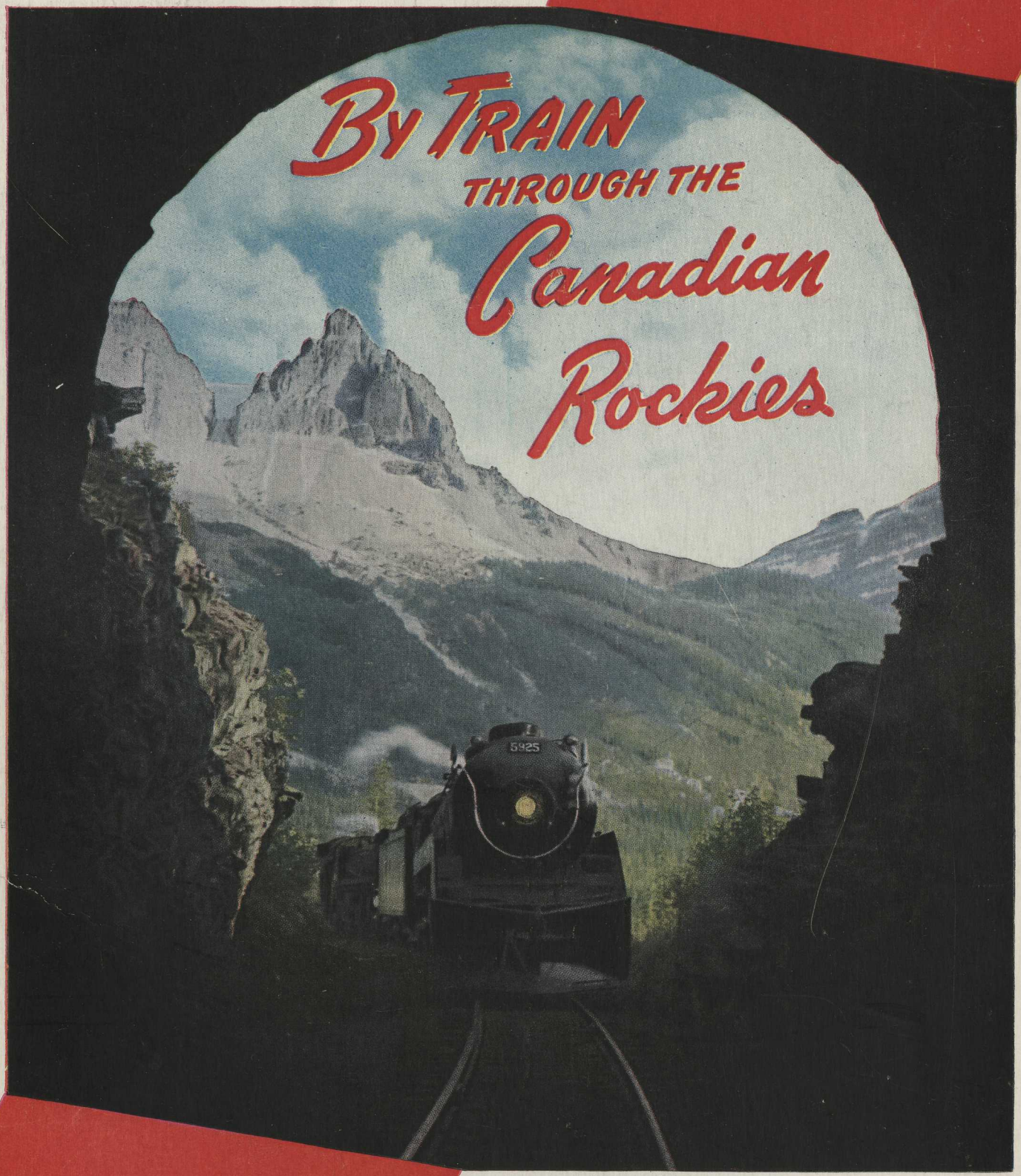
By Train through the Canadian Rockies



Canadian Pacific

SPANS THE WORLD

Your holiday or business trip all in one package—that's the Canadian Pacific way! Atlantic crossing by Empress of Canada or Empress of France . . . holiday resorts across Canada . . . strategically placed cosmopolitan year-round hotels . . . winter sports and summer romance in old Quebec . . . fast steamships between Vancouver-Victoria-Seattle . . . 17,000 miles of rail lines . . . Alaska Cruises through the inside passage . . . Reservations and more facts from any Canadian Pacific office or your own agent.

RAILWAYS • STEAMSHIPS
AIR LINES • HOTELS
COMMUNICATIONS
EXPRESS

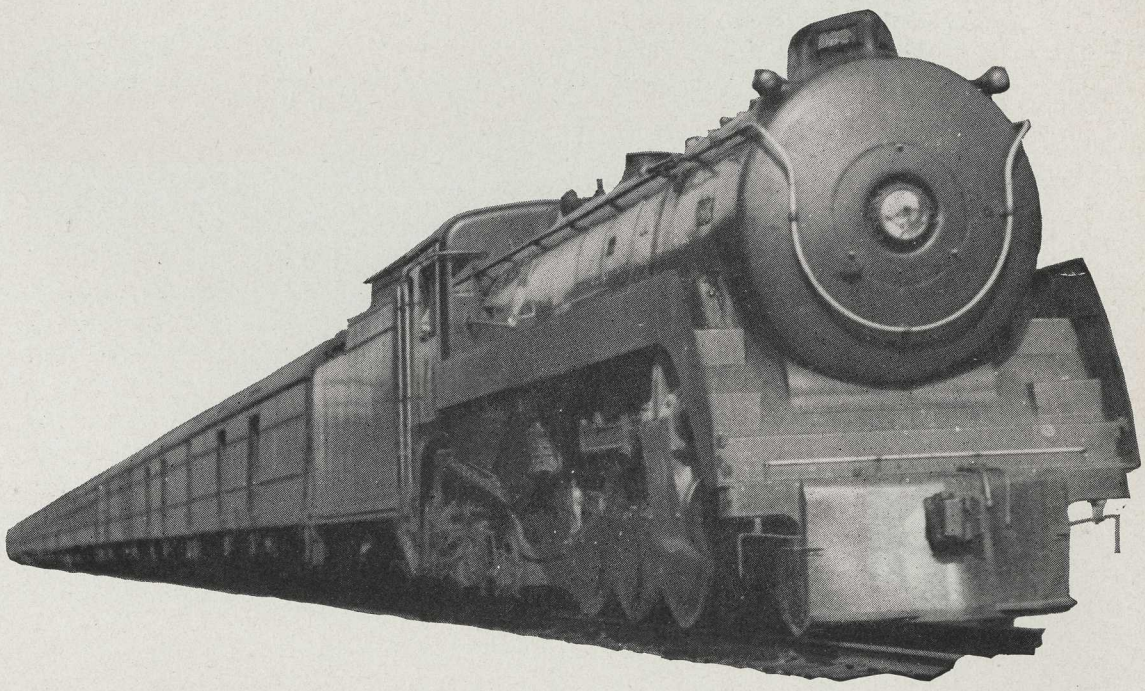
PRINTED IN CANADA

• This booklet is your welcome to the Canadian Rockies, the view-filled four hundred miles of peaks and passes, crags and canyons, streams and cataracts that make the journey by Canadian Pacific through the Rocky and the Selkirk Ranges one of the travel wonders of the world.

• Running through the book you will find sketch maps of the railway, each is complete and refers only to the same page. The top of each page is North, seen through right hand windows as you travel from East to West. Above the track will be called North, and on the right of your train as you head towards the Pacific. If you travel from the Pacific eastward, then "north" will refer to the left.

• For operating reasons the railway is divided into a number of divisions and subdivisions of varying lengths. Progress through each subdivision can be noted by reference to mile-boards, like this, 123.4 which mark distances west of subdivisional points. Each map, and they are sketches remember, and not exactly to scale, covers the distance shown by the mile-boards at the top of the page.

