burgess Pass, Yoho Valley, etc. Boating, fishing, hiking. (*Open summer months*). *American plan.* Seven miles from station.

Hotel Sicamous
Sicamous, B.C.
Altitude, 1,153 feet
(Operated by lessee)

Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser Canyons by daylight. Lake Shuswap district offers good boating and excellent trout fishing and hunting in season. (*Open all year*). *American plan.* At station.

THE PACIFIC COAST

Hotel Vancouver
Vancouver, B.C.

This new hotel is operated by the Vancouver Hotel Company on behalf of the Canadian Pacific and Canadian National Railways. (*Open all year*). *European plan.*

Empress Hotel
Victoria, B.C.

In the Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Crystal Garden for swimming and music. (*Open all year*). *European plan.* Facing Inner Harbor.

THE PRAIRIES

Hotel Palliser
Calgary, Alta.

Suited equally to the business man and the tourist en route to or from the Canadian Rockies. Good golfing and motoring. (*Open all year*). *European plan.* At station.

Hotel Saskatchewan
Regina, Sask.

In the capital of the Province of Saskatchewan. Golf, tennis. (*Open all year*). *European plan.*

Royal Alexandra Hotel
Winnipeg, Man.

A popular hotel in the capital of the Province of Manitoba, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. (*Open all year*). *European plan.* Subway connection with station.

EASTERN CANADA

The Royal York
Toronto, Ont.

The largest hotel in the British Empire. Ideal convention headquarters. (*Open all year*). *European plan.* Subway connection with Union Station.

Chateau Frontenac
Quebec, Que.

A metropolitan hotel—in the most historic city of North America. Thrilling skiing at Lac Beauport. (*Open all year*). *European plan.*

McAdam Hotel
McAdam, N.B.

A commercial and sportsman's hotel. (*Open all year*). *American plan.* At station.

The Algonquin
St. Andrews-by-the-Sea, N.B.

The social centre of Canada's most popular Atlantic Coast holiday colony. Unsurpassed golf. (*Open summer months*). *American plan.*

The Digby Pines
Digby, N.S.

Nova Scotia's leading summer resort. Like an English country estate. Golf. Swimming in glass-enclosed sea-water pool. (*Open summer months*). *American plan.*

Cornwallis Inn
Kentville, N.S.

In the Annapolis Valley near Evangeline's *Grand Pré.* (*Open all year*). *American plan.*

Lakeside Inn
Yarmouth, N.S.

Delightful summer resort—all outdoor recreations. Tuna fishing. (*Open summer months*). *American plan.*

Halifax, N.S.

Lord Nelson Hotel. (*Open all year*). *European plan.* Operated by Lord Nelson Hotel Co.

For further information, reservations, etc., apply to hotel management or nearest Canadian Pacific agent.

MAPS
'40

Your Journey

THROUGH THE

CANADIAN ROCKIES

From Calgary, Alberta, to Vancouver and Victoria in British Columbia

* * *

THE CANADIAN ROCKIES, which by their giant bulk divide the Prairies and the Pacific Coast, form one of the most remarkable mountain regions of the world. Composed of some five ranges, they offer over 600 miles of magnificent scenery—snowy peaks, glaciers, rugged precipices, waterfalls, foaming torrents, canyons, and lakes like vast sapphires and amethysts set in the spruce-clad mountains. Five National Parks are located in this Alpine wonderland, and the Canadian Pacific is the only rail route serving them; they are: the Banff, Kootenay, Yoho, Glacier and Mount Revelstoke National Parks.

THE CANADIAN ROCKIES attract every year thousands of eager visitors, for whom attractive hotels and rustic mountain lodges provide comfortable headquarters.

* * *

A CANADIAN PACIFIC PUBLICATION

Published by the News Department
Canadian Pacific Railway

PRICE 25 CENTS

Printed in Canada 1940

HOW TO READ THIS BOOK

This book is written for the reader travelling westward; a companion booklet is written for readers travelling eastward.

At the head of almost every page is a list of stations identified by mileage from the previous divisional point. Underneath, those places are described.

Mileage. Mileage boards are attached to telegraph poles alongside the track.

Calculate westwards from the divisional point. Thus, Banff is 81.9 miles west of Calgary—Glacier is 85.4 miles west of Field.

North and South of Track. If you ride facing the locomotive, the north is:

On your right—travelling westward

The mileage boards are calculated from the previous divisional point. These divisional points are, going westward:

Calgary, Field, Revelstoke, Kamloops, North Bend, Vancouver.

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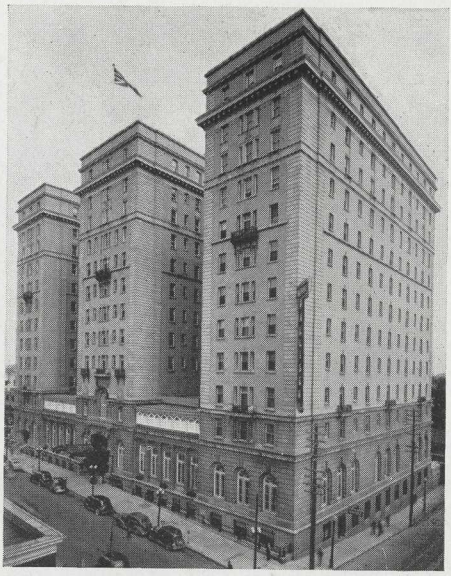


Calgary—The Hotel Palliser

Hotel Palliser At the west end of the station block is the imposing Canadian Pacific hotel, the Palliser. This handsome structure comprises fourteen floors in an "E" shape, which makes every room an outside room. From the roof garden one can obtain a beautiful view of the Canadian Rockies.

CALGARY (population 84,000) the most important city on this route between Winnipeg and Vancouver, is the business centre of southern Alberta. Founded a little over fifty years ago, it is a flourishing industrial, agricultural and educational centre, with fine buildings and many manufacturing establishments.

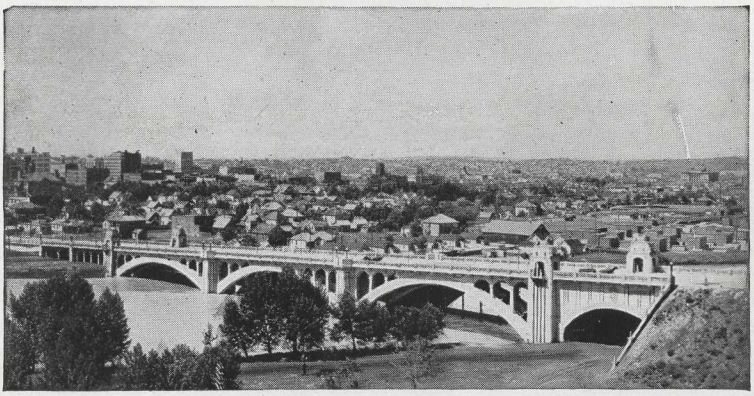
Natural Resources At the east end of the platform is the building of the Natural Resources Department of the Canadian Pacific Railway, which administers the company's land, mineral and timber interests in the west.

A Beautiful City Calgary has municipally owned water works, electric light and power system and street railway and asphalt paving plants. Natural gas is piped at very cheap prices, principally from the Turner Valley. The city has some beautiful parks and many golf courses, including a municipal course.

The city is well supplied with clay and building deposits, and is close to immense developed coal areas, large developed water powers, and large gas and oil deposits. A 2,500,000-bushel Dominion Government terminal elevator is located here. Amongst the important industries of the city are meat packing, flour milling and oil refining.

Immediately to the east of Calgary, and extending close to the railway, and on both sides, for about 140 miles, is a large irrigated land project developed by the Canadian Pacific Railway. Drawing its water supplies from the Bow River, this block consists of over 3,000,000 acres, of which a great portion will later be brought under irrigation.

The Stampede Alberta, still a country of considerable stock-raising interests, was until recent years one of the principal ranching sections of Canada; and in the "Stampede" held every summer at Calgary—a famous frontier-day celebration that draws com-



Calgary

South Side of Track	Mileage west of Calgary		Altitude above sea-level	North Side of Track
	0.0	**CALGARY**	3438	The railway follows the valley of the Bow River crossing to the north side of the river 7½ miles west of Calgary.
Bow River.	9.4	**Keith**	3563	The motor road from Calgary to Banff may be seen now and again.
In the foothill country. Many stock ranches may be seen.	22.8	**Cochrane**	3750	
	33.0	**Radnor**	3896	The valley of the Ghost River enters the Bow River at this point and is dammed to form a lake—Ghost Lake—for power development.
In the heart of the Stoney Indian Reserve. (*See page 5*).	41.6	**Morley**	4078	Bow River.
	52.1	**Seebe**	4218	Site of hydro-electric plants.
Cross the Bow River after leaving Seebe.				

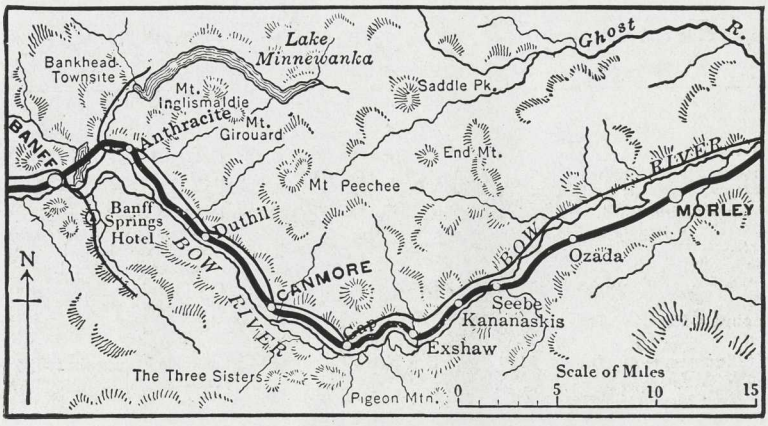
Calgary (*continued*)

petitors from all parts of the continent—the glories of the Old West are revived annually in a week's carnival of cowboy sports and contests.

Tributary to Calgary is a most prosperous agricultural, beef-raising and ranching district, in area some thousands of square miles, and by virtue of the nutritious and abundant grasses growing throughout this territory, cattle raised are of excellent quality. Grain and vegetables produced in this district are also very fine.

Calgary is an important railway centre. Branch Canadian Pacific lines run (a) north to Edmonton, the capital of Alberta, through a prosperous mixed farming country; (b) south to Lethbridge and Macleod. The main line continues eastward from Calgary to Regina, Winnipeg, Toronto, Ottawa and Montreal.

Nearing the Rockies Westward from Calgary we enter the Canadian Rockies, which interpose their giant bulk between the provinces of Alberta and British Columbia. The Rockies can actually first be seen about sixty miles east of Calgary, but the finest distant view is that obtained from the roof garden of the Palliser Hotel. Now we leave the city and the hotel behind. From Calgary



The Route from Calgary to Banff

to Banff the railway climbs 1,100 feet in eighty miles. The great stretches of level prairie cease, and the rolling, grassy foothills succeed, rising tier upon tier to the base of the great ranges to which they are the outposts. There, hung among the clouds and quivering in the warm summer air, sharp as a knife blade, they are a dramatic sight never to be forgotten.

The Foothills In the lower valleys can be seen many ranches, for this is a great stock raising country, and on the higher terraces are often to be witnessed great herds of cattle and sheep. The long transverse valleys of this foothill country are the old grooves down which came the spent glaciers from the higher mountains. Here, and through nearly the whole eastern slope of the Rocky Mountains to the Great Divide, the railway follows the tumultuous course of the glacial-green Bow River—part of one of the greatest river systems of America, subsequently becoming a tributary of the South Saskatchewan River, which eventually, as the Saskatchewan River, drains into Lake Winnipeg.

NATURE has thrown up the Canadian Rockies on so vast a scale that the human mind can with difficulty grasp their greatness, except by some comparison. The "Dominion," fastest Canadian Pacific train, takes twenty-three hours to pass from Cochrane, at the entrance to the Rockies, to Mission, where it enters the coastal plain. Two of the best known railway routes across the Swiss Alps are the St. Gothard and the Simplon. It takes an express train five hours to travel from Lucerne to Como, or from Lausanne to Arona.

When, therefore, Edward Whymper, the hero of the Matterhorn, described the Canadian Rockies as fifty Switzerlands thrown into one, this certainly was no exaggeration. The Canadian Rockies stretch from the Gap practically to Vancouver —over six hundred miles of Alpine scenery.

Cochrane is one of the principal points in the ranching country. Ascending the Bow River from here, and gaining the top of the first terrace, a full view of the Rockies is at last obtained.

Morley is the modern home of the Stoney Indians, once a very warlike race but now the most industrious of red men. The foothills are full of Indian lore. The whole district was conceived as a great giant; thence there are the Knee Hills, the Hand Hills, the Elbow and the Ghost Rivers, and other names equally picturesque. Kananaskis Falls, on the Bow River, were named after a mythical Cree chief, the word meaning "a tall straight pine with branches near the top."

Seebe is the site of two hydro-electric power plants which supply Calgary with its electrical power. The lower plant was completed in 1911, the upper one in 1915. The latter can be seen from

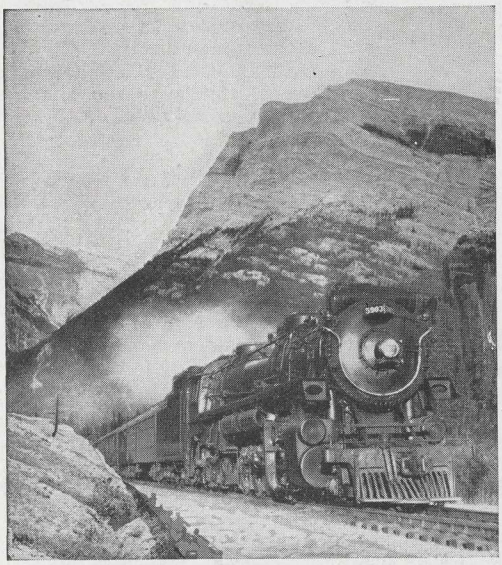
South Side of Track	Mileage west of Calgary		Altitude above sea-level	North Side of Track
	57.3	**Exshaw**	4260	Cement mills.
The railway enters the mountains through a narrow opening.	62.3	**Gap**	4248	Grotto Mountain (*8880 feet*).
A coal mining town. The Three Sisters (*9744 feet*).	67.1	**Canmore**	4296	Fairholme Mountains. The railway crosses Cascade River just before reaching Bankhead.
	79.6	**Bankhead**	4581	Coal mining town—now abandoned.
Mount Rundle (*9675 feet*).				
Headquarters of Banff National Park.	81.9	**BANFF**	4534	Cascade Mountain (*9836 feet*).
Sulphur Mountain (*8040 feet*).		**Banff Springs Hotel**		

the railway. These two plants, with the sub-stations and transmission lines, represent an investment of about five million dollars. Generators with a capacity of 31,000 horse power are installed in these power houses, supplying a current of 55,000 volts which is transmitted over two high tension transmission lines to the city of Calgary. A supply of 4,000 horse power at 12,000 volts is also transmitted to the cement mill at Exshaw.

The upper dam consists of a solid concrete structure 600 feet in length, capable of discharging 40,000 cubic feet of water per second. The company has completed a third transmission line to the city of Calgary, to meet the growing demand for power.

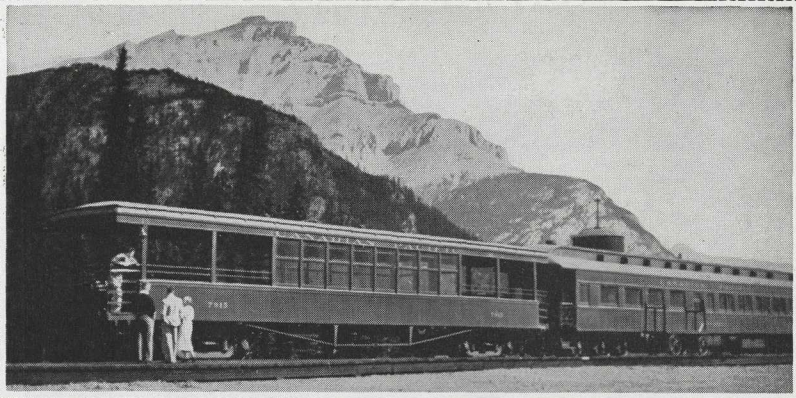
Kananaskis The district surrounding Kananaskis is rich in Indian lore.

Exshaw has a large Portland cement mill, with an average output of 4,000 barrels a day. It draws its supplies of limestone and shale from the excellent deposits close to the mill.

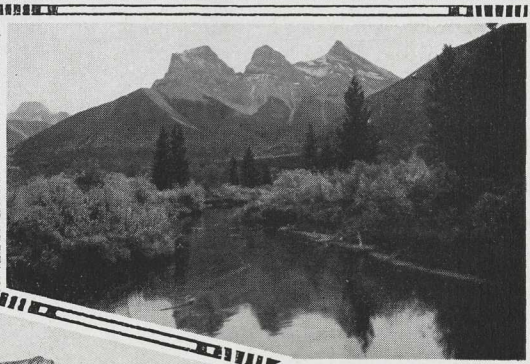


The Gap

The Gap Two almost vertical walls of dizzy height, streaked and capped with snow and ice, where the mountains look almost impenetrable, form what is known as The Gap, by which the Canadian Pacific enters the first real range of the Rockies. On the north is the Fairholme Range, the prominent peak being Grotto Mountain, while on the south is the Goat Range, with Pigeon Mountain, Wind Mountain and the Three Sisters. The

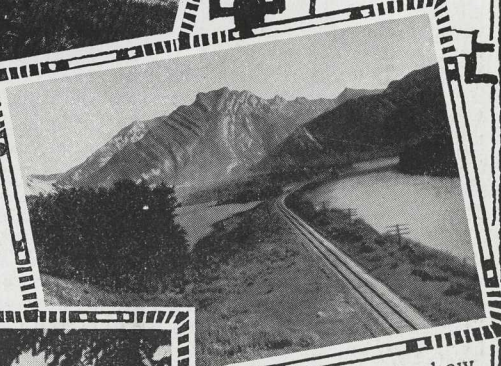


At Banff Station

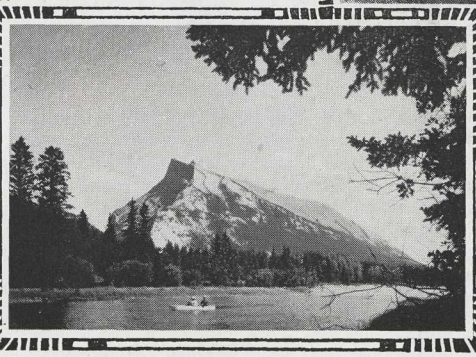


The Three Sisters

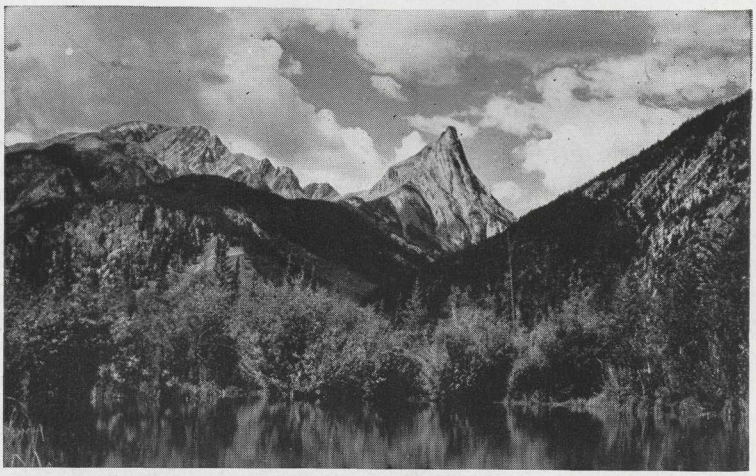
Cascade Mountain, from the south



Looking towards Exshaw



Mount Rundle, Vermillion Lake



Mount Edith

peaks in the Fairholme Range are fantastically broken; the ones opposite are massive snow-laden promontories, rising thousands of feet and penetrated by enormous alcoves imprisoning all the hues of the prism.

A Colossal Upheaval Hundreds of thousands of years ago, in some huge upheaval toward the end of the Cretaceous Age, these mountains were lifted up; some sections were thrust high in the air, others remained almost as level as before. Others were tilted more or less toward the west, and still others bent and crumbled under the tremendous pressure from the sides. We see to-day only the colossal fragments of the original thrusts.

The principal mountain ranges of Banff National Park are the Vermilion, Bourgeau, Bow, and Sawback ranges; its principal river is the Bow. Of the many beautiful lakes within the Park, the principal are Louise, Moraine, Minnewanka, Hector, and Bow.

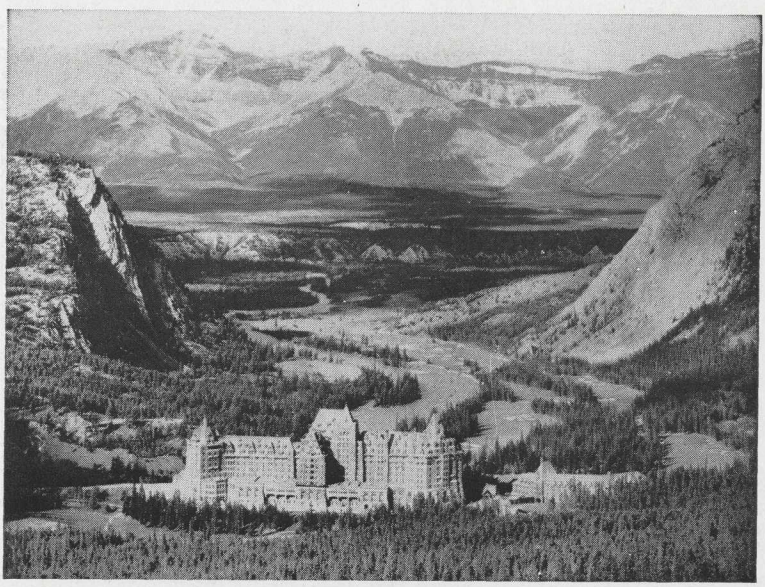
The Three Sisters A profile so striking that it is easily distinguishable is formed in the southern range near Canmore by three companion peaks known as the Three Sisters, the highest peak reaching a height of 9,734 feet.

In the same neighborhood is a curious group of pillars known as "hoodoos," some of them ten times as tall as a man and of sufficiently hard material to withstand the weatherings that have played havoc with the surrounding bank.

Cascade Mountain As we pass Bankhead, the great bulk of Cascade Mountain blocks the view. The pass narrows suddenly. On the left, the sharp peak is Rundle, so called in honor of an early missionary to the Indians. Here we leave the Bow for a time and strike up the valley of the Cascade River, directly in the face of Cascade Mountain, which, apparently but a stone's throw distant, is really miles away.

(Railway Journey resumed on page 14)

BANFF NATIONAL PARK, in which are situated Banff and Lake Louise, is bounded on the west by the interprovincial boundary between Alberta and British Columbia, and on the east by, approximately, the first big ranges of the Rockies. It has an area of 2,585 square miles, its greatest length being about one hundred miles. No part of the Rockies exhibits a greater variety of sublime and romantic scenery, and nowhere are good points of view and features of special interest so accessible, with so many good roads and bridle paths.



Banff Springs Hotel

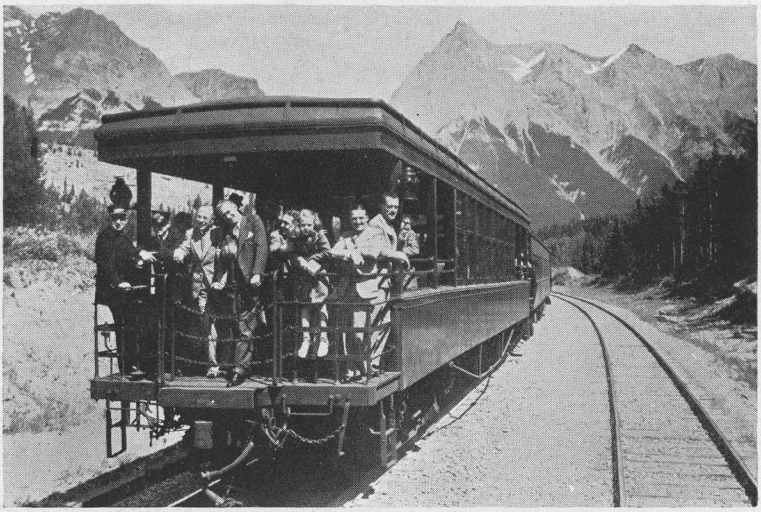
BANFF is the administrative headquarters of Banff National Park. The town lies embowered in fine forests and lawns, in a pocket of a wide circle of pearly-grey limestone peaks. Warmed by clear sunshine and kissed by clear air, exhilarated by the glacial-green Bow River that flows through its centre, Banff is the summer social centre of the Canadian Rockies.