• Because this will be read on trains moving in each direction and on different timetables, no times for arrivals at different locations are used. Where a warning of something very spectacular coming up is given the reference is by elapsed time from the last station stop, or by the nearest mile-board.



THROUGH THE CANADIAN ROCKIES BY CANADIAN PACIFIC

The moose, "ungainly as a horse on stilts", is a strong swimmer and fast runner. It feeds in marshy lands and on tender shoots of underwater vegetation. This one was photographed in colour in one of the Vermilion Lakes beside the track near Banff.

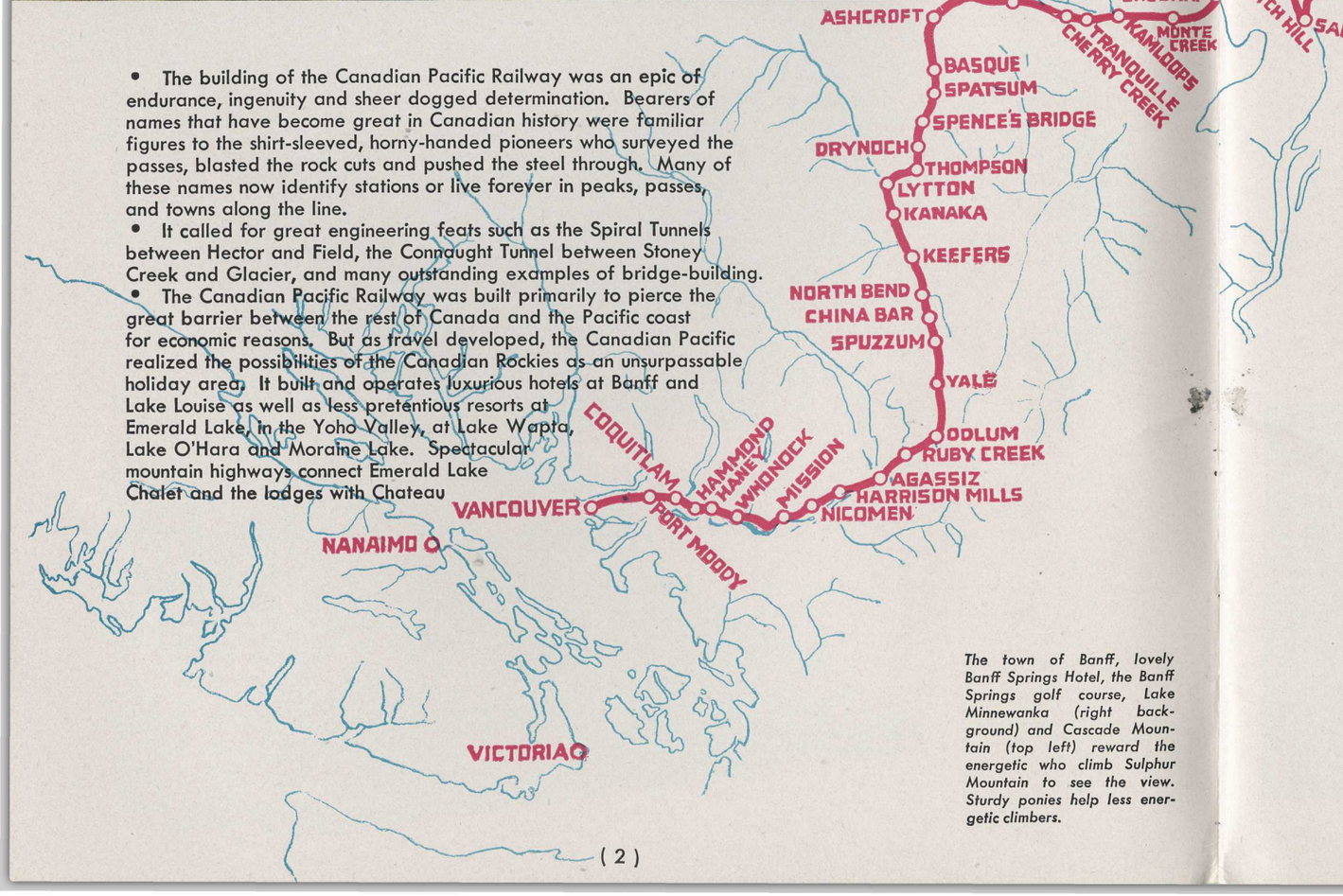
• The building of the Canadian Pacific Railway was an epic of endurance, ingenuity and sheer dogged determination. Bearers of names that have become great in Canadian history were familiar figures to the shirt-sleeved, horny-handed pioneers who surveyed the passes, blasted the rock cuts and pushed the steel through. Many of these names now identify stations or live forever in peaks, passes, and towns along the line.

• It called for great engineering feats such as the Spiral Tunnels between Hector and Field, the Connaught Tunnel between Stoney Creek and Glacier, and many outstanding examples of bridge-building.

• The Canadian Pacific Railway was built primarily to pierce the great barrier between the rest of Canada and the Pacific coast for economic reasons. But as travel developed, the Canadian Pacific realized the possibilities of the Canadian Rockies as an unsurpassable holiday area. It built and operates luxurious hotels at Banff and Lake Louise as well as less pretentious resorts at Emerald Lake, in the Yoho Valley, at Lake Wapta, Lake O'Hara and Moraine Lake. Spectacular mountain highways connect Emerald Lake Chalet and the lodges with Chateau Lake Louise and Banff Springs Hotel. Hiking, some fishing, boating and mountain climbing, with the aid of Swiss guides, are common to these resorts and at Banff there is an eighteen hole golf course.

• The mountain playgrounds that extend from Banff to Emerald Lake are all encompassed in the great Banff and Yoho National Parks where all wild life is protected and firearms forbidden by the Canadian Government. Other National Parks in this mountain area include Glacier National Park and Mount Revelstoke National Park in the Selkirk Mountains.

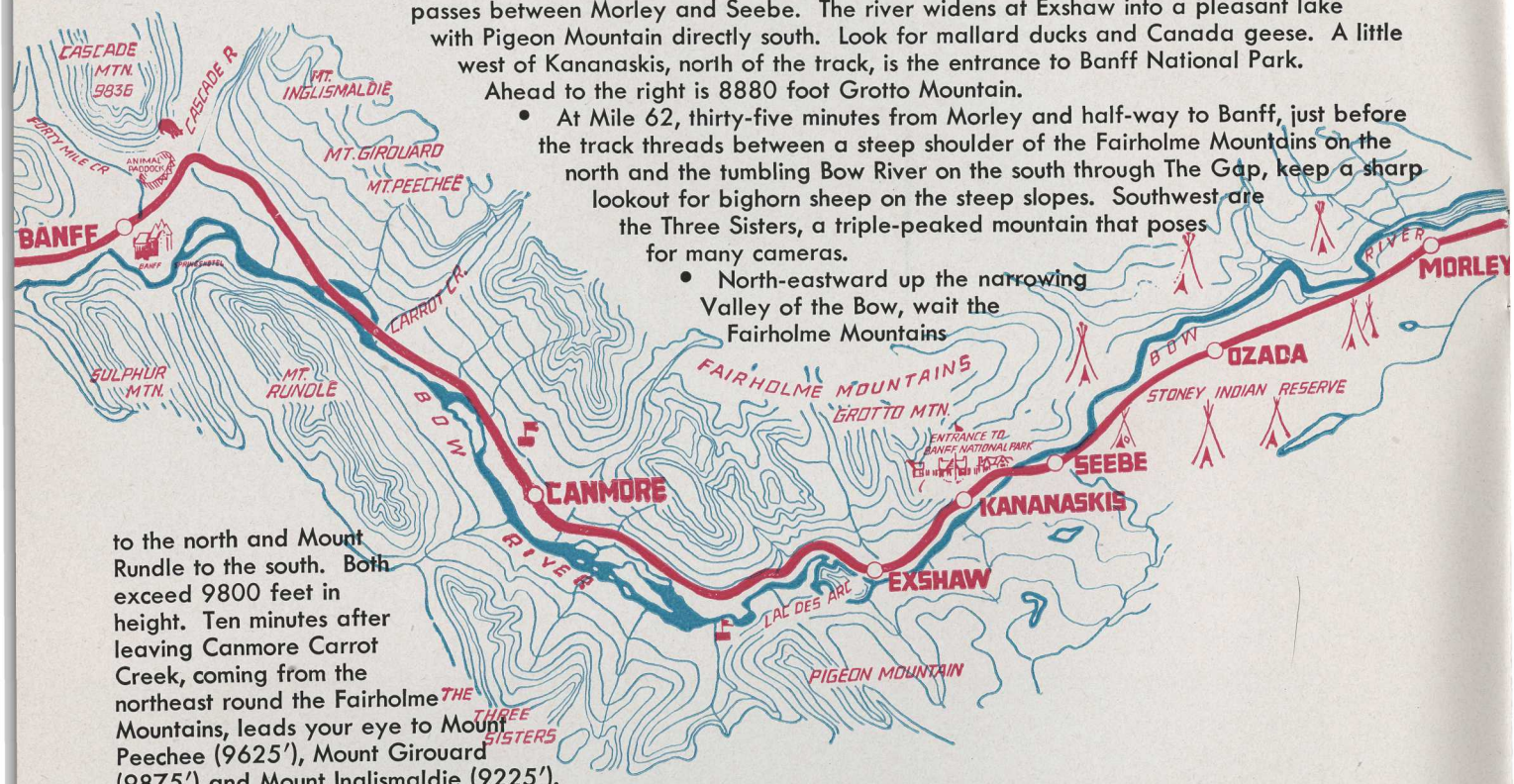
• Although the journey from Calgary to Vancouver totals 640 miles, the most spectacular mountain country lies between Morley, 41 miles west of Calgary, and Kamloops. From there to Vancouver the line traverses the lowering slopes of the coastal plain, its more placid scenery punctuated by distant peaks of the coast range. Detailed descriptions start overleaf for westbound travellers, on page 22 for the eastward journey.



The town of Banff, lovely Banff Springs Hotel, the Banff Springs golf course, Lake Minnewanka (right background) and Cascade Mountain (top left) reward the energetic who climb Sulphur Mountain to see the view. Sturdy ponies help less energetic climbers.

MORLEY TO BANFF

- Morley (altitude 4078 feet) 600 feet higher than Calgary, is still foothills country. But ahead the peaks that form the Canadian Rockies and the passes worn by ancient and long-dead glaciers march ever closer. Grazing lands give way to the Stoney Indian Reserve through which the line passes between Morley and Seebe. The river widens at Exshaw into a pleasant lake with Pigeon Mountain directly south. Look for mallard ducks and Canada geese. A little west of Kananaskis, north of the track, is the entrance to Banff National Park. Ahead to the right is 8880 foot Grotto Mountain.
- At Mile 62, thirty-five minutes from Morley and half-way to Banff, just before the track threads between a steep shoulder of the Fairholme Mountains on the north and the tumbling Bow River on the south through The Gap, keep a sharp lookout for bighorn sheep on the steep slopes. Southwest are the Three Sisters, a triple-peaked mountain that poses for many cameras.
- North-eastward up the narrowing Valley of the Bow, wait the Fairholme Mountains to the north and Mount Rundle to the south. Both exceed 9800 feet in height. Ten minutes after leaving Canmore Carrot Creek, coming from the northeast round the Fairholme Mountains, leads your eye to Mount Peechee (9625′), Mount Girouard (9875′) and Mount Inglismaldie (9225′).



- Now you curve to the left and, northwest, the southern tip of Cascade Mountain (9836′) is marked by thundering cascades, like thin rivulets in the distance. The track crosses the Cascade River, parallels it for a few hundred yards and turns sharply southwest. On the south Tunnel Mountain looms. To the north, on flat-lands at the feet of Cascade and Stoney Squaw Mountains is the National Parks Department wild animal paddock for buffalo, rocky mountain goats and bighorn sheep. In the evening, to the east of the Paddock you are quite likely to see a number of bears. Perhaps this is unromantic, but they are probably on their way to a refuse heap where all sorts of sweet discards are an irresistible magnet. Now get ready for a brisk walk on the platform at Banff Station—an opportunity for photographs of Cascade, Stoney Squaw, Mount Norquay, Rundle and Sulphur Mountains.

The Three Sisters

Mount Eisenhower

BANFF TO STEPHEN

• In the forty miles on this page the Canadian Pacific Railway, following the lowest levels the survey party could find, climbs only 800 feet. But the need of this pass is evident in the increasing number of high peaks that thrust skyward as the Canadian Rockies reach for their greatest heights.

• Keep a look out for Banff Springs Hotel to the south just after you start; and moose feeding in Vermillion Lakes north of the track in the shadow of Sulphur Mountain. Other wild animals you may hope to see in this area include deer and elk, many of whom feed close to the right of way and—in tourist season—an occasional black bear, sometimes with her cubs, on the lookout for "handouts" from drivers on the Banff-Lake Louise highway. North of Vermilion Lakes is Mount Norquay, site of excellent ski runs. To the south is the Bourgeau Range. Ten minutes from Banff the view to the north includes Mount Edith (8380′) and, close to the track, a huge cave known as Hole-in-the-Wall in which Banff Masonic Lodge has met, and Mount Cory (9194′).

• The Bow River changes in character as the land rises. Its colour takes on the milky jade typical of glacial waters. The towering peaks south of the track are: Mount Bourgeau, in the distance; Massive Mountain (7990′) closer at hand and Pilot Mountain directly south of Mile board 93.

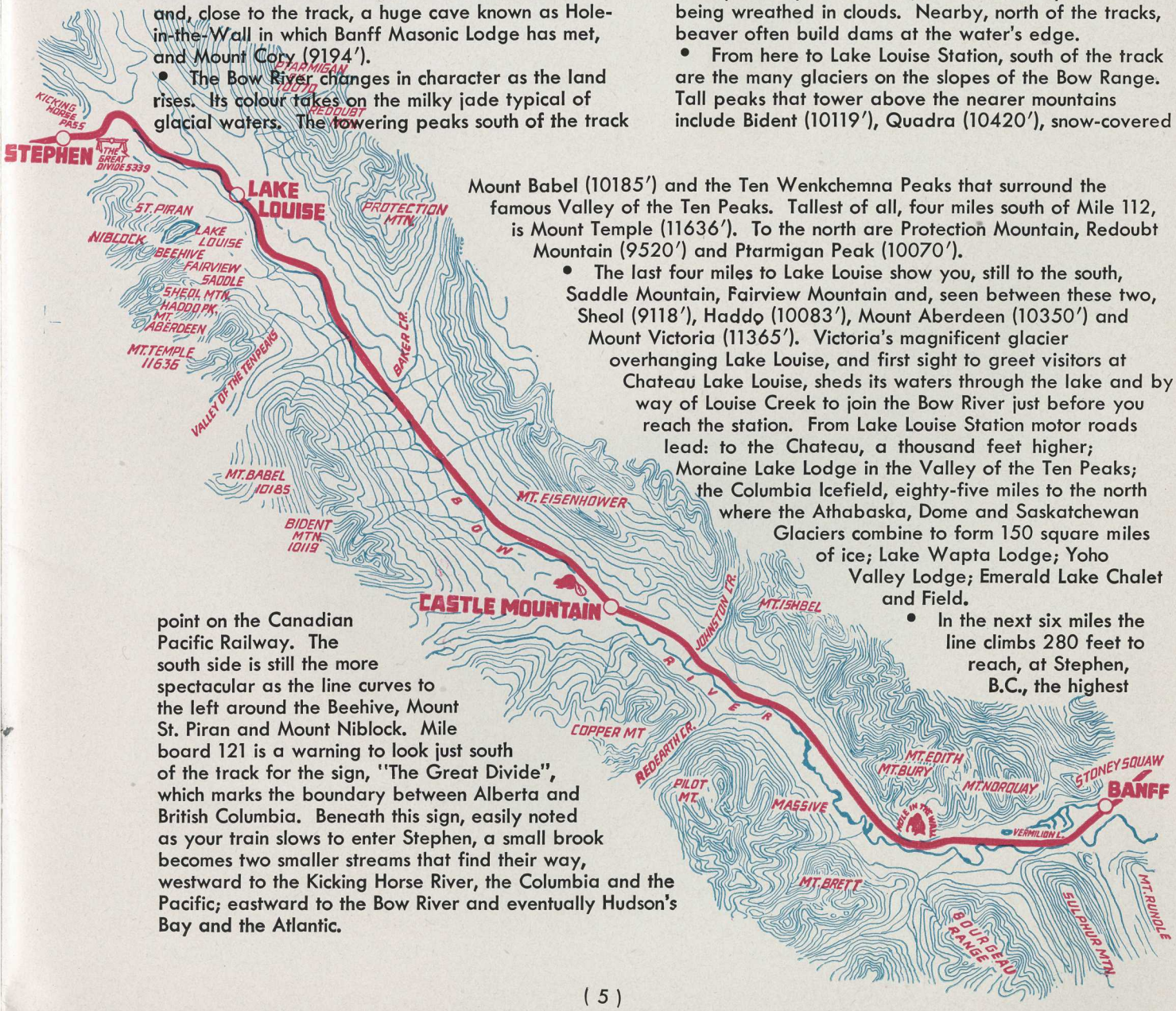
• From this point the pass widens. Redearth Creek on the south and Johnston Creek west of Mount Ishbel on the north, enter the Bow River within a mile of each other. Copper Mountain (9170′) immediately south of where Johnston Creek joins the Bow River, warns you to look north for the south-eastern slopes of Mount Eisenhower, the fortress-like mountain whose base parallels the track for the next eight miles. Formerly known as Castle Mountain, this tremendous formation, battlemented like a medieval castle, was renamed to honour General of the Army Dwight Eisenhower, brilliant Supreme Commander of the Allied Forces in Europe.