The Panorama of Banff From the station a magnificent panorama is to be witnessed. To the north is the grey bulk of Cascade Mountain, towering above the town like a grim old idol. To the east are Mount Inglismaldie and the heights of the Fairholme sub-range. Still farther to the east the sharp cone of Mount Peechee closes the view in that direction. To the left of Cascade rises the wooded ridge of Stoney Squaw. To the west and up the valley are the distant snowy peaks of the main range above Simpson Pass. To the left is Sulphur Mountain; to the south-east the isolated wooded bluff of Tunnel Mountain and the long serrated spine of Mount Rundle.

From the Bow Bridge the view is even more magnificent, for the river runs through the centre of the picture, and one who has caught his first glimpse of this picture close to sunset will never forget its breath-taking beauty. From the high elevation of Banff Springs Hotel a somewhat different view is obtained, looking across the junction of the Bow with the smaller and darker Spray River to the distant snow-clad barrier of the Fairholme Range.

Banff Springs Hotel Banff is one of the most popular mountain resorts on the continent—due not only to its environment but also to the beautifully situated and splendidly appointed Banff Springs Hotel. It has been characterized as probably the finest mountain hotel in the world. The entire first floor is given over to public rooms, artistically decorated and furnished, in which the architect has provided a Scottish baronial atmosphere. Among the features are the period suites—the Vice-Regal, Georgian, Jacobean, Tudor, Swiss, Italian and others; the period influence also dominates the lounges, of which the finest is the Mount Stephen Hall.

At the hotel there is entertainment all the time. One could be perfectly happy just looking out towards the enclosing mountains, watching the swimmers in the warm sulphur-water pool, swimming oneself, playing tennis, or studying the cosmopolitan types which one meets at this great caravanserai.



Sightseeing from an open observation car

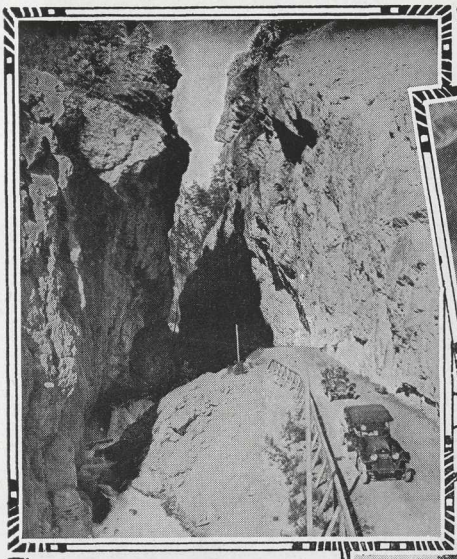
Hot Springs Had Banff not become famous for its beauty, it must have become famous for its hot springs, which are amongst the most important of this continent. The five chief springs have a total flow of about a million gallons a day, and issue from the ground the year round at a temperature of over 90 degrees Fahrenheit. Excellent swimming in warm sulphur water is afforded at the Upper Hot Springs (on Sulphur Mountain), the Cave and Basin Bath House, and at the Banff Springs Hotel. At the Upper Hot Springs, and the Cave and Basin, the Government has erected handsome swimming pools and bath houses. Banff Springs Hotel has its own large and beautiful open-air pool. Here, where the temperatures of the summer air and the water are delightfully blended, and spring diving-boards offer opportunity for sport to expert swimmers, the sloping depth of the bath gives confidence to beginners at the shallow end; while the enclosed cold fresh-water pool adjacent to the warm bath provides an invigorating plunge. Expert masseurs are in attendance at the Turkish baths attached.

The Animal Corral The tourist will find plenty of interest in the little town of Banff itself, with its churches, cinemas and shops. On the south side of the fine bridge over the Bow River are the Administration Offices of the Banff National Park, the Post Office and Customs Office; also the beautiful Cascade Gardens, while on the north side are the Museum, Central Park and the Royal Canadian Mounted Police Headquarters.

The animal corral is 1½ miles from the town, an immense fenced-in area where a herd of buffalo, Rocky Mountain sheep, moose, elk and other kindred of the wild roam at will through the vast forested pasturage. You can drive into this corral quite close up to the buffalo and enjoy studying them in these surroundings.

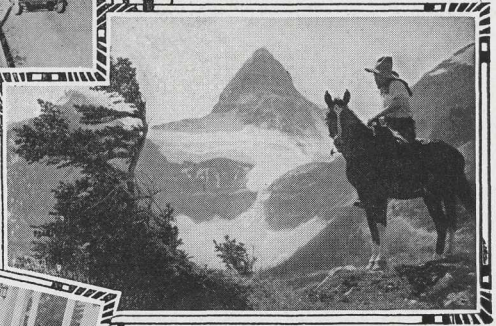
Golf and Tennis An eighteen-hole golf course, superbly located on the banks of the Bow River and guarded by huge bastions of rock, turreted and pinnacled like the fortified castle of old, is open to all visitors to Banff for a small fee. The course has been constructed by the Canadian Pacific, under the supervision of Stanley Thompson, and offers one of the finest, most perfectly balanced and most scenically beautiful courses in the world. An attractive club house, at the first tee, with a "Pro." in attendance, has a supply of balls, clubs, etc.

For tennis players the hotel has several admirable hard courts, and because the exquisite summer climate of Banff is very conducive to both golf and tennis, a large number of people may always be seen enjoying the games.

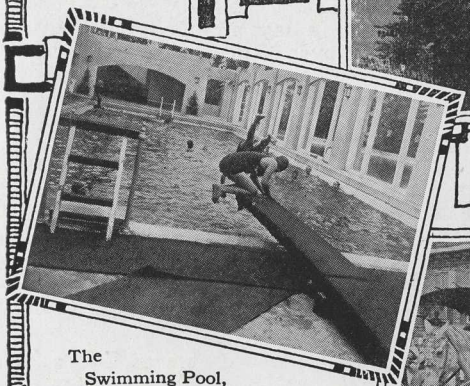


Sinclair Canyon, on the Banff-Windermere Road

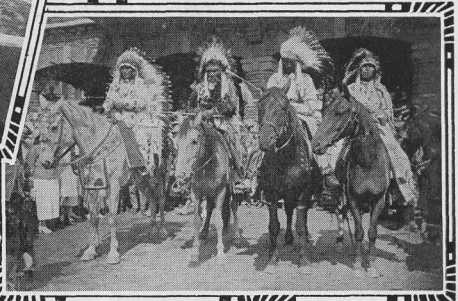
In the Buffalo Paddock, Banff



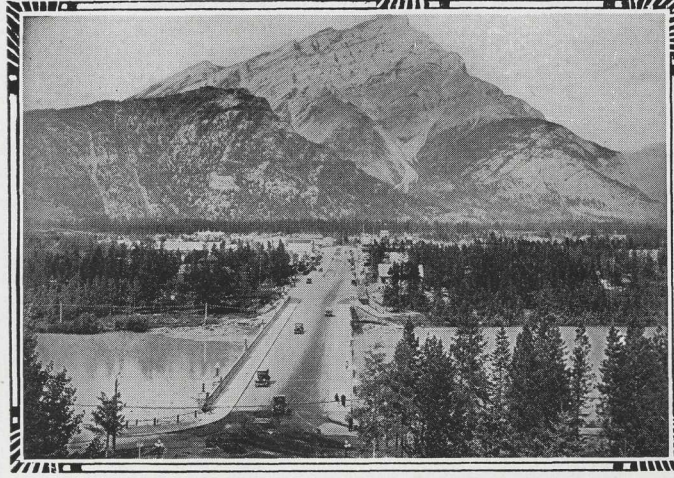
Mount Assiniboine, two days' ride from Banff



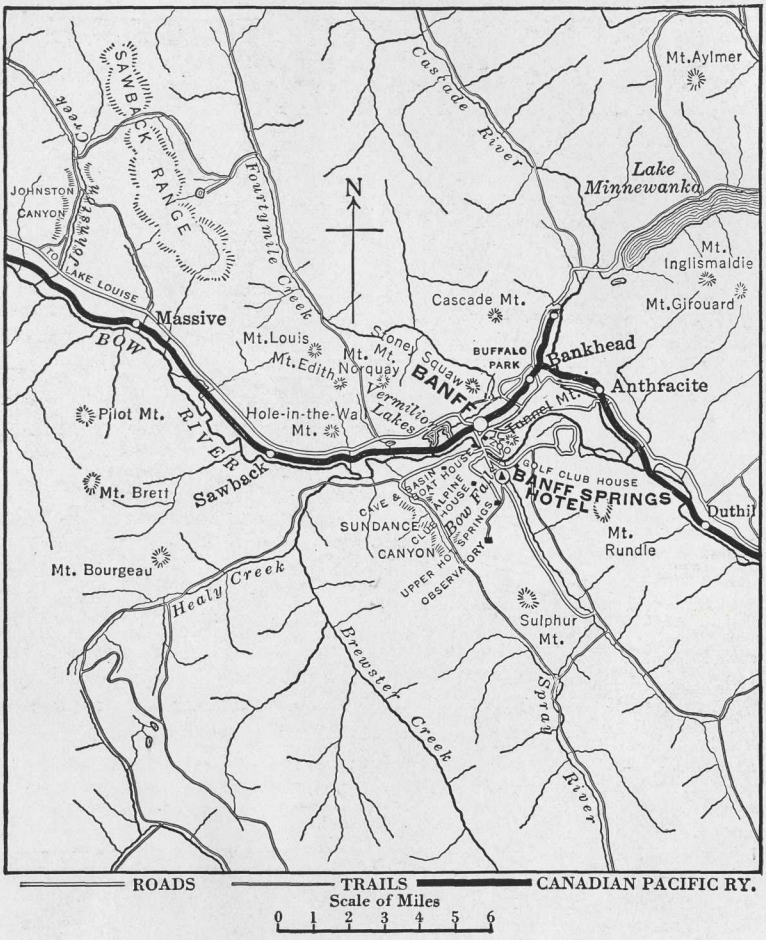
The Swimming Pool, Banff Springs Hotel



Indian Braves at "Indian Days" Celebration at Banff



Cascade Mountain, the Bow River, and Banff



Banff and its vicinity

Recreation Grounds This section of the park, by the Bow River, is not far from the bridge and can be reached by a delightful road by the river, or from the Cave and Basin motor road. There are marquees and picnic facilities, also spaces for baseball, tennis, football and cricket. The club house of the Banff Gun Club is not far distant, and here trap shooting competitions are held.

Boating and Launch Trips A few minutes from the bridge is the Bow River Boathouse. From here motor launches set out on a 12-mile trip in which the surrounding mountains are seen from a unique and advantageous point of view. Here, also, canoes and row boats are obtainable. At Lake Minnewanka there are boating and launch facilities.

"Indian Days" "Indian Days" at Banff is one of the most colorful spectacles on the North American continent. Between three and four hundred Stoney Indians come from the Morley Reserve, 40 miles east of Banff, for their tribal sports. Each morning they have a parade in which the majority of the Indians take part, the tribe all mounted, while many splendid horses are used, resplendent in gorgeous trappings and headpieces. The costumes of both men and women are creations of white buckskin, beadwork and ermine, their color schemes being exceedingly wonderful, and they ride with dignity and poise.

Ski Meet at Mt. Norquay near Banff

Riding and Hiking There are a large number of beautiful trails and roads leading from Banff, offering delightful rides, drives and hikes of almost any desired length. Just three minutes from the Banff Springs Hotel is one of the most beautiful spots in Banff, the Bow Falls; and from here one may keep on going down a lovely pine-canopied avenue which leads from the Bow Bridge to the foot of the falls below the hotel.

On the east side of the Bow Falls is the road which runs up Tunnel Mountain. It affords splendid views of the Bow Valley and the surrounding mountains. Another beautiful hike is past the Cave and Basin to Sundance Canyon. Sulphur Mountain, a long wooded ridge, at the summit of which is an observatory, and on the slopes of which is the clubhouse of the Alpine Club of Canada; Cascade Mountain, a massive giant facing the station; Mount Rundle, the sharp pointed edge of which forms one of the most striking features of the landscape—Mount Norquay and Stoney Squaw—are all within easy hiking distance, and afford climbs not exceeding one day.

IN THE various mountain ranges that make up the Canadian Rockies—the Rockies proper, the Selkirks, and the Monashee, Coast Cascade and Purcell Ranges—there are, according to Government measurements, not including innumerable mountains that have not yet been named or measured, 630 peaks over 6,000 feet above sea-level; 308 between 7,000 feet and 10,000 feet; 161 between 10,000 feet and 12,000 feet; 4 over 12,000 feet.

Many of the principal mountains seen by the traveller from the train or at the most popular mountain resorts—at and around Banff, Lake Louise, Moraine Lake, Lake O'Hara, Field, Emerald Lake, and the Yoho Valley, etc.—average a height above the floor of the valleys at their base of almost a mile. The Canadian Rockies are generally snow-covered the year round.

Motoring Many of the hiking trips mentioned may be taken by saddle-pony or automobile, and in addition there are scores of other trips too lengthy for the ordinary walker.

A short motor run of eight miles brings you to the shores of Lake Minnewanka, a beautiful sheet of steel-blue sheen where you can catch huge lake trout. A well-graded road leads out from Banff westward for sixteen miles up the Bow Valley to Johnston Canyon, where a series of waterfalls, ending in a final foaming cascade, is most attractive. This road continues to Lake Louise, Yoho, Field, Emerald Lake and Golden.

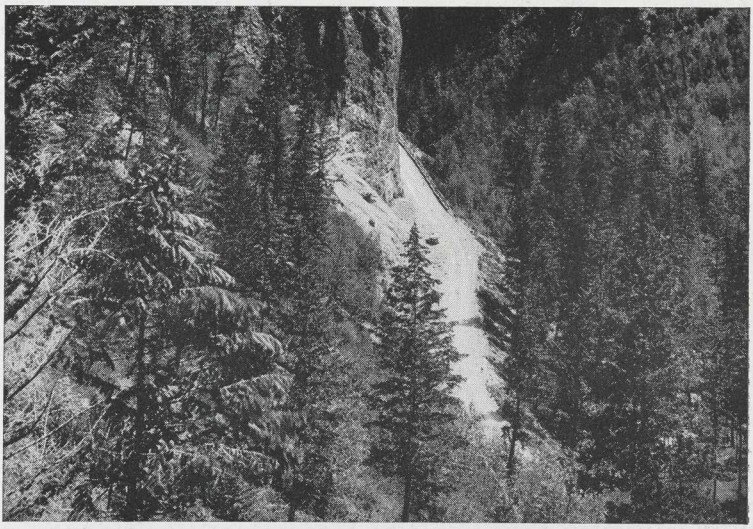
A short motor trip can be taken from Banff up Stoney Squaw Mountain to the Mount Norquay Ski Area, where the Dominion and Provincial Ski Championships have been held.

(*See also Banff-Windermere Road, page 15*)

Trail Trips Numerous as are the motor drives about Banff, beautiful as are the spots reached by car, there are many places which can only be approached by trail that rank amongst the most attractive playgrounds of the Rockies. There are over 960 miles of good trails in Banff National Park, many of which radiate from Banff. With guides and ponies the visitor may find his way to Mystic Lake, in the heart of the Sawback Range, to Ghost River, and through the Indian Reservation to the town of Morley, and other magic places.

Mount Assiniboine A particularly fine pony trip from Banff, and one on which a week can be profitably spent, is that to Mount Assiniboine—the "Matterhorn of the Rockies." This can be reached over the spectacular trail by way of Brewster Creek, and the return made by traversing the beautiful summit country in the vicinity of the mountain, through the heather and flowers of Simpson Pass and down Healy Creek. The route has been well established, with overnight accommodation at convenient points en route, while camp facilities are available at Mount Assiniboine Lodge, at the foot of the Mountain.

Winter Sports Banff is an important centre for winter sports. The Annual Winter Sports Carnival in February attracts large crowds. Skiing, tobogganing, skating, and bob-sledding are amongst the attractions.



On The Banff-Windermere Road

Banff-Windermere Road

Of great interest to automobile enthusiasts is the Banff-Windermere automobile road across the Canadian Rockies. This spectacular journey through a hundred miles of the most magnificent mountain scenery in America can be commenced at either Banff or Lake Louise, the road being at first that which connects those two points. At Castle Mountain it crosses the Bow River, turns south past where it crosses the Vermilion Pass (altitude 5,264 feet). Here it enters Kootenay Park. From Marble Canyon (about 9 miles from the summit of the pass), a remarkable fissure three hundred feet deep, there is a trail to the curious Ochre beds.

KOOTENAY National Park (area 587 square miles) lies between the southern portions of Banff and Yoho Parks, and comprises the Vermilion, Mitchell and Briscoe Ranges. The Kootenay River flows through its southern part, with a large tributary in the Vermilion. At the southwest end it almost touches the eastern bank of the Columbia River a little below Lake Windermere. The Banff-Windermere Road traverses the centre of this park.

The road then follows the Vermilion River to its junction with the Kootenay River. Crossing the Kootenay, it leads through a beautiful avenue of virgin forest, and, ascending the Sinclair Pass between the Briscoe and Stanford Ranges, reaches Radium Hot Springs, long famous for their therapeutic qualities; there the Canadian Government operates a fine swimming pool. Emerging through the gap of Sinclair Canyon it meets the Columbia River and—nine miles beyond—the beautiful Lake Windermere.

Radium Hot Springs Lodge

This drive has been rendered even more delightful by the construction of a rustic lodge at Radium Hot Springs, perched above the road so as to command a wonderful view of the Purcell Range through the Canyon Gap. Lake Windermere can be reached also by railway from Golden. (See page 35). The journey can be continued along the east or west side of Lake Windermere and the Kootenay River, through Canal Flats and Fort Steele, to Cranbrook. There the road connects with other highways leading south across the international boundary, thus forming the last link in the "Grand Circle Tour" to California.

Excursions are available from both Banff and Lake Louise during the summer months for this trip to Lake Windermere—including the 3-day "Lariat Trail" to Radium Hot Springs and thence back over the Columbia River Highway to Golden and the Kicking Horse Trail.

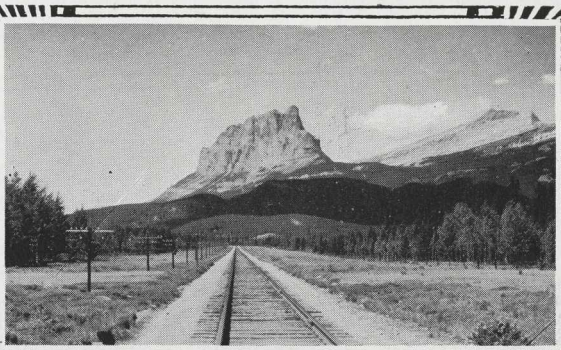
South Side of Track	Mileage west of Calgary		Altitude above sea-level	North Side of Track
		Motor Detour to Lake Louise, Yoho Valley, Emerald Lake and Golden, See page 30.		
Following along the Bow River.	81.9	**BANFF**	4534	
Bourgeau Range (*8415 feet*).				Mount Edith (*8380 feet*) is the pointed spire-like peak.
Mount Lougheed (*8888 feet*).	88.0	**Sawback**	4543	Mount Cory (*9194 feet*).
Mount Massive (*7990 feet*).				Sawback Range (*10,000 feet*).
Pilot Mountain (*9690 feet*). Rustic bridge leading to Redearth Creek.	92.9	**Massive**	4585	Castle Mountain (*9040 feet*). The line follows the base of this mountain for several miles.
Copper Mountain (*9170 feet*).				
Storm Mountain (*10372 feet*) and Vermilion Pass. Motor Road to Lake Windermere.	99.0	**Castle Mountain**	4676	
A glimpse of Mount Bident (*10119 feet*) through gap in the peaks.	106.5	**Eldon**	4822	
A fine view of the great peaks in the Valley of the Ten Peaks. Delta-form (*11235 feet*) being conspicuous.	110.6	**Temple**	4918	
Mount Temple (*11626 feet*).				Slate Mountains.
Chateau Lake Louise is 3 miles from station. Moraine Lake Lodge is 9 miles from the Chateau.	116.6	**LAKE LOUISE** **Chateau Lake Louise**	5050	Trail to the Ptarmigan country, with its magnificent Alpine flower-gardens.

Leaving Banff Between Banff and Lake Louise, some magnificent views of the surrounding mountains are to be obtained, and for quite a considerable way the railway follows the course of the Bow River, first skirting the Vermilion Lakes. Visible also for part of the way is the motor road from Banff to Lake Louise and Golden. Of the many mountains on the north side of the track, Hole-in-the-Wall Mountain is interesting in that it has a cavern which has been used as a meeting place for the Masonic Lodge at Banff. Johnston Canyon, on the north, is a beautiful spot that one visits from Banff.

To the north, also, is the bare, rugged and sharply serrated subrange known as the Sawback. The Slate Mountains, which appear in the foreground at Lake Louise, are a spur from this range. Far to the south are the snowy peaks that enclose Simpson Pass; one of them is Pilot Mountain, whose easily identified head makes it a landmark visible from either end of the Bow Valley.

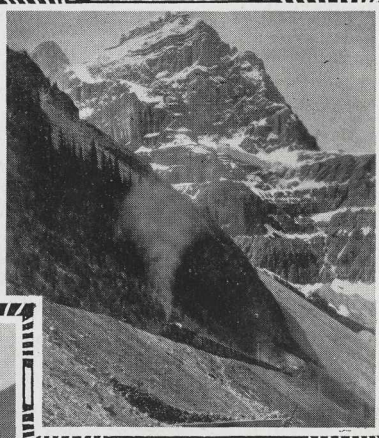
Castle Mountain Castle Mountain is a sheer precipice of over 4,000 feet above the valley floor, named for its resemblance to a giant mediaeval keep. Turrets, bastions and battlements can easily be distinguished. The mountain is eight miles long, and its highest point is 9,040 feet above sea-level. Back in the eighties there was a mining camp at its base, brought thither by a brief boom; and during the Great War a large internment camp was here.

Just beyond Castle Mountain station the Banff-Windermere road turns south, crosses the river, and heads away over Vermilion Pass to Lake Windermere. (See page 15). Facing it is the magnificent peak of Storm Mountain; farther east is the snowy dome of Mount Ball.