• Storm Mountain, five or six miles south of Mile 106, usually lives up to its name, its 10372 foot peak often being wreathed in clouds. Nearby, north of the tracks, beaver often build dams at the water's edge.

• From here to Lake Louise Station, south of the track are the many glaciers on the slopes of the Bow Range. Tall peaks that tower above the nearer mountains include Bident (10119′), Quadra (10420′), snow-covered Mount Babel (10185′) and the Ten Wenkchemna Peaks that surround the famous Valley of the Ten Peaks. Tallest of all, four miles south of Mile 112, is Mount Temple (11636′). To the north are Protection Mountain, Redoubt Mountain (9520′) and Ptarmigan Peak (10070′).

• The last four miles to Lake Louise show you, still to the south, Saddle Mountain, Fairview Mountain and, seen between these two, Sheol (9118′), Haddo (10083′), Mount Aberdeen (10350′) and Mount Victoria (11365′). Victoria's magnificent glacier overhanging Lake Louise, and first sight to greet visitors at Chateau Lake Louise, sheds its waters through the lake and by way of Louise Creek to join the Bow River just before you reach the station. From Lake Louise Station motor roads lead: to the Chateau, a thousand feet higher; Moraine Lake Lodge in the Valley of the Ten Peaks; the Columbia Icefield, eighty-five miles to the north where the Athabaska, Dome and Saskatchewan Glaciers combine to form 150 square miles of ice; Lake Wapta Lodge; Yoho Valley Lodge; Emerald Lake Chalet and Field.

• In the next six miles the line climbs 280 feet to reach, at Stephen, B.C., the highest point on the Canadian Pacific Railway. The south side is still the more spectacular as the line curves to the left around the Beehive, Mount St. Piran and Mount Niblock. Mile board 121 is a warning to look just south of the track for the sign, "The Great Divide", which marks the boundary between Alberta and British Columbia. Beneath this sign, easily noted as your train slows to enter Stephen, a small brook becomes two smaller streams that find their way, westward to the Kicking Horse River, the Columbia and the Pacific; eastward to the Bow River and eventually Hudson's Bay and the Atlantic.