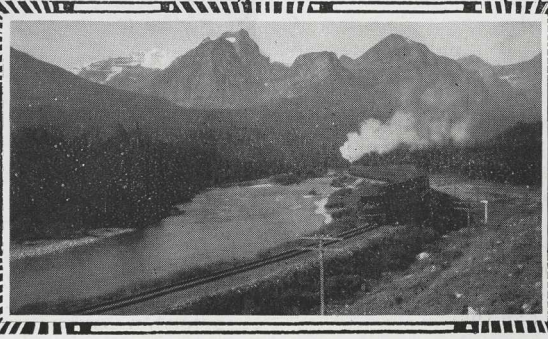
Castle Mountain

The Great Divide

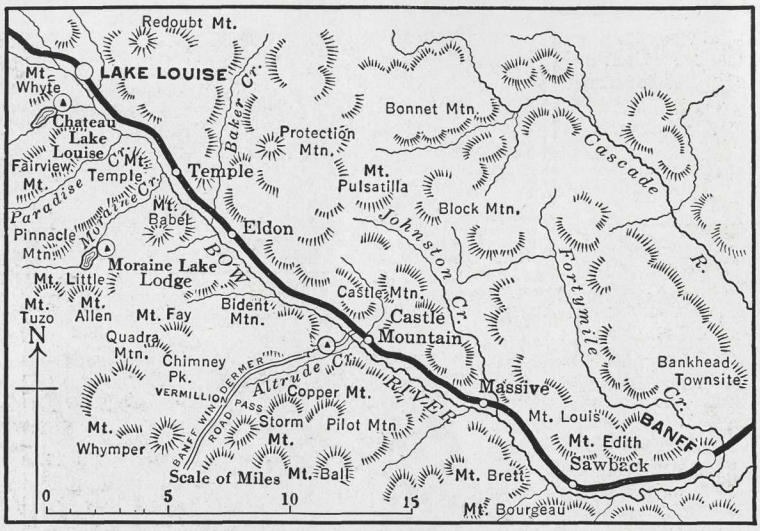


Mount Stephen

Pilot Mountain



The winding Bow River



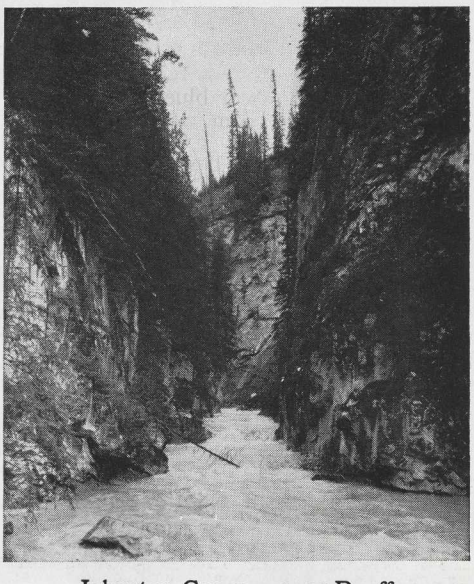
The Route from Banff to Lake Louise

Mount Temple From Eldon a wonderful array of peaks is presented. There is a brief but fine view of the Valley of the Ten Peaks, with the triangular-shaped Mount Deltaform standing out conspicuously. (See page 20). Loftiest and grandest of all towers Temple Mountain. This great snowbound mountain, whose crest exhibits precipitous walls of ice, flashing blue in the sunlight, is the most conspicuous and admirable feature of the wonderful valley.

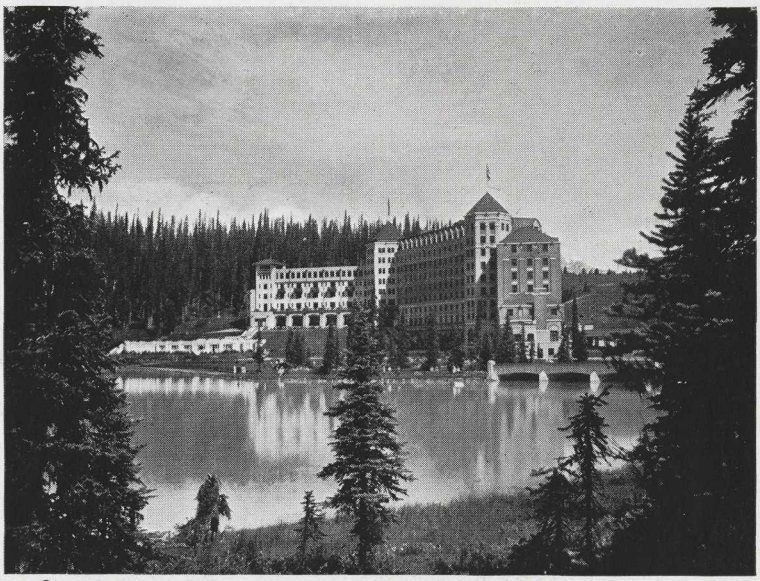
Lake Louise Lake Louise, formerly called Laggan, has a charming rustic station building. The famous lake and the equally famous Chateau are invisible from the station, as they are some 3 miles distant. To reach them we must ascend another 630 feet, which we do by motor bus or private automobile. This trip is through a deep forest, with the sky a narrow strip above the tall tree-tops; and turning a shoulder of the mountain, across a rushing mountain torrent, we come suddenly into full view of the lake.

(*Railway Journey resumed on page 23*)

The Chateau On the margin of this most perfect lake, in a wonderful Alpine flower garden where poppies, violets, columbines, anemones and sheep laurel slope through terraced lawns to the water's edge—the Canadian Pacific has placed its great Chateau Lake Louise (altitude 5,680 feet). This has been repeatedly enlarged to meet the demands of an ever-increasing stream of tourists, until today a fireproof modern and luxurious hotel with accommodation for seven hundred guests now stands there (open summer months).



Johnston Canyon, near Banff



The Chateau Lake Louise

Across the front of the hotel extends a vast lounge that commands an uninterrupted view of the Lake through beautiful single - pane windows of enormous size. The dining-room, in the right wing, has the same wonderful windows and view. From the ballroom in the left wing the lake may be seen through the arches of the cloistered terrace.

The Chateau has many attractions. Two fine hard tennis courts are attached to the hotel, and a boat-house supplies rowing boats to the many who cannot resist the magnetism of the clear blue water. Below the dining-room and overlooking the lake is an attractively terraced concrete swimming-pool filled with heated glacial water and with an instructor in attendance.

LAKE LOUISE—probably the most perfect gem of scenery in the known world—bears the liquid music, the soft color notes of its name, almost into the realm of the visible. It is a dramatic palette upon which the Great Artist has splashed His most gorgeous hues, a wonderful spectrum of color. Deepest and most exquisitely colored is the lake itself, sweeping from rosy dawn to sunset through green, blue, amethyst and violet, undershot by gold; dazzling white is the sun-glorified Victoria Glacier at the farther end; sombre are the enclosing pine-clad peaks that dip perpendicularly into the lake; and magnificent are the stark immensities of the snow-covered peaks that enclose the picture except for the fleecy blue sky overhead.

A Circle of Peaks The peaks that surround Lake Louise form such a magnificent background that many visitors ask nothing better than to sit on the hotel verandah watching the marvellous kaleidoscope of beauty and color that they present. From left to right they are:—Saddleback, Fairview, Lefroy, Victoria, Collier, Popes Peak, Whyte, the Devil's Thumb, the Needles, Big Beehive, Niblock, St. Piran, and Little Beehive. At the far end of the Lake, catching for the greater part of the day the full glory of the sun, their snowfields standing out in dazzling whiteness, are the glaciers that drop down from Mount Victoria and the lofty ice-crowned head of Mount Lefroy.

Along the westerly shores of Lake Louise a delightful mile-and-a-half hike by a level trail affords splendid views of further peaks—Mount Haddo, Aberdeen and The Mitre.

Moraine Lake Another pearl of the Rockies is Moraine Lake, 9 miles from Lake Louise at the end of one of the finest short motor rides in the mountains. This lovely mountain lake, exquisitely blue-green in color, lies in the Valley of the Ten Peaks—a tremendous and majestic semi-circle that with jagged profile encircles the eastern and southern end of the lake. Not one of these peaks is less than 10,000 feet in height—the highest, Mount Deltaform, is 11,235 feet. Standing off a little, as a sort of outpost, is the Tower of Babel, an interesting peak formation of unusual shape.

Beside the lake is Moraine Lake Lodge an admirable centre for trail riders and hikers who wish to explore the valley's surroundings, and for mountaineers who aspire to the peaks. An attractive excursion is to the Consolation Lakes, within easy reach of the Lodge and a good place for trout fishing.

IT IS difficult to imagine anything more fascinating than to start out in the early morning, stepping in half an hour from the perfect civilization of a luxurious hotel into the primitive glory of cliff and crag, winding waterway and frozen grandeur, to spend the day among the mountains. With a blue sky overhead, the air soft with the sweet resinous spice of the forest, and all cares left far behind, one sees only beautiful sights, hears only wonderful sounds, and for a whole long day lives close to the very heart of Nature in her most splendid mood.

The Canadian Rockies present to the mountain climber one of the most extensive and interesting fields of any easily accessible ranges of the world. Noted climbers make their way thither from all parts of the world. There are easy climbs, too, for the novice to graduate from—on some, indeed, he or she can ride or hike good trails almost to the summit.

Lakes in the Clouds One of the finest and most popular excursions, either by hiking or on a sure-footed mountain pony, is to the Lakes in the Clouds, nestling a thousand feet and more higher up in the mountain ranges.

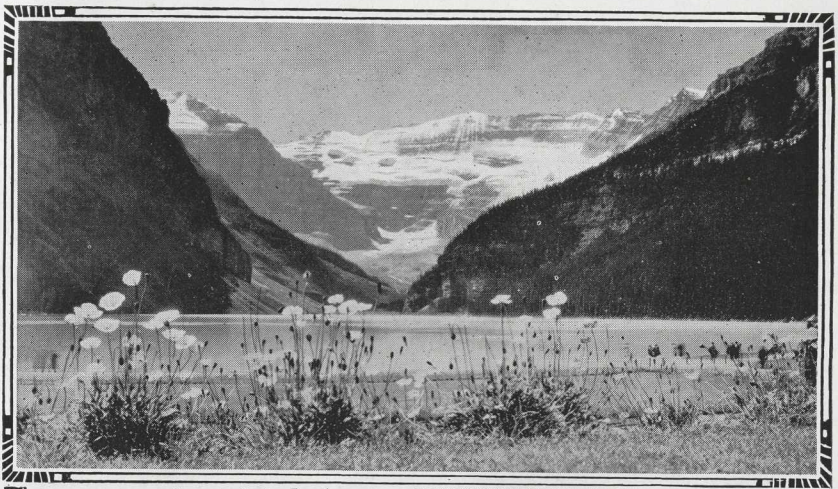
The trail, leaving the west end of the Chateau, rises gradually through spruce and fir forests to Mirror Lake, thence upward to Lake Agnes. These lakes are good examples of "cirque" lakes—deep, steep-walled recesses caused by glacial erosion. The view from the edge of Lake Agnes—where a charming little rest and tea house has been established—is magnificent.

Plain of the Six Glaciers Besides the mighty tongue of the Victoria Glacier, many smaller glaciers descend into the cirque, and on the right side of the cirque is the Plain of the Six Glaciers, where a spacious tea-house with broad verandahs has been placed at the head as an excellent resting place. The Plain can be reached by trail from the Lake Agnes tea-house or directly from the Chateau.

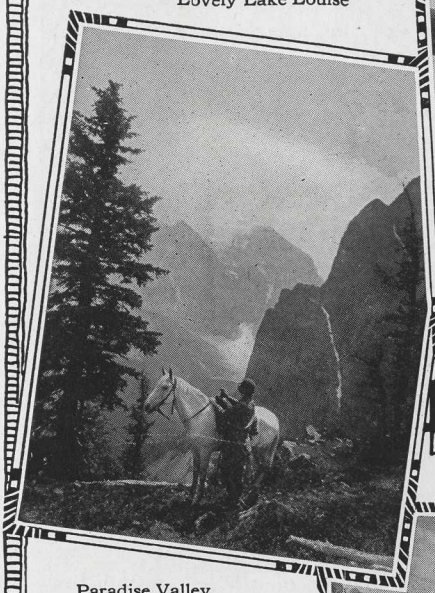
Saddleback Another excellent hiking or pony excursion is to Saddleback. Crossing the bridge over Lake Louise creek, the trail rises rapidly on the slopes of Mount Fairview, between that mountain and Saddleback. The view of Paradise Valley and Mount Temple from this point is one of the finest in the Rockies.

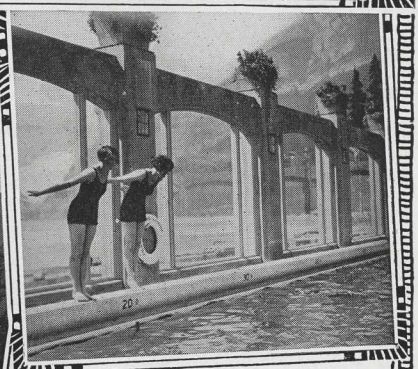
Paradise Valley Between Moraine Lake and Lake Louise lies Paradise Valley, carpeted with Alpine flowers. Great peaks rise around it like citadel walls. The valley can be reached from the Saddleback down a steep zig-zag trail to the "Giant's Steps," and continued across the valley to Lake Annette. From the Giant's Steps a trail leads across the valley to Sentinel Pass, whence descent can be made through Larch Valley to Moraine Lake.

Easy Climbs Lake Louise is one of the recognized mountain climbing centres of the Rockies, and has many good climbs both for the novice and the experienced Alpinist. Some short and easy climbs will be found in the Beehive, Mount St. Piran, Saddle Mountain and Mount Fairview.



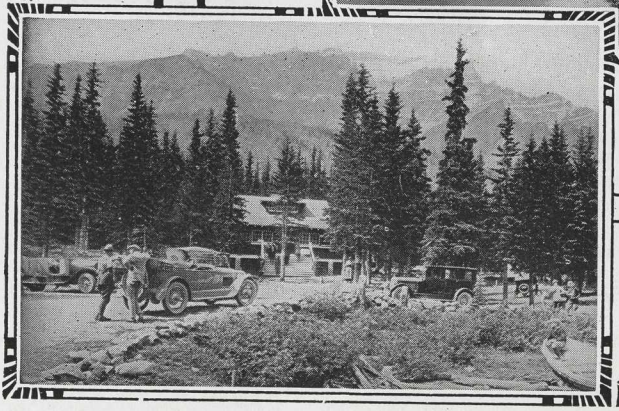
Lovely Lake Louise





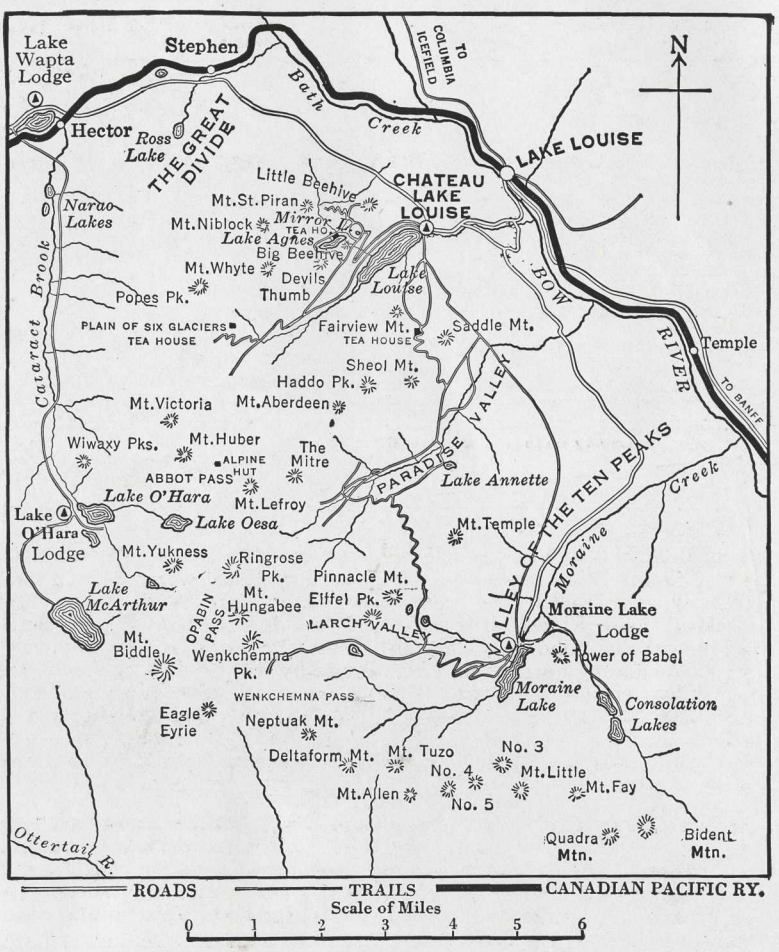
The Swimming Pool,
Chateau Lake Louise

Paradise Valley,
from the Saddleback



Moraine Lake and
the Valley of the
Ten Peaks

Moraine Lake
Lodge



Lake Louise and its vicinity

For the expert Alpinist there are plenty of climbs around Lake Louise that will provide him with sufficient opportunity to use his skill. Swiss guides are attached to the Chateau Lake Louise for those who wish to visit the glaciers, climb mountains, or make some of the more strenuous trips through the passes.

Abbot Pass From the Victoria Glacier there is a fine climb over Abbot Pass, between Mounts Victoria and Lefroy, descending to Lake O'Hara (see page 24). This should not, however, be attempted by the novice, unless accompanied by skilled guides.

Trail Trips Lake Louise is a good starting point for riding and camping trips over the trails maintained by the National Parks Department through the magnificent Alpine country of this region of the Great Divide. The Ptarmigan Valley, Hector Lake, Bow Lake, the Molar Pass, the Skoki Valley, Baker Creek are but a few suggestions. The Pipestone Valley, some nineteen miles from the Chateau, is a splendid camping trip ending at an Alpine meadow amid high glacial surroundings of spectacular grandeur and beauty. It affords some good trout fishing.

Motoring Visitors to Lake Louise will find a number of very attractive motor excursions available. Besides the one to Moraine Lake mentioned above, there is the drive to Banff. The road

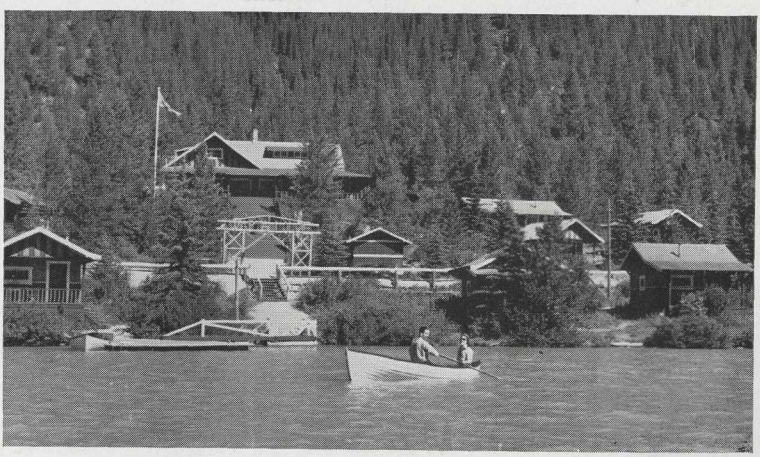
South Side of Track	Mileage west of Calgary		Altitude above sea-level	North Side of Track
				Ptarmigan Peak (*10070 feet*) and Mount Hector (*11135 feet*). Cross Bow River and follow Bath Creek.
Mount St. Piran (*8691 feet*).	116.6	**LAKE LOUISE**	5050	Waputik Peak (*8977 feet*).
This is the highest elevation reached by the railway, the boundary between Alberta and British Columbia and the watershed. (*See page 24*).	122.2	**The Great Divide**	5338	
We are now in Yoho National Park. Mount Niblock (*9764 feet*).	122.7	**Stephen**	5332	Mount Bosworth (*9093 feet*), Mount Daly (*10342 feet*).
Cataract Creek and trail to Lake O'Hara Lodge 8 miles.	124.9	**Hector**	5219	Lake Wapta Lodge on north side of the Lake. Paget Peak (*8417 feet*).
Cathedral Crags (*10081 feet*).		**Wapta Lodge**		Kicking Horse River rises in Lake Wapta. We enter Kicking Horse Pass.

Lake Louise (*concluded*)

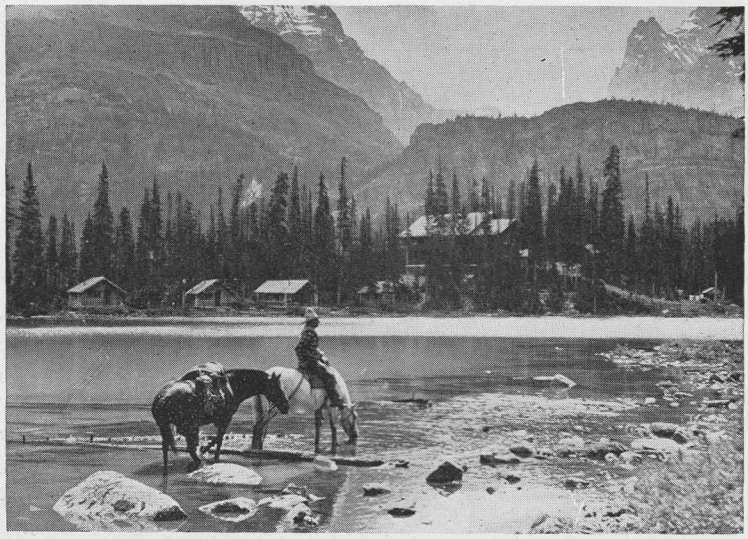
from Banff to Lake Louise has been continued to Field, Emerald Lake and Golden. This leads west on a high line to the Great Divide and, crossing the tracks near Lake Wapta Lodge at Hector, follows the Kicking Horse River. It is a spectacular ride and links up with established roads in Yoho National Park. A new motor road has been constructed running north from Lake Louise by way of Bow Lake to the Columbia Icefield, the largest body of ice south of the Arctic Circle, estimated as 150 square miles. This Columbia Icefield Highway is spectacularly scenic. There's variety at every turn—winding around mountains, skirting lakes and rivers, and over high passes on the crest of the world.

Kicking Horse Pass The twenty-mile rail journey between Lake Louise and Field, with its vivid and startling realization of the elevations reached, of the grades necessitated, and of the engineering difficulties encountered and overcome, leaves one breathless and amazed, full of admiration for the master minds which conceived and carried through the construction of this transcontinental railway.

Between the Great Divide and Field, a distance of fourteen miles, the railway descends nearly a quarter-mile through the Kicking Horse Pass. The gradient through the pass is a particularly difficult one.



Lake Wapta Lodge



Lake O'Hara Lodge

The Great Divide Six miles west of Lake Louise and fourteen miles east of Field is at once the highest elevation of the Canadian Pacific Railway, the boundary between Alberta and British Columbia, and the backbone of the continent. It is marked by an arch spanning a stream under which the water divides. The waters that flow to the east eventually reach Hudson's Bay and the Atlantic Ocean; the rivulet that runs to the west joins the Kicking Horse River and adds its mite to the volume of the Pacific by way of the great Columbia River.

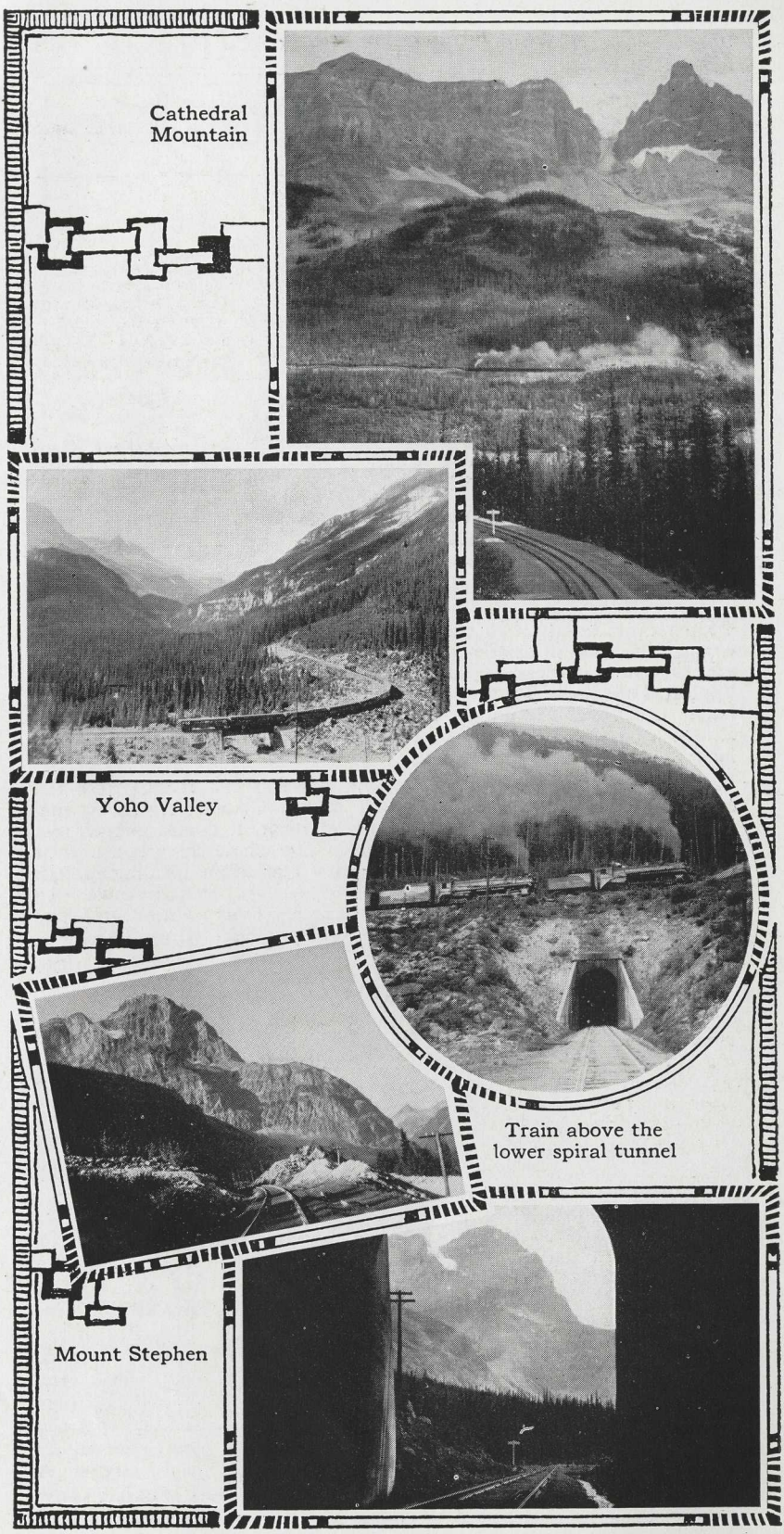
On the left is the granite shaft erected to the memory of Sir James Hector, the discoverer of the Kicking Horse Pass, which permits the Canadian Pacific Railway to cross the Rockies. The pass owes its name to an incident of exploration days, in which a "kicking horse" which lashed out with its legs at one of the explorers figured literally.

Lodges are located at several points in the Canadian Rockies, both to supplement the capacity of the hotels and also to provide accommodation of a somewhat different kind. These lodges make a special appeal to the climber, the trail rider or the hiker; they are, on the whole, less formal than the hotels. The accommodation provided consists of a large central building, serving as the dining and community house, and of separate sleeping bungalows of various sizes.

These lodges are now established at Lake Wapta, Lake O'Hara, Yoho Valley, Moraine Lake, and Radium Hot Springs.

Lake Wapta Lodge Just west of the Great Divide is Lake Wapta. Like most of the Rocky Mountain lakes its color is an indescribable green. On its shore, across from Hector station and on the motor road, is Lake Wapta Lodge, with its community house and log cabins, which can accommodate 52 guests. From the Lodge you can see stern Mount Stephen, Victoria with her gleaming opalescent scarf of snow and ice, Narao and Cathedral crags. There is good trout fishing in the lakes. Seven miles will take you past Sherbrooke Lake, where there is also fishing. The trail continues on to Miles Pass and Daly Glacier. In another direction is Ross Lake hidden between Niblock and Narao.

Lake O'Hara Lake O'Hara lies seven miles south of Wapta, and can be reached by a splendid trail. Lake O'Hara Lodge stands on the edge of the Lake. The Lodge consists of a central building, on the Swiss Chalet style, and a group of log cabins, which together accommodate 36. The Lake is well stocked with trout. This is a good centre from which to visit Lake MacArthur, Lake Oesa, and the Opabin Pass.

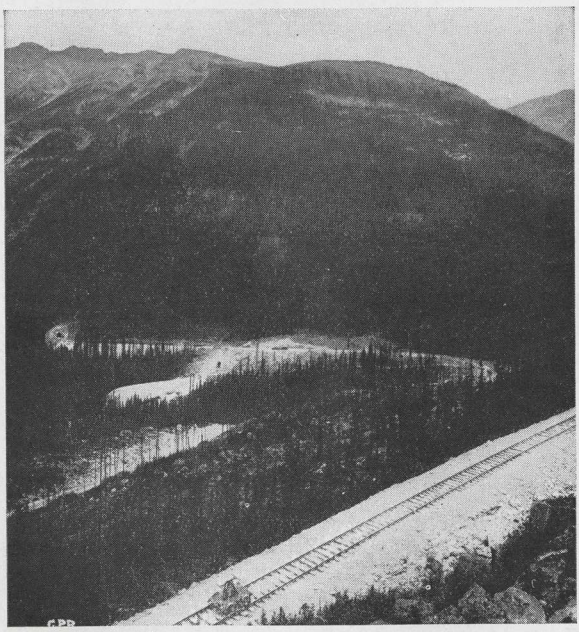


Mount Stephen, from tunnel

South Side of Track	Mileage west of Calgary		Altitude above sea-level	North Side of Track
Enter first of the famous Spiral Tunnels (*See below*). Cathedral Mountain (*10464 feet*).		**Lake Wapta Lodge**		
	130.2	**Yoho**	4719	Between the two Spiral Tunnels a view is obtained of the celebrated Yoho Valley.
				Enter Second Tunnel.
				Mount Ogden (*8805 feet*).
	132.4	**Cathedral**	4495	Mount Field (*8655 feet*).
Mount Stephen (*10495 feet*).				
Monarch Silver Mines on slopes.				Mount Burgess (*8473 feet*).
	136.6	**FIELD**	4075	
		Emerald Lake Chalet		
		Yoho Valley Lodge		

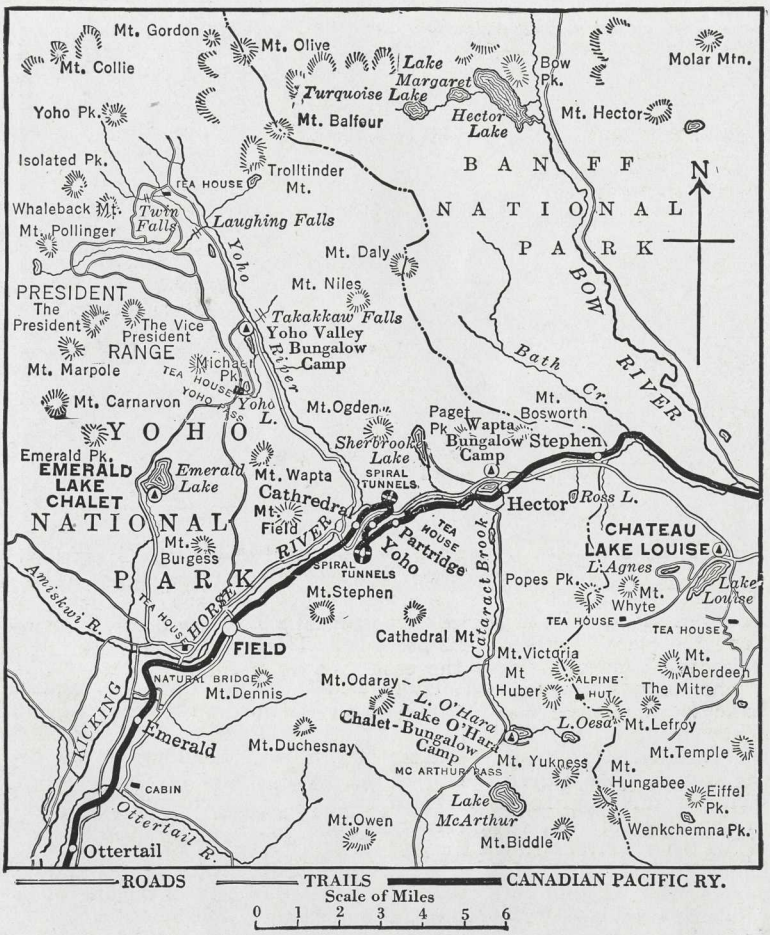
The Spiral Tunnels Formerly the section between the Great Divide and Field was a difficult one, the gradient being 4.5 per cent; but by two wonderful tunnels—one of the most notable engineering feats in existence—this difficulty has now been eliminated, and the grade reduced to 2.2 per cent. These tunnels are the famous "Spiral Tunnels." From the east, the track enters the first tunnel under Cathedral Mountain, 3,206 feet in length; and after turning almost a circle and passing under itself emerges into daylight 48 feet lower.

The track then turns easterly, and crossing the river enters the second tunnel, 2,890 feet long, under Mount Ogden. Again turning part of another circle and passing under itself, it comes out 45 feet lower and continues westward to Field. The whole thing is a perfect maze, the railway doubling back upon itself twice and forming a rough figure "8" in shape. If the train is run in two sections, passengers are able to see the other section at a higher or lower level (according to which one they happen to be in) making its way down the big grade.



Field—The Spiral Tunnels

The Yoho Valley The Yoho Valley, one of the most beautiful in the entire Rockies, runs into the Kicking Horse Valley from the north at roughly right angles. A distant view can be obtained



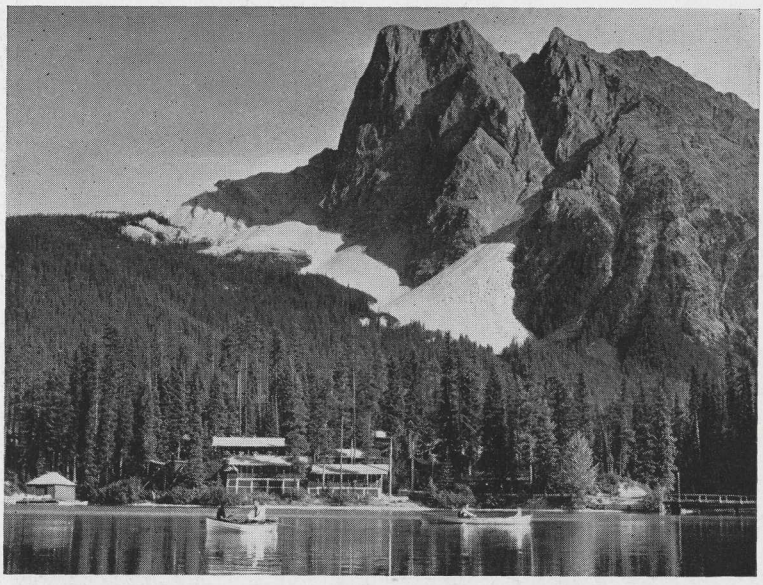
Yoho National Park

from the high elevation of the track between the two tunnels. The valley can be reached from Lake Wapta Lodge by road; or also from Field. A popular Lodge is situated at Takakkaw Falls. (See page 31).

Field Towering six thousand feet higher than the little town of Field is lofty Mount Stephen (10,495 feet), at the base of which roars the turbulent Kicking Horse River on its way to join the mighty Columbia. Field is a railway divisional point between the Alberta and British Columbia districts of the Canadian Pacific; and here time changes from Mountain Time to Pacific Time, the latter being an hour slower.

(*Railway Journey resumed on page 34*)

To Emerald Lake All the points in Yoho National Park at which accommodation is provided for visitors are linked up, either by road or good trail; and therefore Emerald Lake is not only of itself one of the most popular centres, but also the axis for excursions to other places. From Field it is seven miles out by motor to Emerald Lake, by a fine road through the hush of a scented pine-forest. Soon you reach Natural Bridge—an ineffective effort on the part of nature to curb the foaming passage of the Kicking Horse by choking the river bed with huge boulders. The road becomes Snow-peak Avenue—because at either end of its straight cathedral-stiff avenue can be seen a towering snow-capped mountain.



Emerald Lake Chalet

The superb green of Emerald Lake is almost beyond Nature's achievement in any other lake in the Rockies. Tall pines crowd to the water's edge to see their perfect reflection, and to see inverted in the emerald mirror the snowy giants that surround it. Burgess looms at one end of the lake, while more distant are Wapta, Michael, President, Carnarvon and Emerald.

The Chalet Emerald Lake Chalet is built of great squared timbers fortress-like in their solidity, surrounded by rustic design chalets. The settlement now consists of three units—the original Chalet, the Club House, and the bungalows. The Chalet, recently enlarged, is along Swiss Chalet lines, with deep overhanging balconies. The Club House is what its name implies; it is an especial favorite at nights, either the verandah, with its magnificent sunset and moonlight views, or indoors, where a good floor for dancing, comfortable chairs for lounging, card-tables, a library and a great log fire provide entertainment for all.

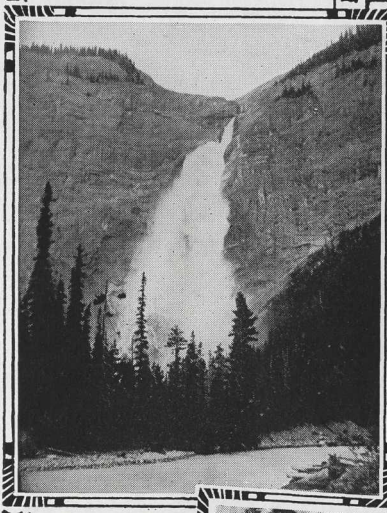
The bungalows are of various sizes, most daintily and comfortably furnished, with hot and cold running water, bathrooms, stoves and good sized cupboards. All of them have their individual verandahs, and the larger ones are "en suite" with connecting doors.

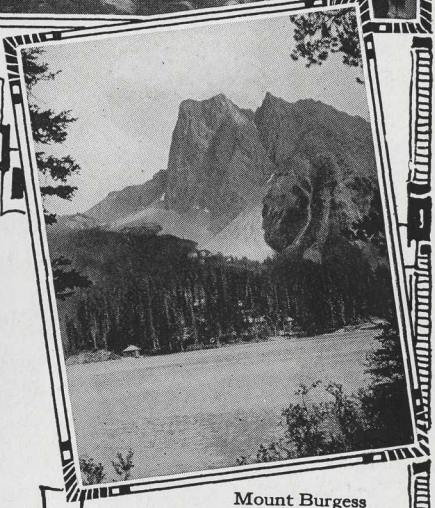
Many Excursions Emerald Lake has a fair supply of trout, and its vicinity affords many charming excursions on foot or by trail. There is a good trail all around the Lake, which is the shortest four and a half miles you've ever walked, and perhaps the loveliest, and another to Hamilton Falls. A boat-house provides skiffs for water excursions.

YOHO PARK (area 507 square miles) immediately adjoins Banff National Park on the west, and lies, broadly speaking, on the descending slopes of the Rockies, with the President and Van Horne ranges as its western boundary. It is a region of charm and winsome beauty, of giant mountains and deep forests, of rushing rivers and sapphire-like lakes. Its principal river is the Kicking Horse, with the Ottertail and Yoho as main tributaries; its chief lakes are Emerald, Wapta, McArthur, O'Hara and Sherbrooke. The Canadian Pacific runs through the middle of Yoho Park, following the Kicking Horse River.

A Rest by the Way

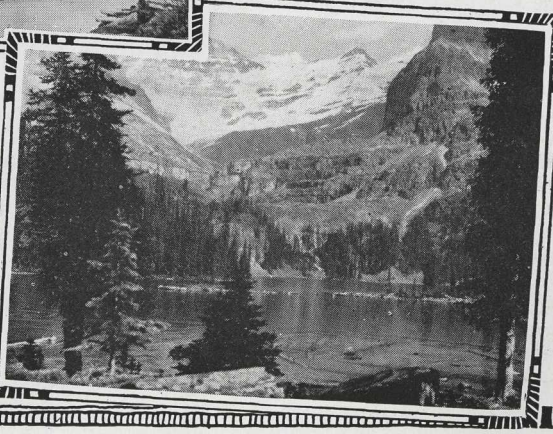
Lake McArthur, near Lake O'Hara Lodge





Mount Burgess and Emerald Lake

Takakkaw Falls, in the Yoho Valley



Lake O'Hara

MOTOR DETOUR: Banff-Golden

The Motor Detour gives Canadian Pacific eastbound or westbound passengers an opportunity to see the scenic highlights of the Canadian Rockies in the limited time they may have at their disposal. Going *WEST*, passengers leave their train at Banff and make the detour to Golden in the comfortable buses of the Brewster Transport Company. From Golden they resume their rail journey. Going *EAST*, passengers leave the train at Golden, resuming their rail journey at Banff. Highlights of the Motor Detour include Banff, Lake Louise, the Great Divide, Kicking Horse Canyon, Yoho Valley and Emerald Lake. Stopover privileges are allowed at any point *en route*. Passengers may therefore spend three or four days, or even longer, on the Detour. It can however, be made in 24 hours by those whose time is strictly limited.

THE LARIAT TRAIL: Three Days—Three National Parks

This magnificent 300 mile ride not only follows the same route as the Motor Detour mentioned above, but also includes the far-famed Banff-Windermere Road. Overnight stops at Emerald Lake Chalet and Radium Hot Springs Lodge.

RAWHIDE TRAIL TRIP: Emerald Lake—Waterton Lakes

This 2½ day trip runs between Emerald Lake and Waterton Lakes (in both directions) through the Kicking Horse Canyon, Columbia River Valley and the Crow's Nest Pass. Overnight stops are made at Radium Hot Springs Lodge and Blairmore.

BANFF GENERAL DRIVE

A comprehensive 2½ hour drive round Banff including the Sulphur Springs, Buffalo Park, Tunnel Mountain and the Golf Links. 22 miles.

BANFF—LAKE LOUISE

An enchanting 42 mile drive with a stop at Johnston Canyon. Operated in both directions.

LAKE MINNEWANKA

A combined 3 hour motor and launch trip to Lake Minnewanka, from Banff.

LAKE LOUISE TO EMERALD LAKE—VIA YOHO VALLEY

Across the Great Divide and along the Canyon of the Kicking Horse River. 42 miles one way, 3 hours. Return, all day.

LAKE LOUISE TO MORAINE LAKE AND VALLEY OF THE TEN PEAKS

Unsurpassed scenic drive mid mountains towering ten and eleven thousand feet above the sea. 18 miles, round trip, 2½ hours.

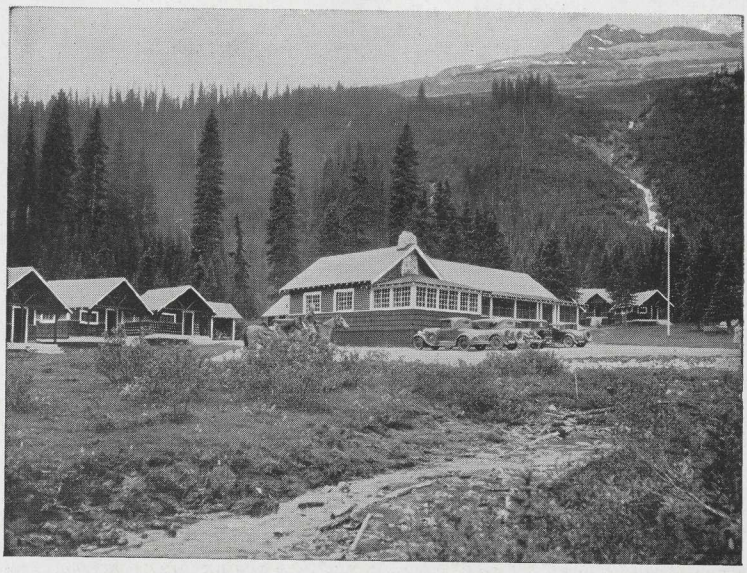
YOHO PARK CIRCLE TOUR—FROM FIELD

Comprehensive tour of Yoho Park for those with limited time at their disposal. 4 hours.

LAKE LOUISE—COLUMBIA ICEFIELD

This scenic tour of 85 miles north from Lake Louise (round trip, 170 miles) on the new Columbia Icefield Highway reaches the Columbia Icefield Chalet situated at Athabasca Glacier. At Bow Pass (6,878 feet) in the Alpine meadows, wild flowers bloom in profusion. In the terrain on the outward journey are Hector Lake, Mt. Hector (11,135 feet), Bow Lakes, Crowfoot Glacier, Waterfowl Lakes, Mt. Chephren, Mistaya Canyon, Mt. Forbes, Saskatchewan River and Mt. Murchison. On the return trip the majestic panorama includes Mts. Temple, Lefroy, Victoria and Cathedral.

Operated by **BREWSTER TRANSPORT COMPANY**



Yoho Valley Lodge

Yoho Pass One of the finest trail trips from Emerald Lake, on the back of a sturdy sure-footed mountain pony, is to the Summit—the pass leading into the Yoho Valley. The return journey can be made in four hours afoot or by pony, but many people prefer to make it an all-day affair. Following the road to the end of the Lake, you begin to climb up an eighteen-hundred-foot treeless cliff, while more and more of the world spreads out beneath you, and Emerald Lake far below grows smaller and greener.

A last stiff pull and you are over the top, cantering gaily through a cool moist forest, and then Yoho Lake, green like Emerald, but not so large, flashes in the clearing.

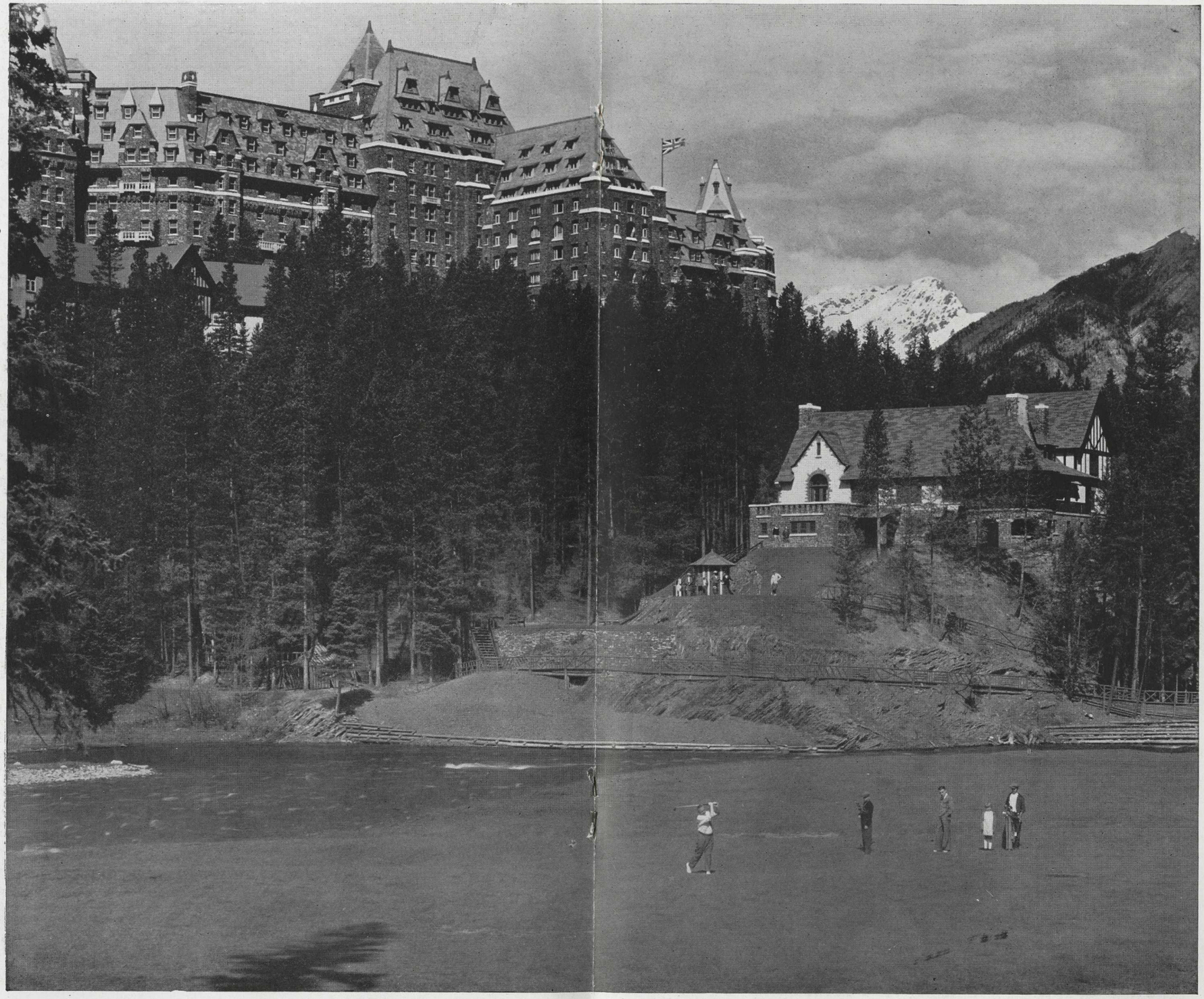
From Yoho Pass there is a good trail leading down to the Yoho Valley, coming out near the Lodge. The view from the top is a magnificent one of wide vistas, with Takakkaw Falls on the far side of the Valley.