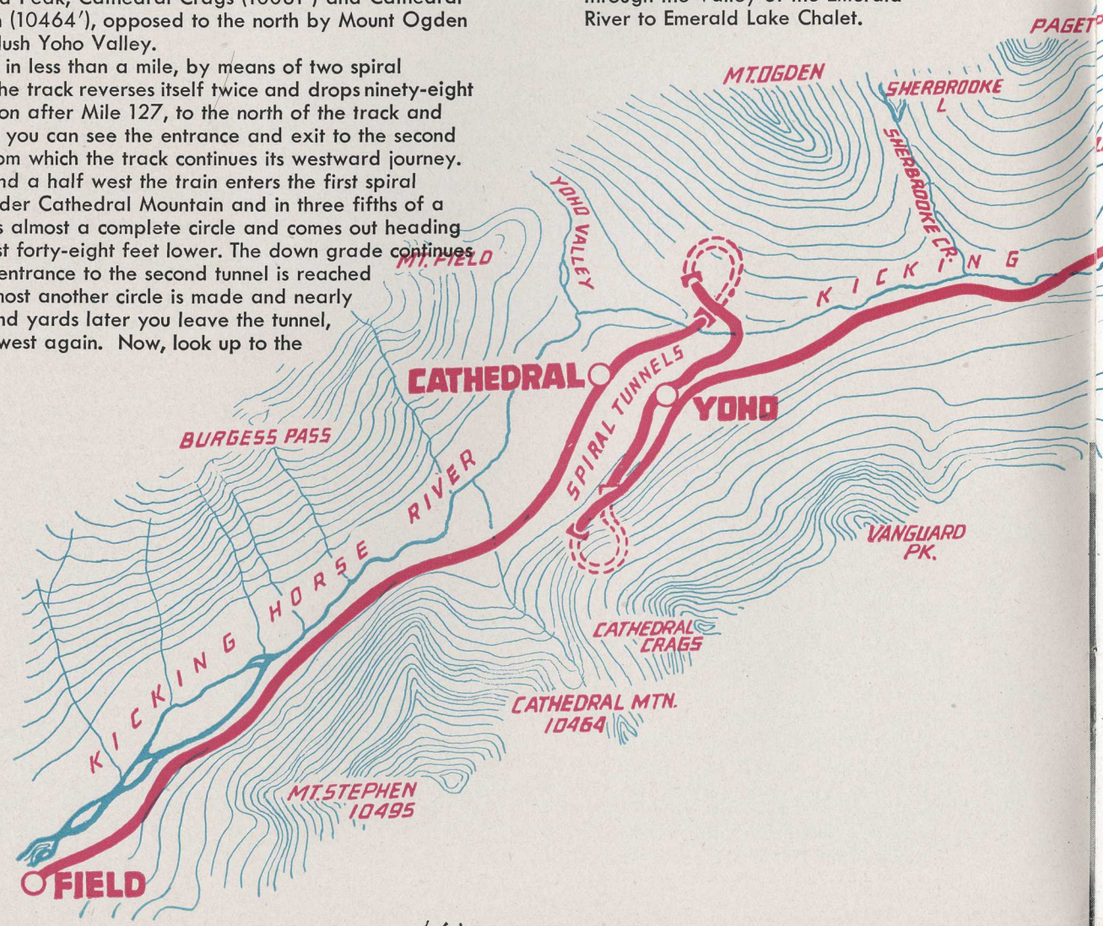


STEPHEN TO FIELD

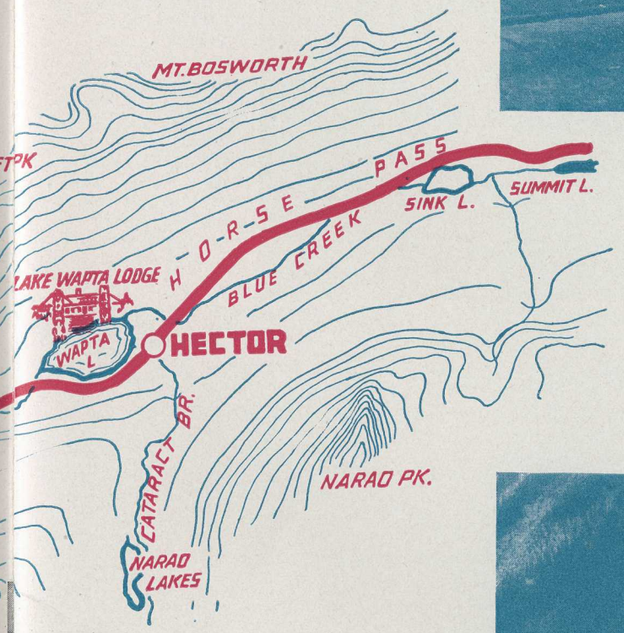
• Eight and a half miles as the crow flies but fourteen miles by the track and 1265 feet downhill lies Field, divisional point for the mountain subdivision. In the coming fourteen miles—forty thrill-packed minutes—is concentrated some of the finest scenery and the most interesting engineering feat of the journey, the world-famous Spiral Tunnels. At Stephen (5339′), entrance to the Kicking Horse Pass, are Summit and Sink Lakes. South of the track can be seen Popes Peak (10376′), Narao Peak, and, at Mile 125, to the north, Wapta Lake connected with the stream at the Great Divide by Blue Creek, the site of Lake Wapta Lodge, a popular mountain resort, in the shadow of Mount Bosworth and Paget Peak. This lake is the source of the Kicking Horse River—first in your mountain journey to flow from east to west. South of Lake Wapta, Cataract Brook parallels a canyon trail that leads to Lake O'Hara Lodge beside the lake of the same name in a valley sheltered by Wiwaxy peaks, Mount Schaffer and Mount Odaray. At Mile 126 are Vanguard Peak, Cathedral Crags (10081′) and Cathedral Mountain (10464′), opposed to the north by Mount Ogden and the lush Yoho Valley.

• Now in less than a mile, by means of two spiral tunnels, the track reverses itself twice and drops ninety-eight feet. Soon after Mile 127, to the north of the track and below it, you can see the entrance and exit to the second tunnel from which the track continues its westward journey. A mile and a half west the train enters the first spiral tunnel under Cathedral Mountain and in three fifths of a mile turns almost a complete circle and comes out heading north-east forty-eight feet lower. The down grade continues until the entrance to the second tunnel is reached when almost another circle is made and nearly a thousand yards later you leave the tunnel, headed west again. Now, look up to the south and you'll see the track you passed over a few minutes before. North is another view of the Yoho Valley, and to the south Mount Stephen (10495′). Below, the Kicking Horse River makes its way along the pass. To the north, Mount Field and Mount Wapta border the Yoho Valley with, beyond, Burgess Pass and Mount Burgess.

• From Field well-engineered motor roads lead up the scenic Yoho Valley to Yoho Valley Mountain Lodge; and, past the "Natural Bridge" formed by the boring of the Kicking Horse River through rock formations, north through the Valley of the Emerald River to Emerald Lake Chalet.



• Field marks the end of a time zone and watches are set back one hour on the westward journey to Pacific Time. The train stays fifteen minutes while competent crews minister to the operating needs of the locomotive and cars. The station platform is a vantage point from which many successful photographs of the surrounding mountains are taken.



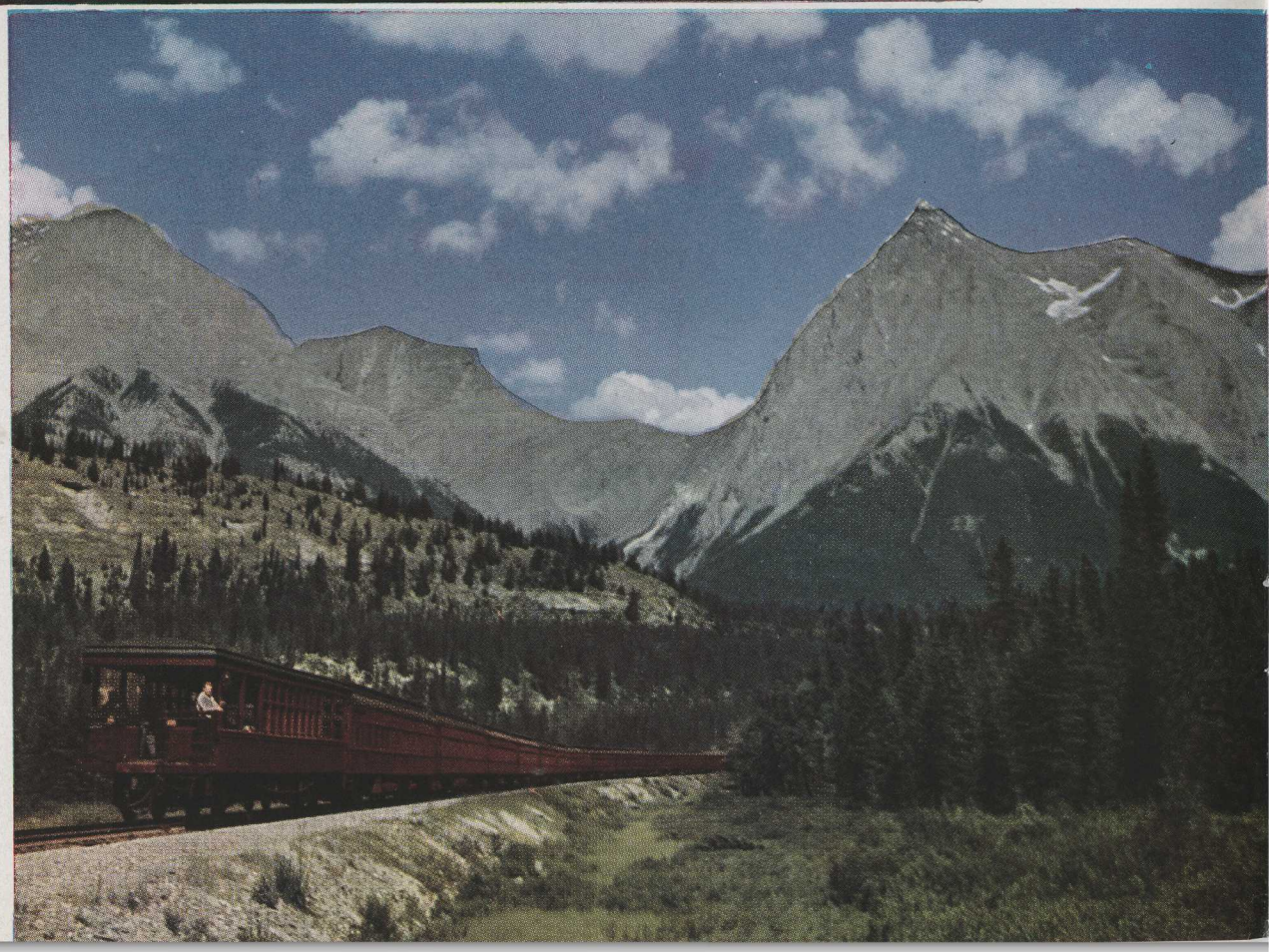
Tunnel No. 1

Lake Wapta Lodge

Tunnel No. 2

The pictures show better than words can tell how alert engineers solved the grade problem on "The Big Hill". The train in the upper picture will shortly emerge from the portal in the left foreground. In the lower picture entrance, far left, and exit, centre, to the second tunnel show the track formation.