Yoho Valley The Yoho Valley can be reached also direct from Field, by a good motor road (11 miles) that follows the Kicking Horse River and then turns at the Yoho River, near the entrance of the valley at Mount Field, round which it swings, and up the valley until some precipitous cliffs are reached. The pine forest gives a welcome shade and fragrance, and, as the way winds up the cliffs to a higher level, the Yoho torrent foaming below shrinks with distance. Up these it zigzags to a still higher level, ending a short distance past the Takakkaw Falls. Takakkaw, the stream that comes down from the Daly Glacier, is 1,200 feet high.

Yoho Valley Lodge The Lodge, with accommodation for 35 people, is situated in a meadow within sight and sound of Takakkaw Falls. It is an ideal place for hikers and riders; and like the other lodges of the region, consists of a central club house with separate sleeping bungalows, with or without bath, toilet, etc.

Upper Valley The Yoho Valley is one of the most beautiful in the entire Rockies. From the Lodge a fine trail winds into the upper part of the valley, past Laughing Falls and the Twin Falls (two vast columns of water that drop almost perpendicularly), to the Yoho and President Glaciers and the Waputik icefield. The Yoho Glacier is one of the most interesting in the Canadian Rockies, and is highly picturesque.

(*Continued on page 34*)



Banff Springs Hotel and Golf Course

© A.S.N.

South Side of Track	Mileage west of Field		Altitude above sea-level	North Side of Track
Mount Stephen (*10495 feet*) and Mount Dennis (*8336 feet*).	0.0	**FIELD**	4075	From Field to Golden we follow the canyon of the Kicking Horse River.
	4.1	**Emerald**	3900	Fine view of President Range looking back north.
Ottertail River is crossed.				
Mount Hurd (*9275 feet*).	8.2	**Ottertail**	3702	Van Horne Range—Mount King (*9466 feet*).
The railway, which runs almost north and south between here and Field, turns west. Note valley of the Beaverfoot.	17.0	**Leanchoil**	3685	Two miles west of Leanchoil we pass western boundary of Yoho Park. Looking eastward, there is a very striking view of Mount Chancellor (*10761 feet*).
	22.5	**Palliser**	3288	Slopes of Mount Hunter (*8662 feet*).
Beaverfoot Range.	27.8	**Glenogle**	3008	From the train we have a very fine view of the "Kicking Horse Trail" — a spectacular motor road from Emerald Lake to Golden.

Motor Detour to Emerald Lake, Yoho Valley, Lake Louise and Banff
See page 30

The Kicking Horse River enters the Columbia, the wide valley of which is seen to the south. Branch to Lake Windermere and Cranbrook. (*See page 35*).	34.9	**GOLDEN**	2583	Western end of Rockies.

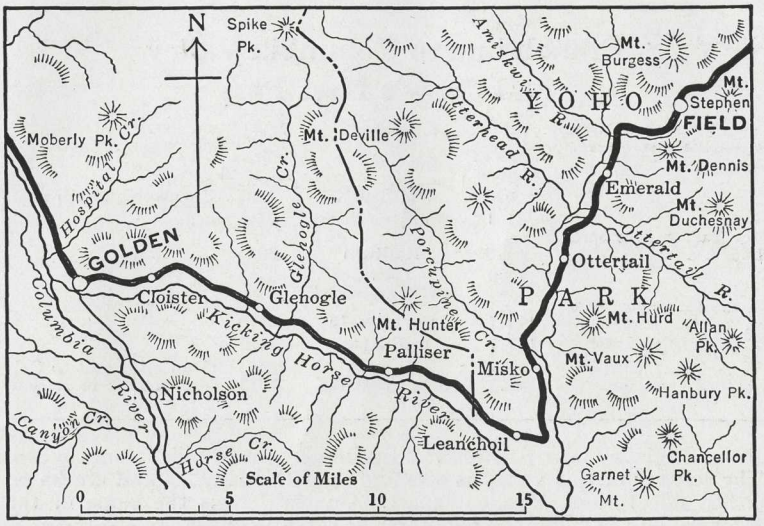
The Yoho Valley (*Continued*)

The High Trail You can return by the "High Trail," mounting through Alpine meadows, carpeted with purple and white bryanthus, till you come out of the scent of wild flowers and balsam high over Yoho Valley. Across the valley, the great Waputik icefield and Takakkaw Falls glisten in the sun and you can pick out in that clear air the faint black of the Canadian Pacific track going into the Spiral Tunnels beyond the Kicking Horse River. Soon you reach Yoho Lake.

Burgess Pass Or from Yoho Lake you can turn in another direction, round on to Burgess Pass, altitude 7,160 feet. It is a wonderful journey. The great crags of Wapta flaunt up to the left, and to the right, at every step, there appear higher up new visions of the President Range. The guide can point out to you the way to the now well-known Burgess Pass Fossil Quarry, which was discovered by Dr. Walcott in 1910. Descent to Field can be made from the Pass.

Main Line Journey Resumed

Kicking Horse Canyon Resuming our journey westward from Field, the route for some 35 miles is parallel to the turbulent Kicking Horse River. The railway begins to descend steadily, until at Golden it is nearly 1,500 feet lower. The narrow valley of the Kicking Horse divides the Ottertail Range on the south from the Van Horne Range on the north, and a vivid contrast in mountain formation is evident between the two ranges. One mile west of Emerald, Mount Goodsir (11,686 feet) can be seen on the south, while on the north we get a fine glimpse of the President Range.



The Route from Field to Golden

Leaving Yoho Park On the south Mounts Vaux and Chancellor are seen, the glacier on the former plainly visible. Mount Chancellor (10,761 feet) is one of the giant peaks of the Ottertail Range. At the base of Mount Hunter the river turns abruptly and plunges into the lower Kicking Horse Canyon.

The canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical. The roar of the river as it rushes from side to side of the narrow gorge, the thunder of the train as it follows the river—pandemonium increased a thousandfold by the reverberations of the canyon walls—give an indescribable sensation until at Golden we suddenly reach daylight again and the noisy, turbulent Kicking Horse is received into the calm bosom of the mighty Columbia.

A TRAIL TRIP into the depths of the mountains forms the most enjoyable way of visiting beautiful spots that would not otherwise be easily accessible.

The mountain pony, mountain-bred, fool-proof, untiring, can be ridden by practically anyone, whether he or she has ever before been on a horse or not. From all Canadian Pacific hotels and mountain lodges, there are good roads and trails radiating in all directions, which are kept up by the National Parks Department. Some trail trips are of one day's duration only; others stretch over several days. Several circle trail rides are arranged for visitors' convenience.

For most of the way, you can see from the train the spectacular new "Kicking Horse Trail" motor road. At many points it is considerably above the level of the railway, winding its way around the cliffs. This is the route of the new "Motor Detour." (*See page 30*).

Golden is an interesting town with large lumbering and mining interests, commanding the trade of the fertile Windermere Valley to the south.

(*Transcontinental Journey resumed on page 36*)

To Lake Windermere

From Golden this branch line runs south through the fertile Columbia Valley, touching for a considerable part of the journey the beautiful Lake Windermere, and joining the Crow's Nest Line at Colvalli.

From Golden we travel past many new settlements, from the clearings of which smoke is sometimes still rising, until we reach Spillimacheen, where there is a wonderful view of the Purcell Range. The Banff-Windermere motor road (*see page 15*) joins the Columbia.

Branch line to Columbia Valley and Crow's Nest Pass

Mileage south of Golden		Altitude above sea-level	
0.0	**GOLDEN**	2583	Connecting east or west.
41.1	**Spillimacheen**	2590	
65.3	**Radium**	2606	
73.9	**LAKE WINDERMERE**	2615	
143.7	**Fort Steele**	2510	
157.7	**Bull River**	2462	
166.7	**Colvalli**	2653	Connecting east to Cal-
194.5	**CRANBROOK**	3013	gary or west to Nelson.

For Radium Hot Springs Lodge.

River Highway near Radium Hot Springs, about 60 miles from Golden. The scenery of this valley is splendid, and the canyons and creeks on either side furnish excellent sport. On the left is the slope of the Rockies; on the right, the panorama of the Purcell Range.

Lake Windermere is a popular centre for excursions into the beautiful country surrounding. One of the most delightful warm water lakes in British Columbia, it is the starting point for excursions up Toby Creek and Horse Thief Creek to the great icefields of the Purcells, notably the Lake of the Hanging Glaciers. There are curative hot springs at Radium and Fairmont. Bathing, riding, boating, fishing and motoring can be enjoyed on the shores of this lake, and Alpine climbers can make expeditions into the Purcells. There is good trout fishing in nearby creeks and some of the smaller lakes.

Lake Windermere was discovered by the famous explorer, David Thompson, in 1807; and a memorial fort, reproducing his stockaded post, has now been built.

Fort Steele has grown up to meet the needs of the ranching and fruit-growing districts surrounding it. Lead, copper, silver, gold and iron are found in the neighbourhood.

Bull River is a lumbering town, with some important sawmills, and the source of power supply for the Sullivan Mines at Kimberley. Good fishing and hunting may be obtained in the vicinity.

Cranbrook is the trading centre for a rich mining and agricultural region in the Crow's Nest Pass country. It is an important point on the more southerly Crow's Nest Pass line of the Canadian Pacific, from Lethbridge to Kootenay Lake and Nelson, whence there is an alternative route to Vancouver.

Main Line Journey Resumed

Edelweiss Just west of Golden, north of the track, is the model Swiss village of "Edelweiss," erected by the Canadian Pacific for the Swiss guides whom it employs for the benefit of mountain climbers. Previous to the erection of this village, which lies on the slopes of a hill and reproduces with remarkable verisimilitude the characteristic architecture of the Swiss chalet, the guides had always returned to Switzerland at the end of each season, but now they live in Canada the entire year.

The Selkirk Range Everything combines to make the scenery between Golden and Glacier a climax of mountain grandeur. There is first the magnificent eastern thrust of the Selkirks, with its glorious array of mountain peaks culminating in the lofty pinnacle of Sir Donald; then there are mountain torrents that

South Side of Track	Mileage west of Field		Altitude above sea-level	North Side of Track
	35.0	**Golden**	2583	Edelweiss, winter home of the Swiss guides.
				Cross the Blaeberry River.
Dogtooth Mountains, a part of the Purcell Range.	41.5	**Moberly**	2558	Moberly Peak (*7731 feet*).
				Cross Blaeberry River.
Columbia River.	47.5	**Forde**	2563	
	51.5	**Donald**	2580	
	52.7			Cross the Columbia River.
				Canyon of the Columbia River.
At this point we leave the Columbia which flows north in a "Big Bend" around the Selkirks. We shall see it again at Revelstoke.	63.0	**Beavermouth**	2433	After leaving Beavermouth we follow the Beaver River.
				Beaver River Canyon. Gateway of the Beaver.
Cross the Beaver River.	66.2			
	67.8	**Rogers**	2592	The line is rising rapidly to the summit of the Selkirks.
	70.9			Cross Mountain Creek, 150 feet above stream.

tumble in splendid cascades, through the narrow gorges cut deeply into the steep hillsides, the Rocky Mountain trench, flanked by the two highest mountain systems of the Canadian Rockies; and the Columbia River itself, which for more than twenty-five miles parallels the railway line, and at the base of the Selkirks is a raging roaring flood, forcing its way through precipitous canyons to the high slopes along which the railway creeps.

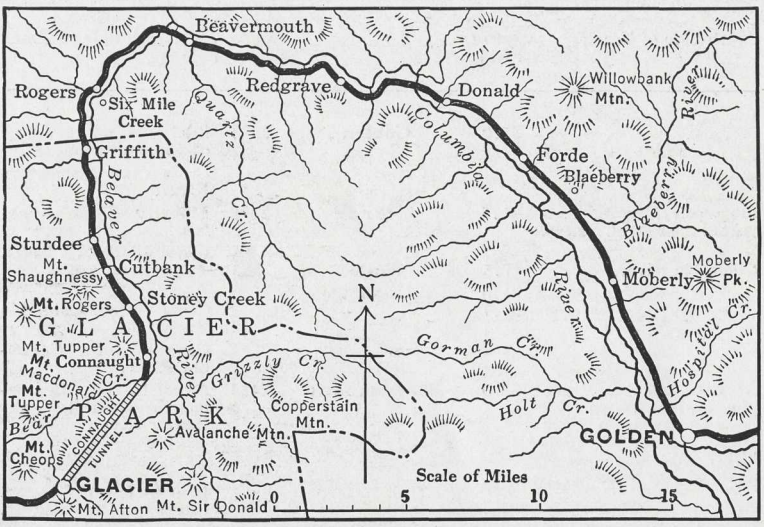
Moberly takes its name from Mount Moberly, one of the most prominent peaks for some miles along the river valley. About two miles west of Moberly, on the south just before crossing Blaeberry River, is the site of the oldest cabin in the mountains—the cabin where a government survey party, under Walter Moberly, engaged in the preliminary survey for the railway, passed the winter of 1871-2. They wintered their stock on the shore of what is now Lake Windermere.

Beavermouth is the farthest north station of the transcontinental route, at the base of the Selkirks.

Columbia River The Columbia River, which with but one exception is the largest river on the west side of America, rises in Columbia Lake; and then, flowing through Lake Windermere, runs north-westerly. From Golden to Beavermouth it is paralleled by the railway; then we take leave of it as it makes its famous "Big Bend" round the northern spur of the Selkirks, until we meet it at Revelstoke, southward bound through the Arrow Lakes, for the United States and its even greater majesty.

The Columbia River is nearly 1,400 miles long, and drains a basin of nearly 300,000 square miles. It is the route of history, the path by which some of the earliest explorers reached the Pacific Ocean.

Climbing Again Following the Beaver River, the line now begins its 1,300 feet climb to the summit of the Selkirk Range. This range is geologically much older than the Rockies, and the tooth of time was already gnawing at its scarred sides long before the Rockies were pushed up from the crumpled sea-bottom. A few miles beyond Rogers we enter Glacier National Park.



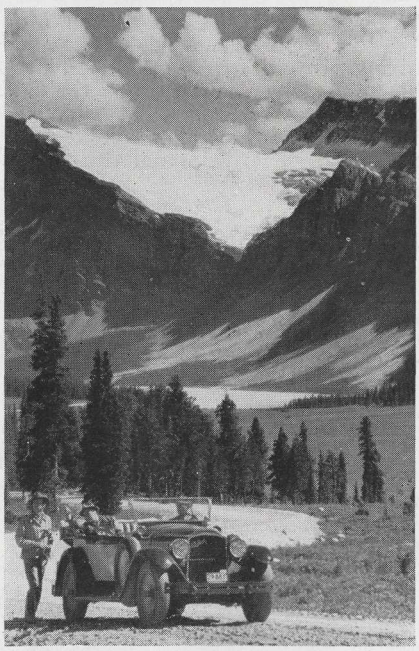
The Route from Golden to Glacier

Rogers Pass Until the year 1916, the railway crossed the Selkirks through Rogers Pass (*altitude 4,342 feet*), following Bear Creek and then bending round to Glacier and back again to the Illecillewaet River in a series of sharp loops. This was a most spectacular route, affording some magnificent views of Mount Macdonald, Mount Tupper, and other giant peaks; but it had many disadvantages, amongst which were the enormous track curvature and the necessity of maintaining long stretches of snow sheds. These difficulties were finally overcome by the construction of the Connaught Tunnel.

Rogers Pass was named in honor of Major Rogers, one of the pioneer surveyors of this region, who discovered this route.

Stoney Creek Not only is the scenery impressive, but the engineering feats are particularly remarkable, especially in the construction of bridges and tunnels. West of Cedar Creek is a very high bridge, spanning a foaming cascade whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture that they named the spot "The Surprise."

The bridge which crosses Stoney Creek, 270 feet above the gorge, is the highest on the main line of the Canadian Pacific. Stoney Creek is a noisy mountain torrent, flowing in the bottom of a narrow V-shaped channel cut deeply into the steep slopes along which the railway creeps.



On the Columbia Icefield Highway north of Lake Louise

Near Connaught Tunnel

Ross Peak from Connaught Tunnel

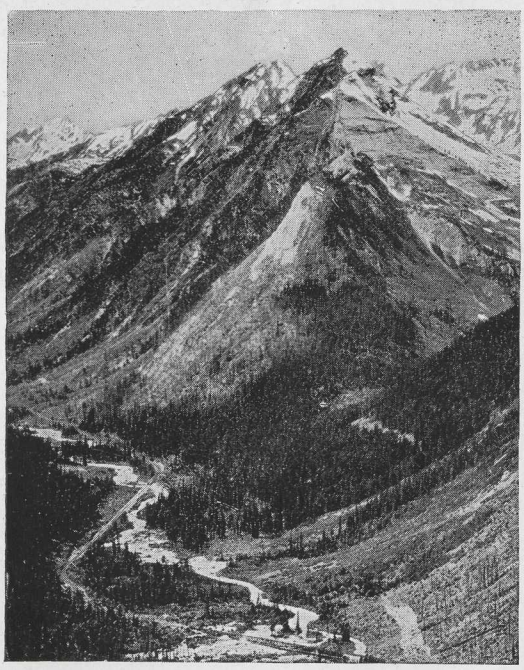
Bonny Glacier

Near Glacier, British Columbia

Beavermouth Canyon

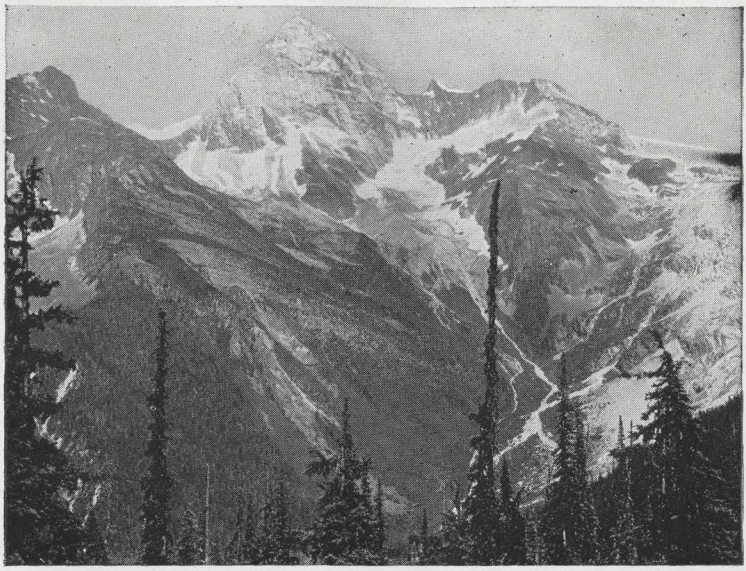
South Side of Track	Mileage west of Field		Altitude above sea-level	North Side of Track
3½ miles from Rogers we enter Glacier Park.	67.8	**Rogers**	2592	
	74.6			Cross Surprise Creek, 170 feet above stream.
				Cross Stoney Creek, 270 feet above stream.
	76.6	**Stoney Creek**		Hermit Range.
We enter Connaught Tunnel (5 miles long) under Mount Macdonald, piercing the summit of the Selkirks.	78.9	**Connaught**		
Glacier is stopping place for Illecillewaet Glacier and many fine mountain trips.	85.4	**GLACIER**	3778	We emerge from the Connaught Tunnel on the western slopes of the Selkirks.
				Mount Cheops (*8516 feet*).
Mount Sir Donald (*10-818 feet*), the pyramidal-shaped peak.				The line descends rapidly following the Illecillewaet River, crossing and recrossing it.

Connaught Tunnel The Connaught Tunnel, which (as before stated) was constructed to overcome track curvature, pierces Mount Macdonald, which towers more than a mile in vertical height above the railway and makes a most impressive picture. It was named in honor of the Duke of Connaught, Governor-General of Canada at the time of its opening in 1916. It was until recently the longest tunnel in America, measuring slightly over five miles from portal to portal; and it not only eliminated track curvature to an amount corresponding to seven complete circles, but also lowered the summit attained by the railway by 552 feet, reduced the length of the line by 4⅓ miles and dispensed with 4½ miles of snowsheds. The tunnel is double tracked, cement-lined and measures 29 feet from side to side and 21½ feet from the base of rail to the crown.



The Illecillewaet Valley, Glacier

Its construction involved the tunnelling of a pioneer bore paralleling the centre line of the main tunnel–a feature that was new and aroused the interest of tunnel engineers the world over. The railway emerges from the tunnel at Glacier Station.



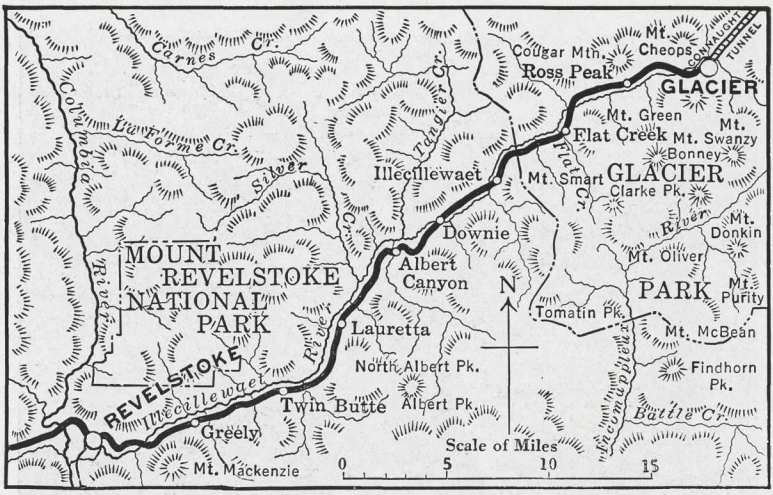
Mount Sir Donald, near Glacier

Glacier Glacier is the station for Glacier National Park—the features of which include the Illecillewaet Glacier, the Asulkan Valley and some magnificent climbing. At the present time some of the peaks in the Park have still to be climbed.

The Illecillewaet Glacier This great plateau of gleaming ice, framed in a dark forest of giant cedar, hemlock and spruce trees, scarred by immense crevasses of great depth and covering an area of about ten square miles, is about four miles from the station. It affords some remarkable opportunities of observing the movements and recession of glaciers. Mount Sir Donald, a magnificent peak named after Sir Donald Smith, later Lord Strathcona, can be reached by an extension trail from the glacier trail, and furnishes one of the most attractive climbs of the region. The return trip may be taken along the alternative trail on the east bank of the river.

GLACIER PARK, covering an area of 521 square miles, differs very noticeably from the other parks of the Canadian Rockies. It has an atmosphere of austere majesty and high loveliness. With its massive peaks and giant glaciers, Glacier Park has somewhat of an air of isolation and mystery. Surrounding it, too, are some dense forests of fine trees, of great age.

Down Hill Again From Glacier, which lies near the summit of the Selkirk Range, we begin our long journey to the Pacific Ocean—a journey that except for one or two minor climbs is uniformly downhill. For several miles the line follows the Illecillewaet River which, tumbling along precipitous gorges, rushing and foaming in splendid cascades, pours its flood from its glacier source to the broad waters of the majestic Columbia River, over 2,000 feet below. Here we notice how a river taking its source in a glacier differs from an ordinary upland stream. The latter, as it tumbles from great heights, may be foamy and tumultuous; but the water does not show that peculiar milk-green colour, characteristic of a glacier-fed stream,



The Route from Glacier to Revelstoke

South Side of Track	Mileage west of Field		Altitude above sea-level	North Side of Track
Mount Bonney (*10215 feet*).				
Ross Peak (*7728 feet*).	89.7	**Ross Peak**	3434	
Mount Green (*8870 feet*).				
Valley of Flat Creek.	93.2	**Flat Creek**	3094	
	98.2	**Illecillewaet**	2713	At this point we pass the western boundary of Glacier Park.
	104.9	**Albert Canyon**	2226	A fine rock gorge about 150 feet deep.
Revelstoke National Park.				
Mount Mackenzie (*8064 feet*).	119.6	**Greely**	1667	
Branch line to the Arrow Lakes.	125.7	**REVELSTOKE**	1496	Western end of the Selkirks.

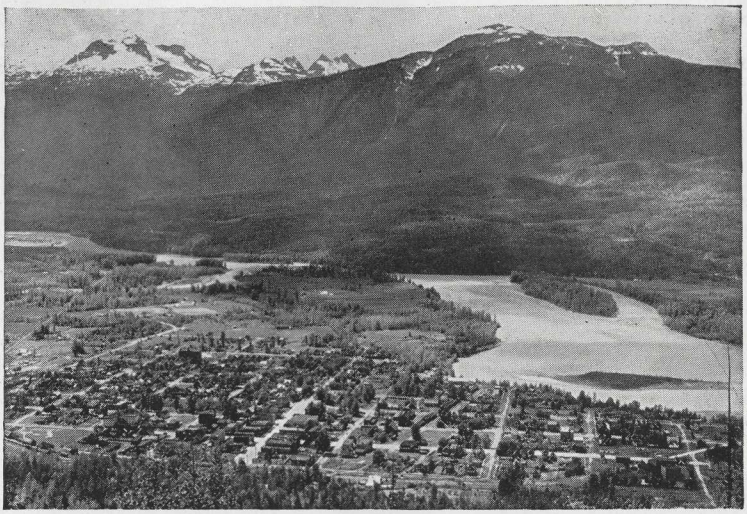
due to its sediment of glacial silt. This silt is composed of infinitesimally fine particles ground from the rocks by scraping ice.

Albert Canyon is a deep fissure in the solid rock, its walls rising straight up on both sides to wooded crags. The railway runs along the very edge of this gorge. We see the river nearly 150 feet below, boiling angrily in a narrow twenty-foot flume.

Revelstoke a flourishing city, with a population of 3,500, lies in the beautiful Columbia River Valley, surrounded by lofty and picturesque mountains, some clothed with trees and verdure to their very peaks, others crowned with rugged and rocky spires or glistening glaciers.

It is the gateway to the Kootenay and Arrow Lakes, and is the centre of large timber and mineral districts. Revelstoke is in the heart of very fine hunting grounds, and the Alpine climber will find whole worlds to conquer. Besides the drive up Mount Revelstoke, there is also the beautiful excursion along the Columbia River. In winter, a very popular winter-sport carnival is held here, and as a matter of fact some of the finest ski-jumpers of Canada have graduated on the "Big Hill" at Revelstoke.

Mount Revelstoke National Park 100 square miles in extent, is bounded on the south by the Illecillewaet River. It includes not only the striking mountain from which it derives its name, but also the Clachnacudainn Range.



Revelstoke, from Mount Revelstoke

The park, altogether a mountain-top one, provides a wonderful automobile trip. A road, as hard and smooth as a city boulevard, has been constructed by the Dominion Government to the summit. The road ascends by an easy grade through a virgin forest, winding along rocky ledges and on the verge of deep chasms. The glory of the ride is the remarkable view that can be obtained all the way up of the valley below—the Selkirks towering on the one hand, the Monashee Mountains on the other, and the Columbia and Illecillewaet Rivers twisting like ribbons around the city.

(*Main Line Journey resumed on page 44*)

Branch line to Arrow Lakes

	Mileage south of Revelstoke		Altitude above sea-level	
By Rail.	0.0	**REVELSTOKE**	1196	Connecting east or west.
	27.5	**Arrowhead**	1405	
By Lake Steamer	40.4	**Arrowhead**		
	64.4	**Halcyon**		
	156.4	**Nakusp**	1414	Branch line to Kaslo, on Kootenay Lake.
By Rail.	183.8	**Robson West**	1422	
		NELSON	1774	Connecting east to Calgary or west to Vancouver.

From Revelstoke this branch runs south to Arrowhead, whence a delightful trip is made down the Arrow Lakes to Nelson. The service down this lake is provided by the excellent and comfortable steamer service of the Canadian Pacific. The Arrow Lakes, lying in a long deep valley between the western slopes of the Selkirks and the Monashee Mountains, are formed by the Columbia Valley's broadening out on its way south. These beautiful lakes, although virtually one, are classified as two, Upper and Lower, very much the same size and connected by a wide but circuitous channel. The surrounding country has supplied lumber from the forests that clothe its slopes to many a sawmill, while of recent years settlers have come in and made clearings for orchards. The population, however, is still comparatively sparse.

Halcyon Hot Springs are well and favorably known owing to the curative properties of the waters, which contain a high percentage of lithium. There is a comfortable sanatorium hotel here.

Nakusp is the distributing centre of the upper lake, which is here about three miles wide. There are some excellent hot springs in the hills, about nine miles from the town. Nakusp is the headquarters of the Arrow Lake lumber industry, the shipping point for vast quantities of lumber, poles, fence posts, and other timber products. A branch line runs from here to Roseberry.

Along the lower lake there has been some development in fruit-growing, very fine cherries, apples and melons being produced. At Robson West rail connection is made to Nelson or westward to Penticton and Vancouver.

Nelson is charmingly situated on a commanding eminence overlooking the West Arm of Kootenay Lake, and is the commercial centre of the Kootenay district. At the convergence of lake and rail systems, it is an attractive city in which life passes very pleasantly. Nelson is the centre of a very large mining district: immediately behind it is the mountain in which is located the famous "Silver King" mine. Connection for the Crow's Nest Pass route to Lethbridge and Calgary is made here.

Main Line Journey Resumed

Revelstoke—See page 42.

Eagle Pass Between Revelstoke and Sicamous is the Monashee Mountain system, the most conspicuous peak being Mount Begbie. Eagle Pass, through which the railway crosses, appears to have been cut purposely for it, so deep and direct is it. Several lakes occur at short intervals, and in turn force the railway into the mountain sides. Open-top Observation Cars are attached to the rear end of Canadian Pacific passenger trains through the mountains during the summer season. These cars afford superb opportunities for viewing the magnificent scenery.

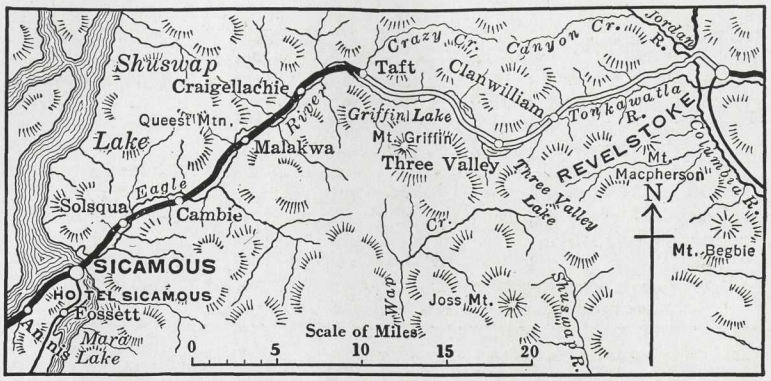
Craigellachie From Revelstoke our course is now downhill practically all the way to the Pacific ocean, for with the exception of one or two occasional rises, the altitude gets lower and lower. Entering the Monashee Mountains, we reach in about 28 miles the historic spot named Craigellachie.

Here an obelisk alongside the track commemorates the completion of the Canadian Pacific Railway from coast to coast. It was here, on November 7th, 1885, that the rails from the East met the rails from the West, and the long-cherished vision of a Canadian transcontinental railway became a reality.

The first through train from East to West left Montreal on June 28th, 1886, and reached Port Moody—then the Pacific terminal of the road—on July 4th.

The Hotel Sicamous

Sicamous on Shuswap Lake, is not only the junction of the main line with the Okanagan Valley branch; it is also a favorite stop-over point for travellers who, having traversed the mountains, wish also to see by daylight the wonderful canyon scenery that lies



The Route from Revelstoke to Sicamous

South Side of Track	Mileage west of Revelstoke		Altitude above sea-level	North Side of Track
Mount Begbie (*8956 feet*).	0.0	**REVELSTOKE**	1494	Shortly after leaving Revelstoke, we cross the Columbia River. (*See page 39*).
The railway follows the narrow valley of the Tonkawatla River.				
Mount MacPherson (*7962 feet*).	8.5	**Clanwilliam**	1820	The railway climbs up to the Eagle Pass which is reached here.
Three Valley Lake.	14.6	**Three Valley**	1636	
Griffin Mountain (*7075 feet*).				Eagle Pass Mountains.
	24.2	**Taft**	1279	
Follow the valley of Eagle River to Sicamous.	28.3	**Craigellachie**	1225	Monument to commemorate completion of the Canadian Pacific at this point. (*See page 44*).
Hunters Range.				Shuswap Mountain.
Branch line to Okanagan Valley.	44.7	**SICAMOUS Hotel Sicamous**	1153	Shuswap Lake.

between here and Vancouver. To accommodate this traffic, the Canadian Pacific owns a comfortable hotel on the shore of the lake and it is operated by a lessee. Lake Shuswap is a large body of water which affords some wonderful trout fishing.

(*Main Line Journey resumed on page 47*)

Branch line to Okanagan Valley

Enderby is a progressive town in a fertile fruit-growing and mixed-farming country, with considerable dairying and also an enormous lumber output. Fishing is good and the big game plentiful.

Armstrong is another flourishing town with a large central creamery and several industries, and a prosperous tributary agricultural country; it is particularly noted for the production of celery.

Vernon is the largest town, the judicial centre, and the central distributing point of the northern Okanagan Valley. Near here is the famous Coldstream Ranch, with about 13,000 acres of fruit lands.

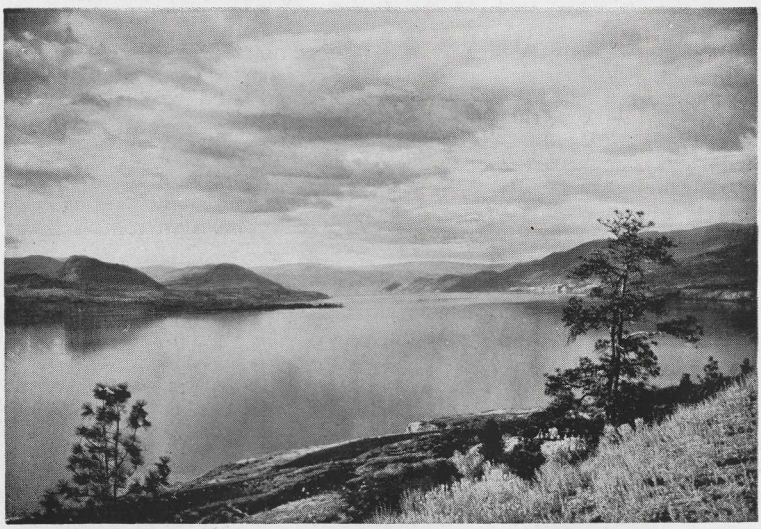
	Mileage south of Sicamous		Altitude above sea-level	
By Rail	0.0	**SICAMOUS**	1153	Connecting east or west.
	23.0	**Enderby**	1160	
	31.8	**Armstrong**	1182	
	46.2	**Vernon**	1250	
	79.6	**Kelowna**	1133	
By Stage		**Kelowna**		
		Peachland	1133	
		Summerland	1133	
		Naramata	1133	
		PENTICTON	1133	Connecting west to Vancouver or east to Nelson and Calgary.

Okanagan Lake This is one of the most famous fruit-growing regions of Canada. Journeying by rail and stage, one sees striking examples of "bench-land" formation—orchards rising tier by tier in what look like gigantic steps. On these bench-lands, on the occasional bottom lands, and even on the hilly slopes that descend into the water, grow all kinds of sub-tropical fruit, peaches, apricots, cherries, apples, plums, walnuts, almonds and grapes of superfine quality. Irrigation is practised, the flume that carries the life-giving water being a conspicuous feature of the orchard country. At Killiney on the west shore at the north end of the Okanagan Lake and at other points, attractive arrangements can usually be made for summer guests. It is reached by stage from Vernon.

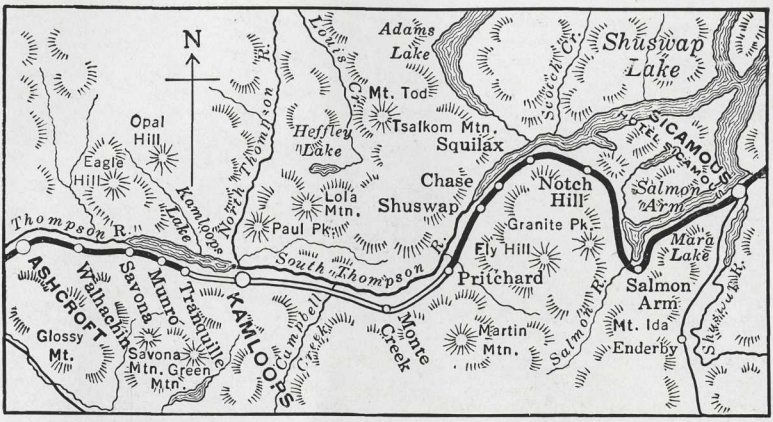
Kelowna is an important city, with some fifty thousand acres of first-class fruit lands, much of which is under cultivation, tributary to it. The city has several packing plants and canneries. It is a pretty point and has an attractive park with a lake frontage.

Peachland, Summerland and Naramata are fertile fruit-raising districts, with a certain amount of cattle-raising a few miles back.

Penticton at the southern end of the lake, is a very prosperous city, centre of a rich fruit-growing district, and very attractive to the tourist. It has a good hotel in the Incola. The Canadian Pacific Railway line from Vancouver to Nelson passes through Penticton, and affords an alternative to the more popular route through the Rockies.



Okanagan Lake



The Route from Sicamous to Ashcroft

South Side of Track	Mileage west of Revelstoke		Altitude above sea-level	North Side of Track
	44.7	**Sicamous**	1153	
A fine fruit district adjacent to railway.	63.4	**Salmon Arm**	1157	The railway follows the Salmon Arm of Shuswap Lake.
	70.6	**Tappen**	1158	The railway leaves the lake to climb over Notch Hill.
From this summit the line descends to Shuswap Lake.	79.8	**Notch Hill**	1691	
	87.8	**Squilax**	1288	Pass along the shores of Little Shuswap Lake.
	93.7	**Chase**	1183	
	95.6	**Shuswap**	1153	Follow the shore of the South Thompson River to Kamloops.
	128.8	**KAMLOOPS**	1159	The North Thompson joins the South Thompson at this point, the two rivers forming the Thompson River.

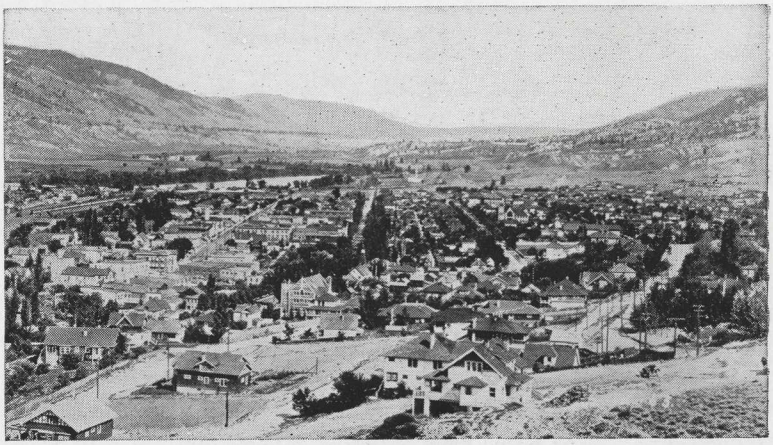
Sicamous—See page 44.

Salmon Arm Salmon Arm and the beautiful South Thompson River, which flows from the western arm of Shuswap Lake, provide interesting and varied scenery between Sicamous and Kamloops. Lake Shuswap is a large body of water of irregular shape which, with its bordering slopes, reminds one strongly of Scottish scenery and affords wonderful fishing. It has the reputation of containing more varieties of trout and other fish—including steel-head and land-locked salmon—than any other water in British Columbia. Salmon Arm (*population 800*) is a very prosperous fruit and mixed farming community, situated on a long arm of Shuswap Lake.

Notch Hill is the only elevation of any considerable height along the line. Here the railway leaves the open and takes a circuitous course through the forested slopes which surround its base, but soon joins the South Thompson River.

Chase (*Population 600*) is the gateway to an extensive territory for big-game hunting, bird shooting and fishing. The various waters in the vicinity are plentifully stocked with trout.

About two miles east of Kamloops, between the railway and the South Thompson River, are sites of semi-subterranean prehistoric Indian houses, which can be seen from the passing train.



Kamloops

South Side of Track	Mileage west of Kamloops		Altitude above sea-level	North Side of Track
	0.0	**KAMLOOPS**	1159	
	8.7	**Tranquille**	1142	The Thompson River widens and is known as Kamloops Lake.
	19.7	**Munro**	1143	The Painted Bluffs, brilliantly colored rocks, are seen across the Lake.
	25.2	**Savona**	1163	Leave the Lake a short distance west of Savona and follow the Thompson River.
	47.3	**Ashcroft**	1004	The gateway to the Cariboo country.
				The Black Canyon of the Thompson seen at mile 52.5.
	55.9	**Basque**	892	
Valley of the Nicola.	72.7	**Spence's Bridge**	774	

Kamloops (*Population 6,100*), bearing an Indian name which means "the meeting place of the waters," traces its history back more than one hundred years to the time when the old Hudson's Bay Company fort was the scene of thriving fur-trading and centre of the then meagre white population of the interior. Here the South Thompson joins the North Thompson to form the main Thompson River which will bear the traveller company on the journey to the Pacific.

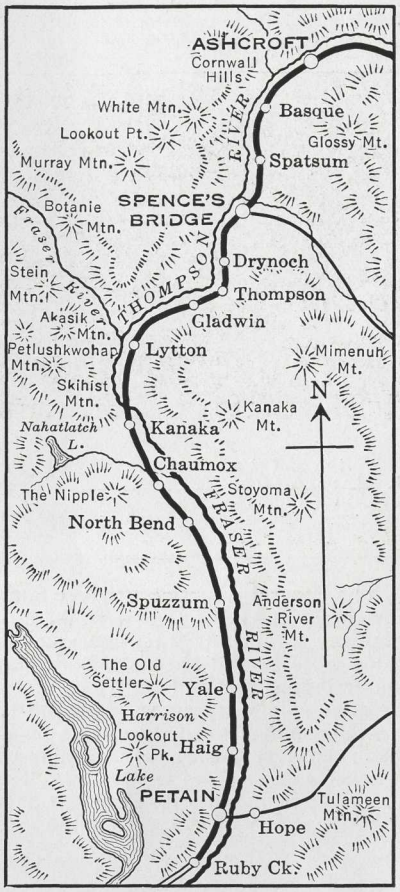
Looking north to the station, with its gardens which are the summer glory of the community, the great valley of the North Thompson can be seen, guarded on the right by Peter Peak, which hides behind its arid shoulders the beautiful wooded valley of Paul Lake and half a dozen other lakes known to anglers who prize the gameness of Kamloops trout.

Back from the main valley of the Thompson, north and south, the country holds rich surprises for the traveller who investigates. There are many lakes and streams, most of them well stocked with game trout; irrigated farms and vast grazing reaches for cattle and sheep are the locale for some of the largest ranches in British Columbia—a country surprisingly different from that seen in the Thompson valley.

Gold, copper and iron come from mines in the Kamloops area, and the city is a distribution centre for a big district. It has well-paved streets, a fine water supply, and electric power from a hydro plant on a tributary of the North Thompson.

Thompson River As the train slips out of Kamloops on its journey to the Pacific, the Thompson River begins to widen into Kamloops Lake, the last placid piece of water on this river before it ends its course in the turbulent Fraser. Early morning and evening scenes on this lake equal anything seen in the course of the mountain journey for vividness of color and splendid perspective.

At mile 5 the train passes the loading station for the Iron Mask mine, a big copper producer from which the concentrates come down a thousand feet to the track through a pipe line. Looking north across the lake one sees the Tranquille Sanatorium of the British Columbia government. At mile 11, frowning Battle Bluff rises abruptly from the water across the lake. On the bluff, close to the high water line, a careful observer can see a spot of red—a painted reminder, often renewed by the present day Indians, of the fierce tribal struggle from which the height takes its name.



The Route from Ashcroft to Petain

Difficulties of railway construction are realized as the train passes through tunnel after tunnel, constantly curving in and out along the lake shore line to Savona, where the Thompson begins its mad race to the level of the Fraser.

Ashcroft once a busy gateway to the Cariboo gold fields, now exports prosaic carloads of fruit, vegetables, cattle and sheep. It is famous for its potatoes—being one of the chief centres from which the delightful British Columbia "spud" is marketed.

The Black Canyon where the roaring "white water" of the Thompson battles around hairpin turns in funereal cliffs, is seen at mile 52.5. A splendid view of this canyon is obtained by looking back as the train passes the gloomy gorge. The Nicola River, joining the Thompson from the southeast, is crossed and the train arrives at Spence's Bridge. Since leaving Ashcroft the line has run almost due south.

Spence's Bridge where the Nicola River joins the Thompson, is the business centre for the Nicola Valley, a country with varied industries, such as ranching, lumbering and mining.

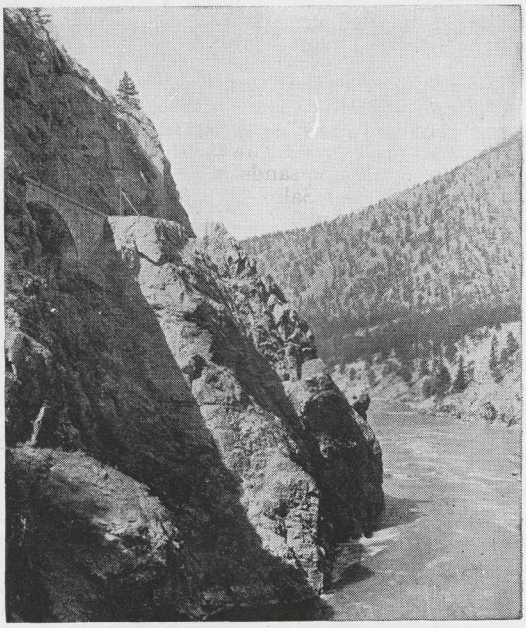
From Spence's Bridge there is a branch line to Brookmere.

South Side of Track	Mileage west of Kamloops		Altitude above sea-level	North Side of Track
	85.6	**Thompson**	673	
	90.1	**Gladwin**	758	Thompson Canyon, very fine, east and west of this point.
				At mile 93.5 note the striking pinnacle (Botanie Crag) on the opposite side of the river.
	94.9	**Lytton**	693	The Fraser River comes in from the North and joins the Thompson.
At mile 101 we cross the Fraser 140 feet above the River.				
Canyon scenery fine from mile 100 to mile 102.	103.9	**Kanaka**	613	
				Salmon River is crossed at mile 113.8; note fine gorge up stream.
Note the old Cariboo Road on the opposite side of the valley.	116.5	**Chaumox**	568	
	121.5	**NORTH BEND**	493	

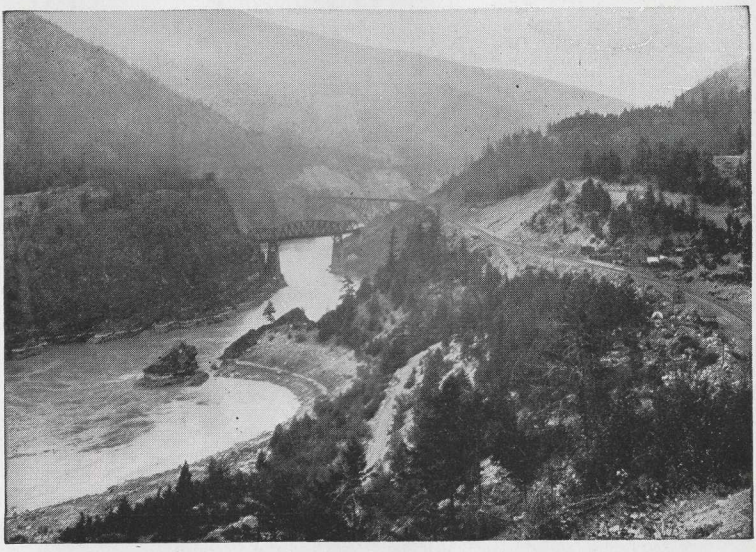
The general direction of river and railway is here southwest, but a few miles farther it turns again almost due south. River, rail and highway seem to fight for space in the Thompson Canyon as the mountains close in and the river boils through succeeding gorges. At low water jagged teeth of rock, the terror of the first river-travellers, can be seen vainly trying to stem the torrent which foams through narrower openings until The Jaws of Death gorge is seen at mile 87.5. Here the river is confined to a span which seems ridiculously narrow as one peers down from the tracks. The rocks take on blazing hues, and the scene is one of wild grandeur as Botanie Bluff looms up across the river at mile 93.5, with its green granite crest hanging over a many-colored gorge.