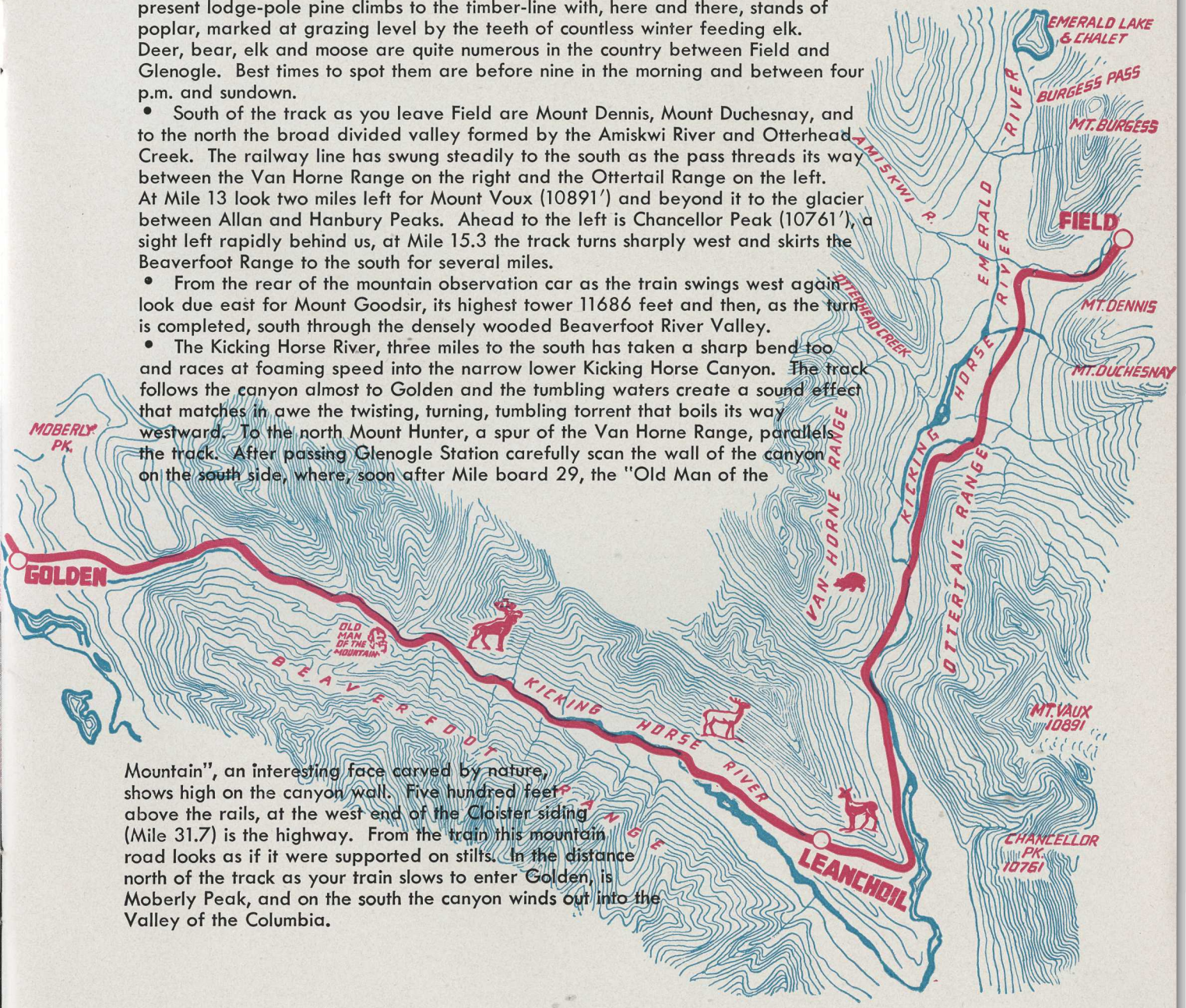
In the lovely Valley of the Kicking Horse, Mount Stephen looms where the Kicking Horse and Amiskwi Rivers join.

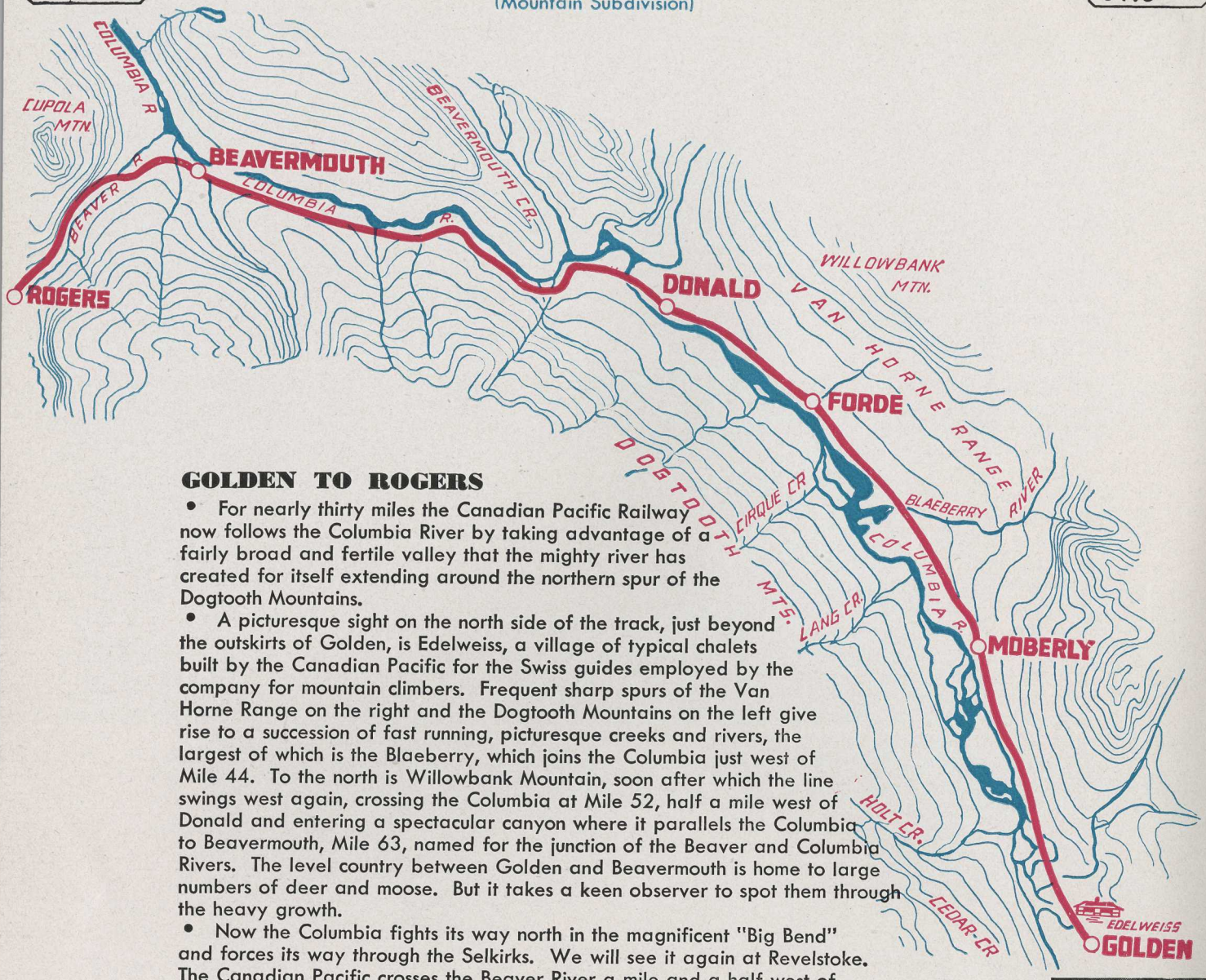


The specially designed mountain observation car is open at both ends for photographers. In the right background is Mount Chancellor.