Lytton The railway suddenly emerges on a narrow plateau and the gardens of Lytton make a foreground for the traveller's first glimpse of the mighty Fraser. Below this once important staging point on the historic Cariboo Road, the Thompson joins the Fraser and they there begin their united course to the sea through the magnificent Fraser Canyon.

The railway line not only tunnels through great rock spans but also crosses from side to side in the great canyon.



The Thompson River Canyon



The Fraser River Canyon—showing the Old Cariboo Road

The Fraser, the chief river of British Columbia, comes down from the north between great lines of mountain peaks, and its turbid flood soon absorbs the bright green waters of the Thompson. The Fraser is navigable for steamers from its mouth to about Yale. The river, 800 miles in length, is an historic one; its name and that of the Thompson commemorate two of the earliest and most famous explorers who sought the Pacific Ocean overland from the east.

Fraser Canyon As the train swings out of Lytton and the traveller looks north and west to catch a last sight of the mountain-flanked valley of the Fraser above that point, it is but a few miles to the bridge where the rails swing out over the turbid torrent and pierce a wall of rock to gain foothold on the north (here west) bank of the river. This is the first and only crossing of the Fraser.

As the waters of Kwoieke Creek rush beneath the tracks near mile 106, after the wild glories of the canyon to that point, a fine view is obtained of Jackass Mountain, a little farther down the canyon. Over this height the highway which follows the old Cariboo Road is forced to climb thousands of feet above the river to make progress. As the train crosses Salmon River near mile 113 a glimpse is obtained of the gorge this tributary of the Fraser has cut from guardian heights. There are Indian reservations all along the river; and here and there until North Bend is reached can be seen a garden or orchard struggling for existence on tiny benches grudgingly left by the roaring Fraser.

North Bend On the limited bench above the ever-roaring Fraser, the company has established divisional point yards, leaving room for bright gardens which greet the summer visitor. It is noticeable at this point that the foliage, changing constantly since Lytton was left behind, is much more luxuriant. The woods begin to take on that richness of growth which is found on the lower levels.

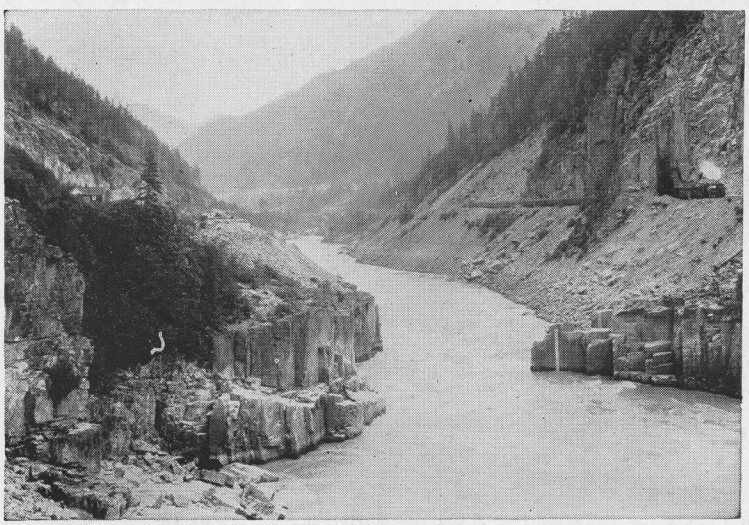
Once more off on the descent to the Pacific, the mountains crowd in on the river and seem to offer no way out. Small tributaries join the Fraser on both sides in increasing numbers. At mile 4 the mountains across the river loom close and as mile 5 is reached the Fraser is compressed into still narrower gorges. At mile 5.5 the Skuzzy River drops into the Fraser under the railway bridge in a series of basins up which the salmon vainly struggle during the running season.

South Side of Track	Mileage west of North Bend		Altitude Above sea-level	North Side of Track
	0.0	**NORTH BEND**	493	
From North Bend West the Canyon becomes more and more impressive, reaching a climax at Hell Gate, 8 miles from North Bend.	15.5	**Spuzzum**	399	Railway bridges span fine rock gorges at Skuzzy River (mile 5.5) and White's Creek (mile 9.7). Between mile 9 and 10 we pass through a series of tunnels.
The site is an old trading post of Hudson's Bay Company.	27.1	**Yale**	220	
Jct. with southern route through the Rockies.	41.7	**Petain**	183	
The line westward is double-tracked to Vancouver.	48.0	**Ruby Creek**	103	
	58.9	**Agassiz**	60	Government Experimental Farm.
The Harrison River is crossed at this point.	68.1	**Harrison Mills**	47	
Mount Baker.	76.7	**Nicomen**	30	

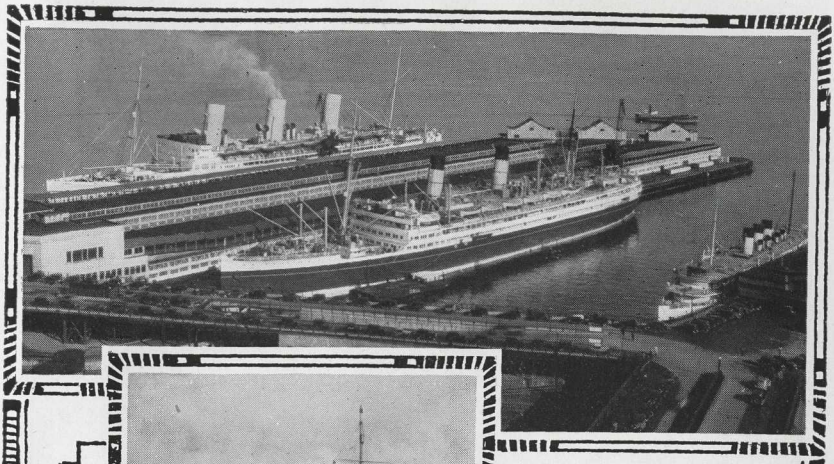
Hell Gate At mile 7.8 is the culmination of a series of gorges. In this narrow neck the water boils through on a wicked crest and the rock markings plainly show to what almost unbelievable heights the river rises during flood periods. Past Hell Gate the traveller looks back to see the Devil's Washbasin—a swirling pool below the giant portals.

Around Hell Gate and below that point there can be seen parts of the old Cariboo trail and as the train glides down the next few miles, passing Williams' Creek and White's Creek, the backward glance reveals a number of superb views of the canyon. Between the numerous tunnels the traveller sees signs of that age-old fight of water against rock as the Fraser batters its way seaward.

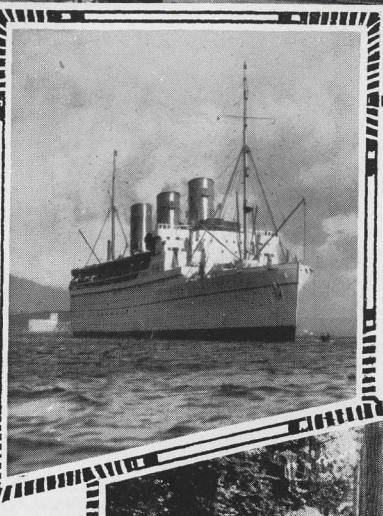
Spuzzum once a Hudson's Bay Company trading post, and a place of some importance when the Cariboo Road crossed the Fraser on the old suspension bridge, crowds another bench above the river. The floods have taken out the old bridge and the other historic landmarks have disappeared in the luxuriant vegetation. The modern highway crosses the river here on a new suspension bridge.



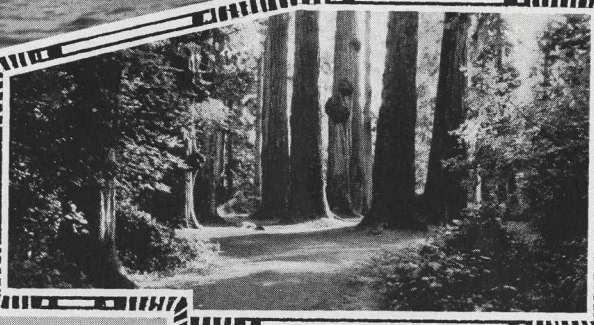
Hell Gate, Fraser Canyon



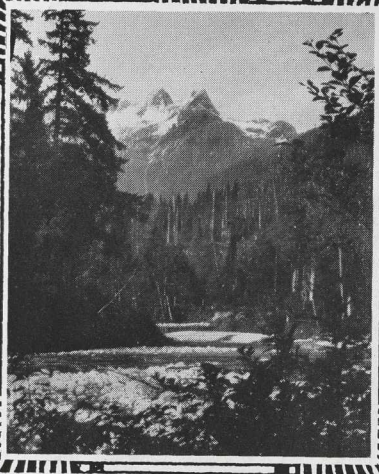
"Empress of Japan" and "Aorangi" in dock at Vancouver



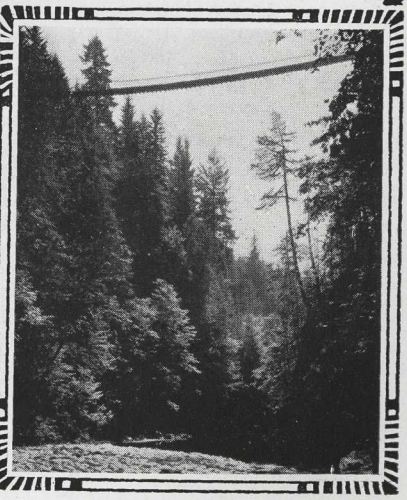
"Empress of Japan" largest, fastest liner on the Pacific



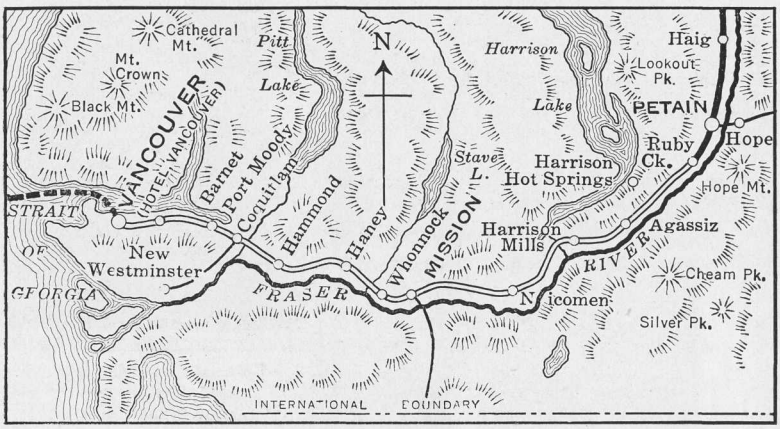
Big Trees, Stanley Park, Vancouver



The "Lions," Vancouver



Suspension Bridge, Capilano Canyon, Vancouver



The Route from Petain to Vancouver

The canyon closes in again at mile 19 and great barriers of rock curb the river in its drop. Stages where the Indians net salmon can be seen and on the high rocks are the racks where they smoke the fish. At mile 22.5 a great rock rises in the middle of the river and stands like an island fortress against the rush of the current. Another five miles of rugged grandeur takes us to Yale. The Fraser has shown us its last wild scenes. Man and his steamboats navigated the stream as far as Yale in the days before the railway supplanted the stage coach.

Yale Yale lives in memories of its historic greatness. Once the head of navigation on the Fraser and the "kicking off" place for the Cariboo Road, it was one of the first incorporated communities on the mainland and boasted of a population estimated variously from seven to ten thousand.

Behind the station the Historic States and Monuments Branch of the Dominion Government has marked the spot where British army engineers started the famous gold trail to the Cariboo. A rough stone bears a tablet which sets out:

"Here began the Cariboo wagon road which extended four hundred miles to northward to the gold mines of Cariboo. Built in 1862-5. In the olden days of Cariboo, over this great highway, passed thousands of miners and millions of treasure."

As we leave Yale slumbering in its peaceful vale of apples, plums, cherries and memories, the tangents lengthen; the railway no longer has to burrow into the rock for foothold; an occasional glance at the Fraser shows a more placid surface and the railway begins its last big swing toward the west. We prepare to say farewell to the mountains.

Petain is the junction of the more southerly route through the Rockies with the northerly. Looking across the Fraser one sees the canyon from which the turbulent Coquihalla pours into the larger river and joins the majestic roll of the Fraser to the sea.

The southerly line furnishes an alternative route from the prairies to Vancouver. It has some spectacular scenery, especially along the Canyon of the Coquihalla River. This southern route is linked to the main line by branches at Sicamous, Revelstoke and Golden.

Ruby Creek obtains its name from the garnets found in the neighborhood. From here on to Vancouver there is double track right of way.

Agassiz has a Government Experimental Farm and is also the station for Harrison Hot Springs. From Agassiz there is a ferry service to Chilliwack. The Chilliwack Valley comprises over 55,000 acres of rich agricultural land and is well known for its dairying. As one races along the wide reaches of the lazy Fraser, it is hard to picture it as the roaring terror of Hell Gate. Rich orchards appear, beautiful pastures and hay meadows border the track, fat dairy cattle give the train a passing glance and Harrison River is reached and crossed.

South Side of Track	Mileage west of North Bend		Altitude above sea-level	North Side of Track
Branch to Huntingdon.	87.3	**Mission**	27	
	96.3	**Whonnock**	23	Cross Stave Creek.
Fraser River.	105.1	**Hammond**	28	
	107.3	**Pitt Meadows**	38	
				At mile 109.7 the Pitt River is crossed.
Branch to New Westminster.	112.5	**Coquitlam**	39	The Coquitlam River is crossed before reaching this point.
	116.5	**Port Moody**	14	Reach the head of Burrard Inlet.
	129.0	**VANCOUVER Hotel Vancouver**	14	

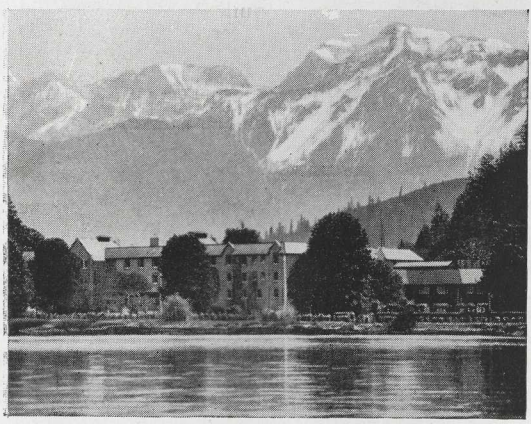
Harrison Hot Springs Some seventy miles before reaching Vancouver, about five miles from Agassiz Station, is the delightful resort of Harrison Hot Springs. Situated on Harrison Lake, a large and picturesque body of water that flows into the Fraser River from the north, this resort has sulphur and potash hot springs of great curative and medicinal values. An attractive hotel, with which are combined a covered swimming pool and private Turkish baths, serves as headquarters for the district. Splendid opportunities are available for fishing, hunting, trap shooting, golfing, boating, tennis and horseback riding.

Mission Fertile Fraser flats extend along the route to salt water. At Nicomen on a clear day it is possible to see snow-capped Mount Baker, a solitary peak standing over the U.S. border directly south. Then comes prosperous Mission, a fruit-growing and dairy centre. Stave River, waters of which help to supply Vancouver with electrical power, is crossed; Pitt River is reached and Coquitlam offers junction facilities for New Westminster.

From Mission, a branch line runs 10 miles south to Huntingdon, on the international boundary between Canada and U.S. From Coquitlam another branch runs 8 miles south to New Westminster.

New Westminster so named by Queen Victoria, is known as "The Royal City," but makes other claims for recognition. It is the third city of the province and its industries are growing constantly. Ocean shipping makes its way to New Westminster docks up the deep Fraser. It ships much lumber and wheat. It is connected with Vancouver by several fine highways (12½ miles).

Burrard Inlet There is a tang in the air as Coquitlam is passed; and when Port Moody comes in view the end of the long journey is near, for the traveller is looking out across the upper end of Burrard Inlet—Vancouver's magnificent harbor. Port Moody was the original terminal of the Canadian Pacific in 1886. Vancouver was not founded then. The first cargo ever carried across the Pacific Ocean for the Canadian Pacific arrived in Port Moody from Yokohama on the brig "W. B. Flint" on July 26th, 1886.



Harrison Hot Springs Hotel *Photo A. Curtis*

Still following the shore line of beautiful Burrard Inlet we soon meet the suburbs of Vancouver; and in a short time roll quietly into the handsome station there, with the docks on the north side and many large ocean-going steamers visible, and climbing the stairs to street level, find ourselves at the end of the journey.

Vancouver (*Population with suburbs 360,000*) is situated on Burrard Inlet, which here is over two miles wide. A long peninsula, within which is embraced beautiful Stanley Park, curves round north-westward from the city, and almost landlocks Vancouver Harbor. On the north side of the Inlet is a magnificent mountain range; the most prominent features thereof are two peaks which, silhouetted against the sky and remarkably resembling two couchant lions, are visible from any point in the city or harbor and have earned it its appropriate name of "The Lions' Gate."

The Hotel Vancouver

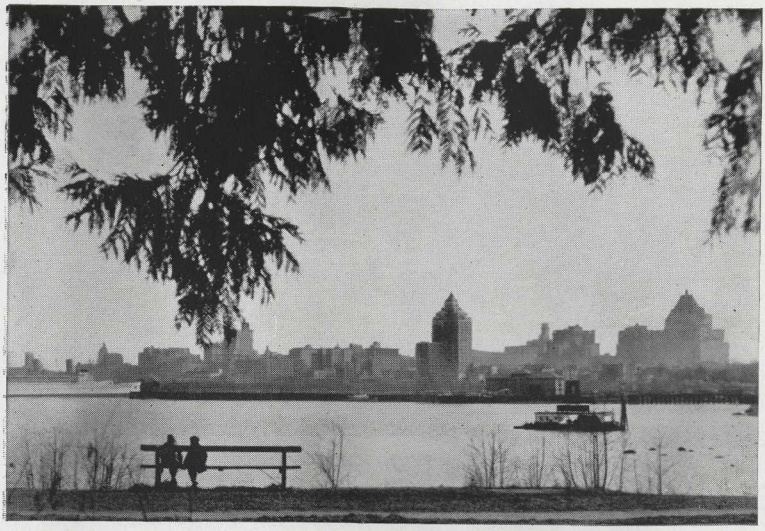
Hotel Vancouver The new Hotel Vancouver, operated by the Vancouver Hotel Company on behalf of the Canadian Pacific and Canadian National Railways, is situated in the heart of the social and business centre of the city. It is also conveniently located near the Canadian Pacific station and docks, city parks, beaches and playgrounds. Sightseeing drives, visiting various parts of the city and its environs, leave from the hotel.

A Summer City Vancouver is a favorite summer city, for its mild climate, floral luxuriance and closeness to water make life there very pleasant. There are many bathing beaches, parks, boulevards, automobile roads, and short and long steamer trips. All kinds of water sports are available, and are encouraged by a mild climate. The roads around the city are famous for their excellence, and there are many fine drives, varying from an hour to a day in time.

Stanley Park Amongst the shorter drives may be mentioned Stanley Park—one of the finest natural parks in the world, a primeval forest right within the city limits and containing thousands of Douglas firs and giant cedars of a most amazing size and age. The park is encircled by a perfect road, nine miles in length.

"Marine Drive" which girdles Point Grey, is one which takes one through Vancouver's most interesting residential sections and gives a wonderful opportunity to enjoy the run through luxuriant woods which crowd down to the very tide mark.

Capilano, etc. The North shore of the harbor offers the visitor the awesome Capilano Canyon, where suspension bridges hang hundreds of feet over a torrent which has carved its way down through perpendicular walls of granite. West Vancouver, with its cosy little rock-clinging gardens and its impressive sea cliff drive, offers the visitor another tempting trip.



Vancouver Harbor

Grouse Mountain, rising nearly four thousand feet above North Vancouver, is a unique trip. A fine motor road climbs the mountain to a comfortable chalet, where guests can be accompanied for short or long visits. From this height one looks directly down on Vancouver and the view extends, in clear weather, to Vancouver Island, forty miles distant.

Still another fine drive is to New Westminster. (See page 55). The Pacific Highway, including Kingsway, runs through Vancouver, connecting up with the main American roads of the Northwest. This road runs from Vancouver to Mexico.

VANCOUVER, terminal of Canadian Pacific transcontinental rail and trans-Pacific steamship routes, is the largest commercial centre in British Columbia. In and around Vancouver are immense lumber and shingle mills. Mining, lumbering, farming, shipbuilding, and shipping, with a vast Oriental business, form the reason of the city's remarkable growth and prosperity. From a forest clearing forty years ago it has become one of the most important seaports of the Pacific Ocean.

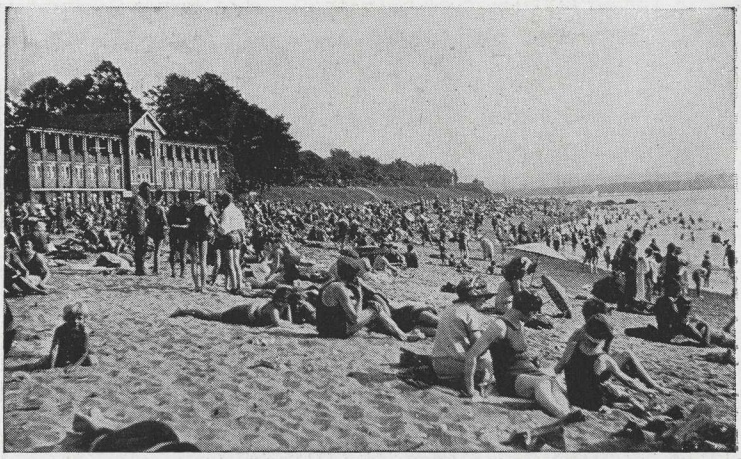
Vancouver is also one of the great vacation objectives of the Pacific Coast, and because of its beauty and hospitality has become very popular in this regard.

Bathing There are numerous fine bathing beaches around Vancouver. The most easily reached are English Bay and Kitsilano—both on the street-car line. The scene on a sunny afternoon at English Bay, which lies at one entrance to Stanley Park, is one of great animation.

Burrard Inlet, English Bay, and the North Arm are excellent places also for boating. Vancouver boasts of one of the finest yacht clubs on the Pacific Coast.

Golf Vancouver has many good golf courses, all of them 18-hole courses and all open to visitors. Included in these is a public course, "Langara," owned by the Canadian Pacific. There are a number of good tennis clubs.

Steamer Trips Some fine steamer trips can be made from Vancouver. Chief amongst them, perhaps, is the 4-hour trip across the Gulf of Georgia to Victoria. Then there are a particularly interesting trip to Nanaimo, a cruise amongst the Gulf Islands, and others to Comox, Powell River, etc. An excellent circle tour may be made by taking a "Princess" steamer to Victoria, the E. & N. train from Victoria to Nanaimo, thence back to Vancouver by steamer.



English Bay, Vancouver

Many delightful short excursions are made by Canadian Pacific Coast steamers during June, July and August, including one-day cruises to Jervis Inlet, afternoon cruises to the Gulf Islands, Newcastle Island, etc. These are advertised in the Vancouver newspapers.

The West Coast of Vancouver Island may be called the Canadian Norway, with its rugged coast line, and heavy-timbered slopes that drop sheer into the water. Little villages and Indian settlements are found along the coast. The Canadian Pacific steamships "Princess Norah" and "Princess Maquinna", built especially for this service, sail regularly from Victoria during June, July and August. They visit numerous ports en route, on their five-hundred mile journey to Port Alice in Quatsino Sound.

Sporting A great variety of fishing can be obtained around Vancouver. In season, salmon, spring, cohoe and tyee, steelheads, Dolly Varden, rainbow, cut-throat, and sea trout are plentiful. Within easy reach there is also wonderful shooting. Grouse, duck, teal, mallard, snipe, pheasants and partridges are plentiful in season.

A Busy Port Vancouver is a highly important port. From here the well-known Canadian Pacific "Princess" steamers provide local services to Victoria, Seattle, and Northern British Columbia. Another very popular trip is by "Princess" steamer to Alaska—a nine-day two-thousand mile journey there and back through the fiord-like scenery of the Northland.

There is a huge trans-Pacific business, with services to the Oriental and Antipodean countries via several routes. The Canadian Australasian Line runs from Vancouver to Honolulu, Fiji, New Zealand and Australia. Its high-speed motorship "Aorangi," and her running mate "Niagara," have many facilities for comfort in tropic waters.

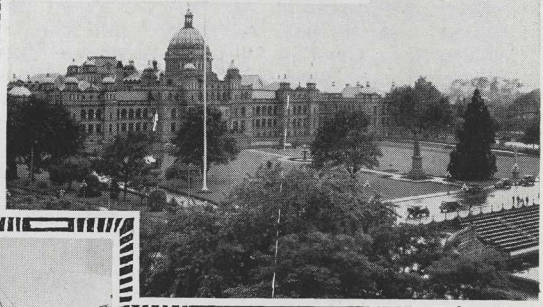
Empresses of the Pacific The fastest trans-Pacific service is furnished by the Canadian Pacific Steamships, which maintain services to Honolulu, Japan, China and the Philippines. This well-known "White Empress" fleet consists of four magnificent passenger ships, the "Empress of Japan," the "Empress of Canada," the "Empress of Asia" and the "Empress of Russia," and comprises the largest and fastest vessels on the Pacific. A large proportion of the silk trade of the Orient passes through Vancouver.

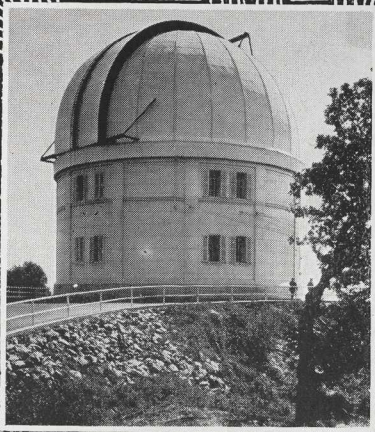
Grain and Lumber Tramp ships from the seven seas ply into Vancouver. Lumber from the forests of British Columbia is a great item in her exports; but the giant elevators around the harbor indicate the growth of grain export, for much Western grain finds its way to Vancouver elevators. Pulp, paper, canned goods, fruit and hundreds of manufactured lines are handled.

Butchart's Gardens, Victoria

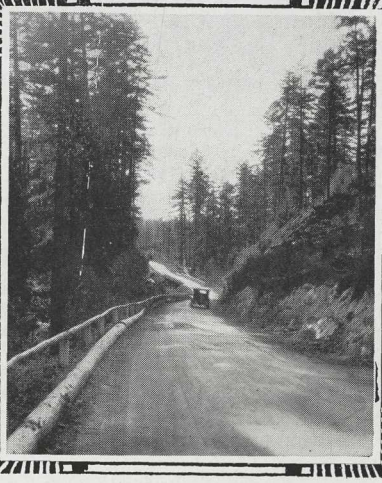
Oak Bay Golf Course, Victoria

Parliament Buildings, Victoria

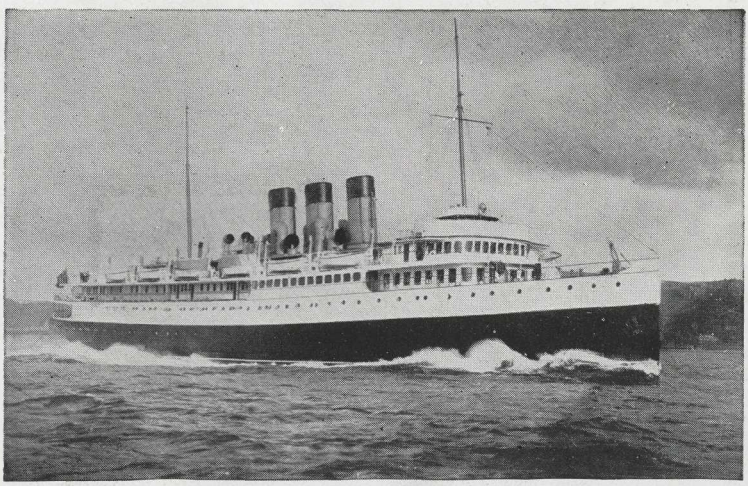




Astrophysical Observatory, Victoria



Malahat Drive, Victoria



A Canadian Pacific "Princess" Steamer from Vancouver to Victoria

The Triangle Route

British Columbia Coast Steamship Service

In connection with its transcontinental rail service, the Canadian Pacific operates an extensive steamship service on the British Columbia Coast as far north as Alaska. On Puget Sound two magnificent steamers, the "Princess Kathleen" and the "Princess Marguerite," the fastest in the North Pacific coastwise business, operate on the "Triangle Route" between Vancouver, Victoria and Seattle.

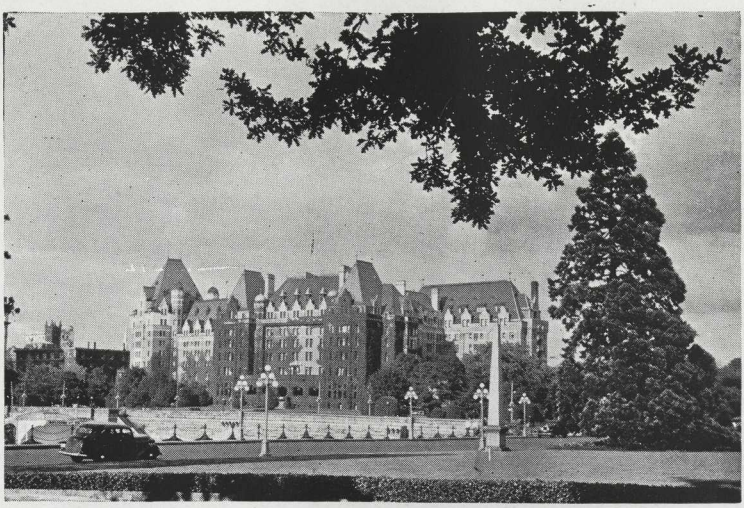
Nautical Miles		
0.0	**VANCOUVER**	Full particulars of this service may be found in the Company's time tables or consult any Canadian Pacific agent.
72.0	**VICTORIA**	
142.0	**SEATTLE**	
126.0	**SEATTLE (direct)**	

Victoria Victoria (*Population 62,000*) stands on a promontory overlooking the Straits of Juan de Fuca across to the snow-capped Olympic Mountains on the mainland. Owing to the characteristic beauty of its residential district, it has often been called "a bit of England on the shores of the Pacific." Victoria's beauty lies in its residential districts, its boulevards, parks, public buildings, numerous bathing beaches and semi-tropical foliage.

Empress Hotel The Empress Hotel, most western of the chain of Canadian Pacific hotels, overlooks the inner harbor, within a stone's throw of the Parliament Buildings. It is an hotel of stately architecture, hospitable spirit, spacious atmosphere, and social warmth. Its beautiful gardens are a fitting accompaniment of its own ivy-grown walls.

Crystal Garden Adjoining the Empress Hotel an amusement casino, the Crystal Garden, contains one of the largest glass-enclosed salt-water swimming pools in the world, together with dancing floors, promenades, etc.

Parliament Buildings Victoria is the capital of British Columbia. The Parliament Buildings, which rank among the handsomest in America, overlook the inner harbor. Adjoining them is the Provincial Museum, very complete and interesting, and containing a large assortment of specimens of natural history, native



The Empress Hotel, Victoria

woods, Indian curios and prehistoric instruments. The Provincial Library contains a large collection of historical prints, documents, and other works of great value and interest.

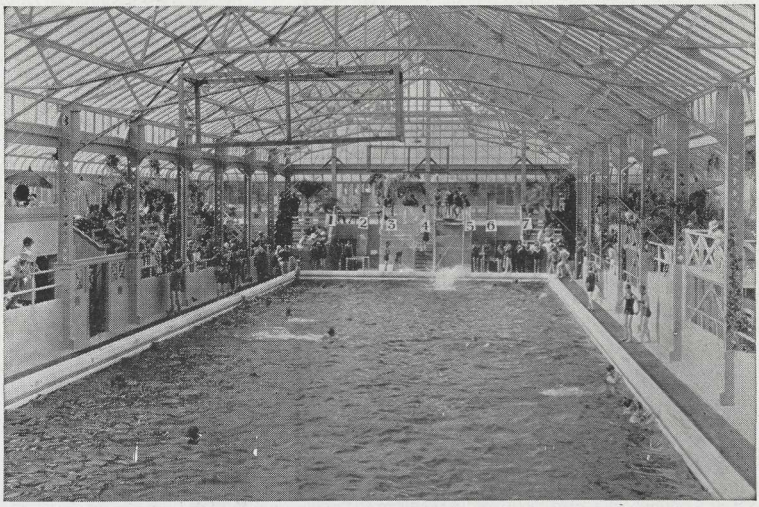
Beacon Hill Park One of the city's public parks, Beacon Hill Park, contains 154 acres laid out as recreation grounds and pleasure gardens, fifteen minutes' walk from the Empress Hotel and included in all sightseeing trips in the city. Magnificent views can be obtained from Beacon Hill across the Straits of Juan de Fuca and of Olympic Mountains on the mainland.

CHARMINGLY situated at the southern end of Vancouver Island, Victoria—the capital city of British Columbia—gives a bright welcome to the arriving traveller. Although its enterprising business district speaks of a rich commerce drawn from the forest, mineral and agricultural resources of Vancouver Island, Victoria is essentially a home city, with beautiful houses, bungalows, gardens, lawns, boulevards and parks; and it has furthermore a distinct charm of its own that has made it a favorite residential and vacation city for both summer and winter alike.

Brentwood Near Brentwood, a charming resort on Saanich Inlet about fifteen miles from the city by street-car or automobile, are the beautiful and famous gardens of Mr. R. P. Butchart. In no part of America can any more diversified gardens be found than these, for besides sunken gardens there are acres of rose gardens, stretches of velvet lawns bordered with flowers of every description, and a Japanese, or fairy, garden. Visitors are admitted without charge every day.

Saanich Mountain Observatory Reached by automobile or street-car. The telescope, which has a 72-inch reflector, is the third largest in the world. The observatory, in addition to being of interest itself, commands from its site one of the finest views on the Pacific Coast.

Golf Victoria can be considered as an approximation to the "golfer's paradise," for in its equable climate golf can be enjoyed every day of the year. Three 18-hole and two 9-hole courses are open to visitors, and are all convenient to the city, well kept and of fine location. Guests at the Empress Hotel have special privileges at the Royal Colwood Golf and Country Club. The Empress Winter Amateur Golf Tournament is held each year early in March, and is climaxed with a Grand Ball at the Empress Hotel.



The Crystal Garden, Victoria

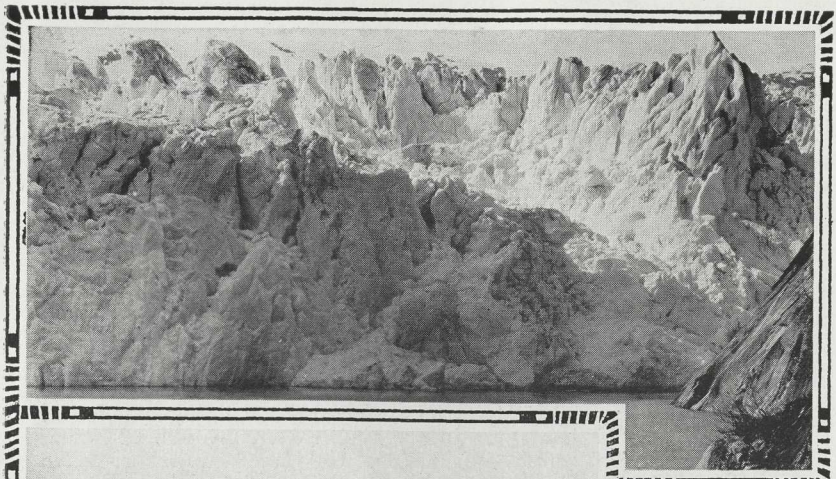
Sporting The fishing and shooting on Vancouver Island are of the best—trout, salmon, pheasant, grouse, cougar, bear, deer and moose being the prizes. Shawnigan Lake, Cowichan Lake, Sproat Lake, Great Central Lake and Campbell River are amongst the most famous fishing waters of this continent. There are also excellent bird shooting and big game hunting. Sportsmen wishing fuller information should communicate with the Information Desk, the Empress Hotel, Victoria.

Motoring There are as many good motor trips radiating from Victoria as from any other place in America. The roads are excellent. Among the popular trips is the famous Malahat Drive to Shawnigan and Duncan; Nanaimo via Parksville to Cameron Lake, on over Alberni Summit; another is the Grand Island Highway Tour—Victoria, Duncan, Nanaimo, Cameron Lake, Port Alberni, Qualicum and Campbell Rivers, and the entire Georgian Circuit International Tour, the greatest and most complete scenic tour on the continent.

Vancouver Island From Victoria delightful excursions may be made into the interior of Vancouver Island, either by the Esquimalt and Nanaimo Railway or by automobile. Excellent hotels are to be found at Cameron Lake and elsewhere. Spendid fishing can be enjoyed at numerous places, for salmon and trout. The immense Douglas fir forests of the interior and the balmy climate make a trip into the interior wonderfully attractive.

Seattle Seattle is the largest city in the State of Washington, and one of the most important on the Pacific Coast. It is a beautiful and progressive city, with a rapidly increasing population. Situated on the east side of Puget Sound, up the slopes of the hills that front the latter, it has a fine harbor accessible to the largest vessels afloat. Lake Washington, a body of fresh water about twenty miles long and three miles wide, bounds the city on the east, and is connected with the Sound by the Lake Washington Canal, a very notable feat of engineering that has a great and important bearing upon Seattle's future. The downtown business section of Seattle has many skyscraper buildings.

Seattle has a very pleasing residential section, especially in the vicinity of the University of Washington, and many beautiful parks and summer resorts. A large number of enjoyable trips can be made from Seattle, by train, steamer, and motor, such as to Bellingham, Everett, Tacoma, Mount Rainier, the Olympic Peninsula wonderland, and to many resorts and lakes in the Cascade and Olympic mountain ranges.



Mile-wide
Taku Glacier

"Princess Norah" at Nootka

Vancouver Island
Indian Chief

Alaska-bound in
"Princess" liner
comfort

Lynn Canal, near Skagway

LODGES

IN THE CANADIAN ROCKIES

Lake Wapta Lodge
Altitude 5,219 feet

Overlooking beautiful Lake Wapta, just west of the Great Divide. Fishing, boating, centre for Alpine climbing, drives, pony rides and hikes to Lake O'Hara, Yoho Valley, Sherbrooke Lake, Kicking Horse Canyon, etc.

Postal Address: Lake Wapta Lodge, Hector, B.C.

Lake O'Hara Lodge
Altitude 6,664 feet

This Alpine lake, of exquisite coloring and charm, is a splendid climbing, riding, fishing and hiking centre. Excursions to Lake McArthur, Lake Oesa and Opabin Meadows, or over Abbot Pass to Lake Louise. Reached by trail from Lake Louise and Wapta.

Postal Address: Lake O'Hara Lodge, Hector, B.C.

Yoho Valley Lodge
Altitude 5,000 feet

At the most delightful location in Yoho Valley, facing Takakkaw Falls. Excursions to Summit Lake, Twin Falls, Point Lace Falls, Yoho Glacier, Emerald Lake. Hiking, climbing, riding.

Postal Address: Yoho Valley Lodge, Field, B.C.

Moraine Lake Lodge
Altitude 6,000 feet

At the head of the Valley of the Ten Peaks. Good trout fishing, climbing, riding and hiking to Consolation Lake, Larch Valley, Paradise Valley, Wenkchemna Pass, etc.

Postal Address: Moraine Lake Lodge, Lake Louise, Alta.

Radium Hot Springs Lodge
Altitude 3,456 feet

Second stop on the Banff-Windermere Road. Swimming in Radium Hot Springs Pool, hiking, fishing, and climbing. Wonderful view of the Selkirks. (Owned and operated by Miss C. Armstrong.)

Postal Address: Radium Hot Springs Lodge, Radium Hot Springs, B.C.

Mount Assiniboine Lodge
Altitude 7,205 feet

Two-days' trail ride from Banff (34 miles), stopping overnight at half-way camp. Rates on application. (Owned and operated by Erling Strom.)

Postal Address: Mount Assiniboine Lodge, Banff, Alta.

Columbia Icefield Chalet
Altitude 6,525 feet

A motor trip of 84 miles from Lake Louise to the spectacular Columbia Icefield. Chalet is at the foot of the Athabasca Glacier, on the Columbia Icefield Highway. (Owned and operated by the Brewster Transport Co.)

OTHER LODGES REACHED BY CANADIAN PACIFIC

French River, Ont. . . . . French River Chalet-Bungalow Camp
Kenora, Ont. . . . . Devil's Gap Lodge

These attractive lodges are open during the summer months and the rates are reasonable.

Spans the World

• Canada and the United States

THE CANADIAN PACIFIC RAILWAY (comprising 21,235 miles of operated and controlled lines) stretches from the Atlantic to the Pacific, across Canada and into the United States. The main line, Montreal to Vancouver, 2,886 miles, passes through the heart of the lofty Canadian Rockies, with their crowning jewels of Banff, Lake Louise and Emerald Lake, unsurpassed as vacation resorts. Modern and comfortable trans-continental and local passenger train services link the important cities, industrial sections, agricultural regions and holiday resorts. Fast and efficient freight service. Convenient coastal and inland lake steamship services. Builds and operates air-conditioned equipment.

ALASKA. . . Frequent service by Canadian Pacific "Princess" liners from Vancouver (connections from Victoria and Seattle) to Skagway and return via the "Inside Passage".

TRIANGLE SERVICE — Canadian Pacific "Princess" liners operate daily service, year-round, between Vancouver, Victoria and Seattle.

GREAT LAKES. . . Canadian Pacific inland steamships sail semi-weekly during the summer months between Port McNicoll and Fort William via an attractive lake and river route. Summer cruises from Owen Sound and Port McNicoll.

• 39% Less Ocean to Europe

AIR-LINE ROUTE. . . Sailings via the short St. Lawrence Seaway from Montreal and Quebec (summer) . . . (Saint John, N.B., in winter) . . . to and from British ports.

FAST FREIGHT SERVICE provided by Empress, Duchess, "Mont" liners and "Beaver" cargo ships.

• Honolulu, Orient and South Seas

Sailings between Vancouver and Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila provide convenient passenger and freight schedules.

DIRECT EXPRESS ROUTE TO ORIENT . . . swift sister ships, Empress of Asia and Empress of Russia.

VIA HONOLULU . . . The mighty Empress of Japan and her running mate, Empress of Canada, call at Honolulu en route to and from the Orient.

SOUTH SEAS . . . Canadian Australasian liners ply between Vancouver and Honolulu, Fiji, New Zealand, Australia.

• Hotels, Express, Communications

HOTELS . . . A chain of comfort across Canada from Atlantic to Pacific . . . Fourteen hotels in leading cities and resorts, including the Chateau Frontenac, Quebec; The Algonquin, St. Andrews-by-the-Sea, N.B.; Royal York, Toronto; Banff Springs; Chateau Lake Louise; Empress Hotel, Victoria . . . Six rustic lodges in the Canadian Rockies and at Ontario fishing resorts.

COMMUNICATIONS AND EXPRESS . . . owned and operated by the CANADIAN PACIFIC . . . trans-Canada service . . . . . . world-wide connections . . . travellers cheques.

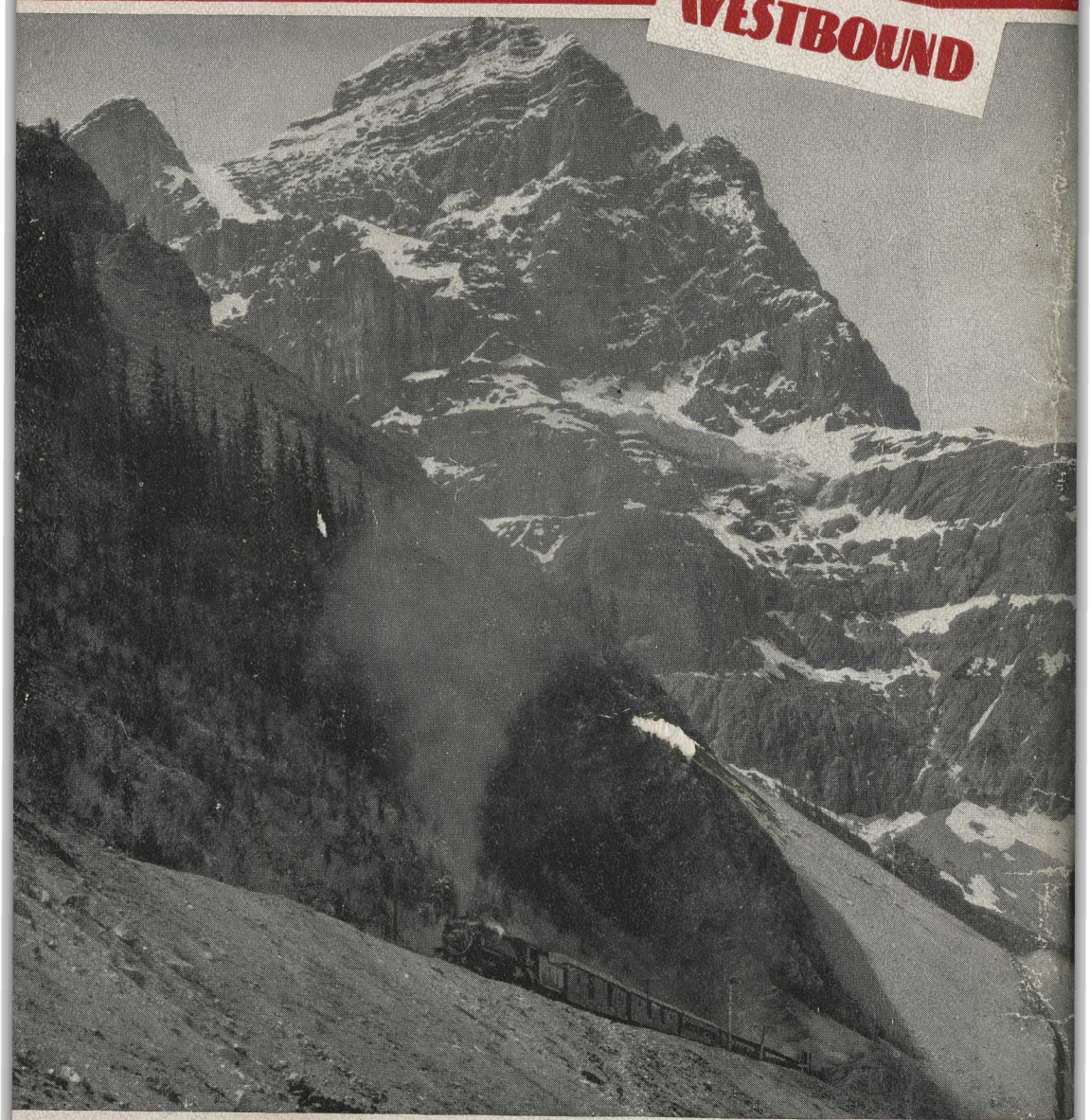
COLONIZATION . . . Canadian Pacific land-settlement policies, together with the large acreage of fertile agricultural land still for sale in the West, are helping to develop a richer Canada.

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

Your Journey through the CANADIAN ROCKIES

WESTBOUND



CANADIAN PACIFIC