FIELD TO GOLDEN

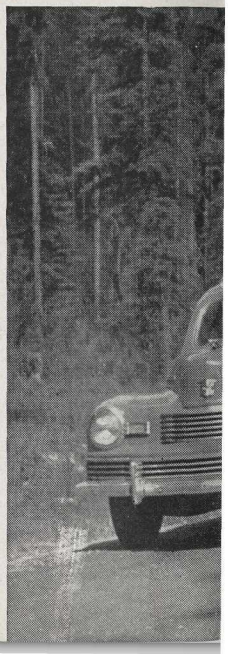
- Some idea of the steep grades met as your train follows the Kicking Horse River to its junction with the Columbia River at Golden can be gained from the fact that in this thirty-five mile stretch the drop in altitude is 1489 feet or nearly fifteen feet per minute of elapsed time.
- North of the track the Kicking Horse River winds its way at ever increasing speed through rock strewn rapids and gorges, and at times sings a song loud enough to be heard above the noise of the train. On the mountain slopes the ever present lodge-pole pine climbs to the timber-line with, here and there, stands of poplar, marked at grazing level by the teeth of countless winter feeding elk. Deer, bear, elk and moose are quite numerous in the country between Field and Glenogle. Best times to spot them are before nine in the morning and between four p.m. and sundown.
- South of the track as you leave Field are Mount Dennis, Mount Duchesnay, and to the north the broad divided valley formed by the Amiskwi River and Otterhead Creek. The railway line has swung steadily to the south as the pass threads its way between the Van Horne Range on the right and the Ottertail Range on the left. At Mile 13 look two miles left for Mount Voux (10891′) and beyond it to the glacier between Allan and Hanbury Peaks. Ahead to the left is Chancellor Peak (10761′), a sight left rapidly behind us, at Mile 15.3 the track turns sharply west and skirts the Beaverfoot Range to the south for several miles.
- From the rear of the mountain observation car as the train swings west again look due east for Mount Goodsir, its highest tower 11686 feet and then, as the turn is completed, south through the densely wooded Beaverfoot River Valley.
- The Kicking Horse River, three miles to the south has taken a sharp bend too and races at foaming speed into the narrow lower Kicking Horse Canyon. The track follows the canyon almost to Golden and the tumbling waters create a sound effect that matches in awe the twisting, turning, tumbling torrent that boils its way westward. To the north Mount Hunter, a spur of the Van Horne Range, parallels the track. After passing Glenogle Station carefully scan the wall of the canyon on the south side, where, soon after Mile board 29, the "Old Man of the Mountain", an interesting face carved by nature, shows high on the canyon wall. Five hundred feet above the rails, at the west end of the Cloister siding (Mile 31.7) is the highway. From the train this mountain road looks as if it were supported on stilts. In the distance north of the track as your train slows to enter Golden, is Moberly Peak, and on the south the canyon winds out into the Valley of the Columbia.

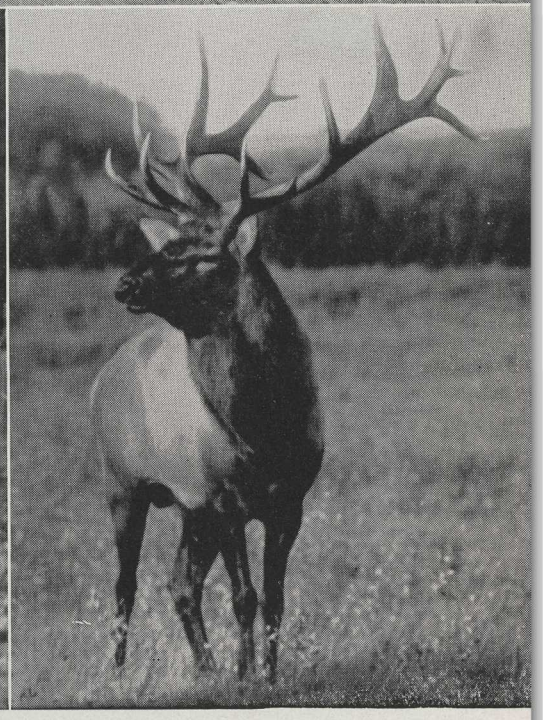




GOLDEN TO ROGERS

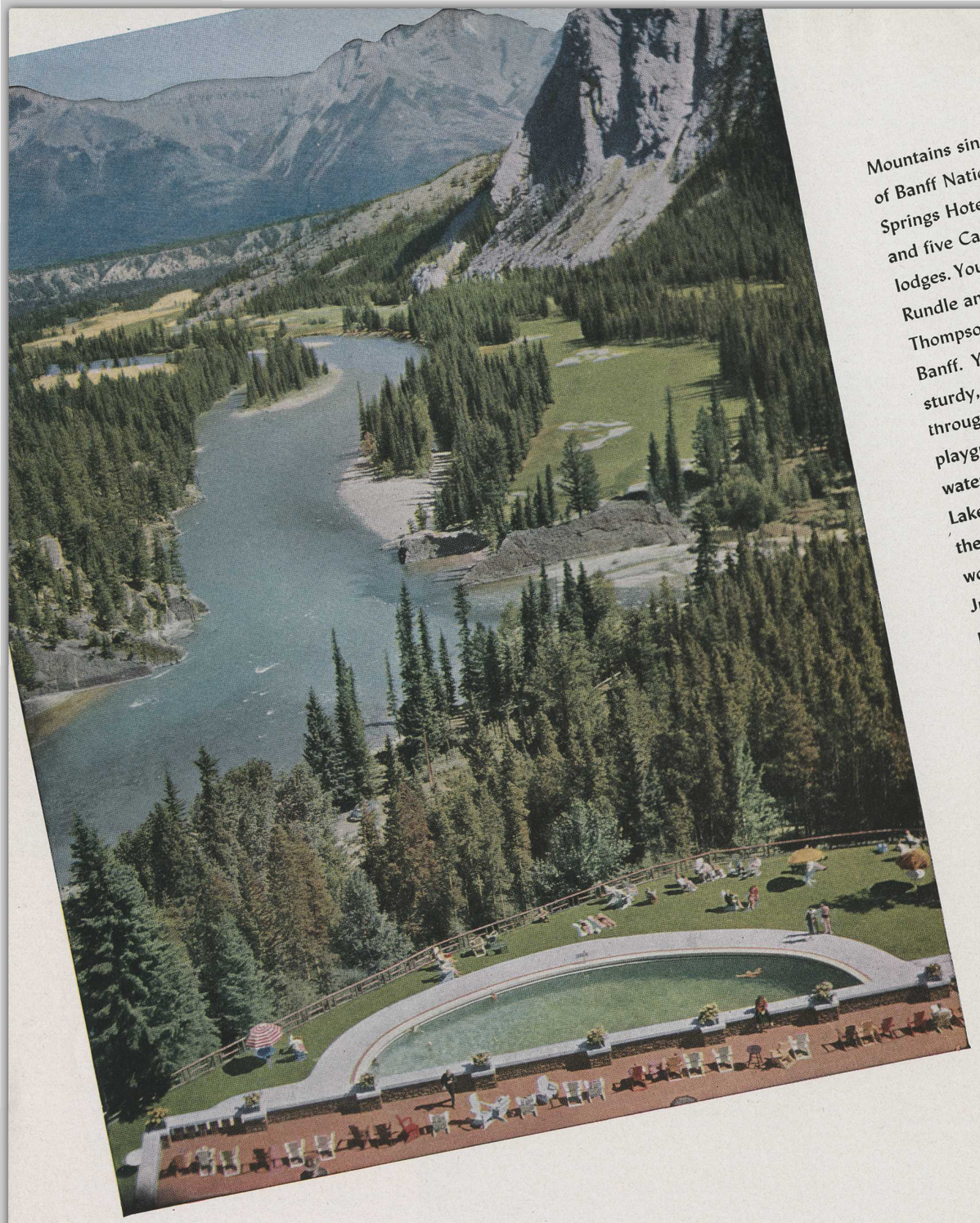
- For nearly thirty miles the Canadian Pacific Railway now follows the Columbia River by taking advantage of a fairly broad and fertile valley that the mighty river has created for itself extending around the northern spur of the Dogtooth Mountains.
- A picturesque sight on the north side of the track, just beyond the outskirts of Golden, is Edelweiss, a village of typical chalets built by the Canadian Pacific for the Swiss guides employed by the company for mountain climbers. Frequent sharp spurs of the Van Horne Range on the right and the Dogtooth Mountains on the left give rise to a succession of fast running, picturesque creeks and rivers, the largest of which is the Blaeberry, which joins the Columbia just west of Mile 44. To the north is Willowbank Mountain, soon after which the line swings west again, crossing the Columbia at Mile 52, half a mile west of Donald and entering a spectacular canyon where it parallels the Columbia to Beavermouth, Mile 63, named for the junction of the Beaver and Columbia Rivers. The level country between Golden and Beavermouth is home to large numbers of deer and moose. But it takes a keen observer to spot them through the heavy growth.
- Now the Columbia fights its way north in the magnificent "Big Bend" and forces its way through the Selkirks. We will see it again at Revelstoke. The Canadian Pacific crosses the Beaver River a mile and a half west of Beavermouth with the first peak of the Selkirks, Cupola Mountain (8678′), due north and again follows a sharply defined narrow valley south-westerly to Rogers, Mile 67.8.



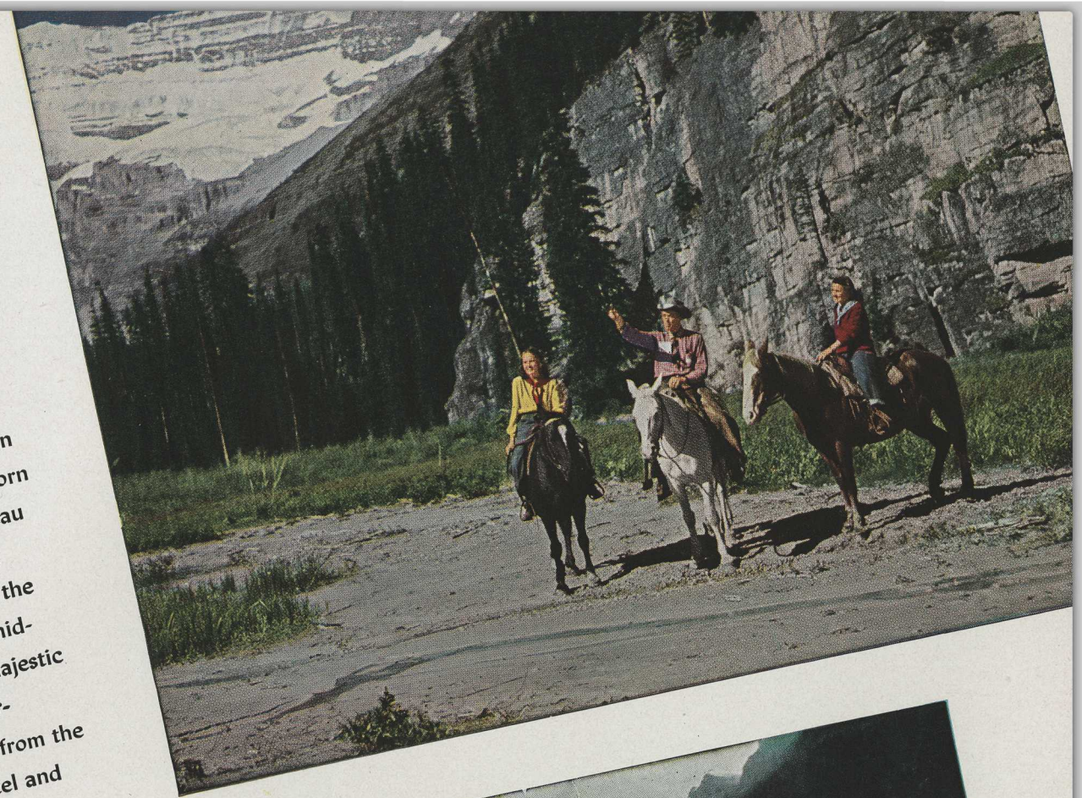


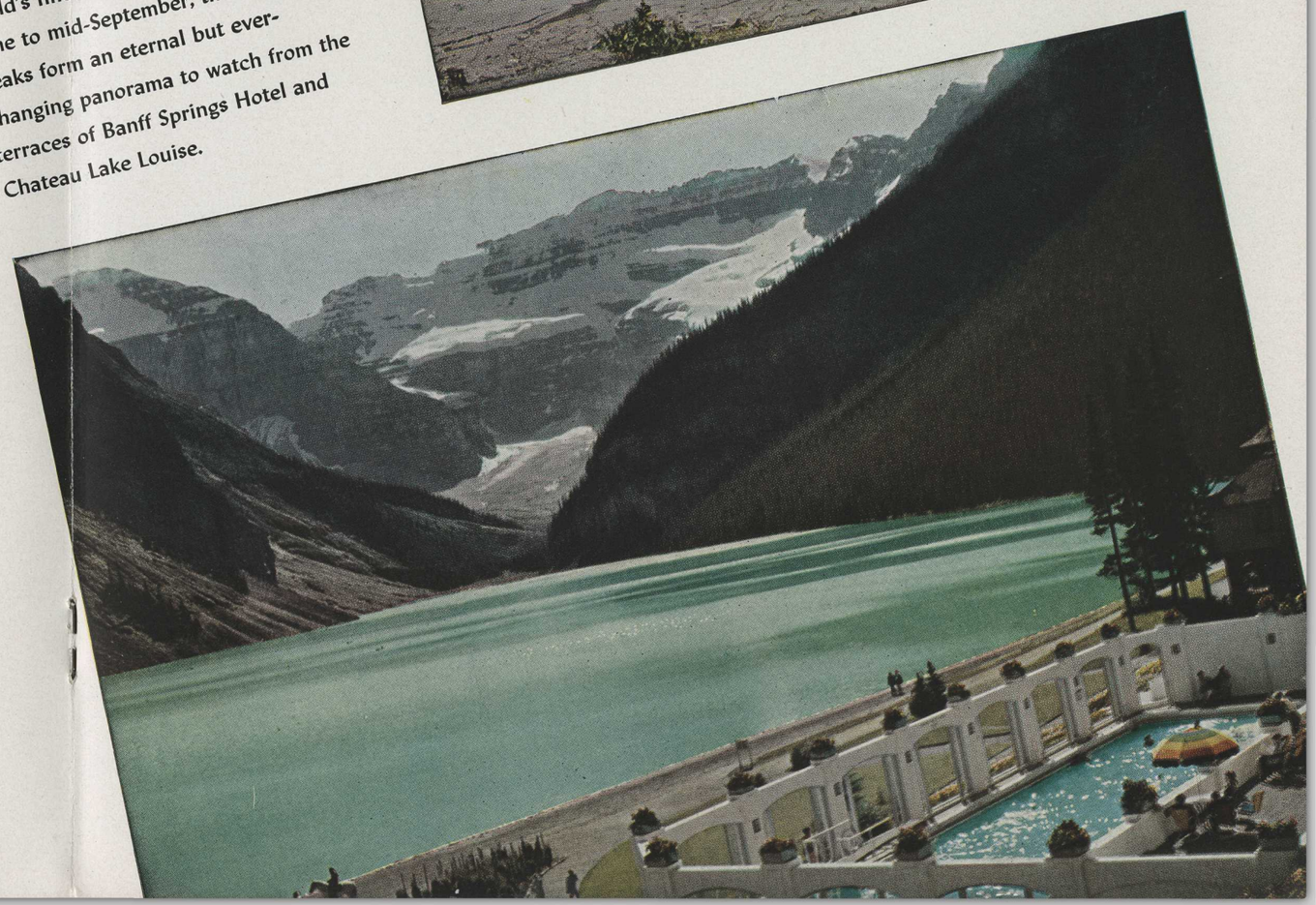
Deer, with antlers "in the velvet" are frequently seen from the train as you travel the Canadian Pacific way through the mountains. The buffalo or, to be more exact, North America Bison, is protected by the Government in the animal paddock at Banff. Rocky mountain sheep occasionally stray near the right of way, but sight of them from a moving train is a somewhat rare prize — guests of Banff Springs Hotel and Chateau Lake Louise seek them at Lake Minnewanka and on the moraine of Victoria Glacier. Large antlered Elk are quite common beside the track between Banff and Lake Louise and it is in this same area, too, that black bear can be spotted. Natural comedians, and always hungry for sweet things, bears often beg on the motor road from Banff to Lake Louise.

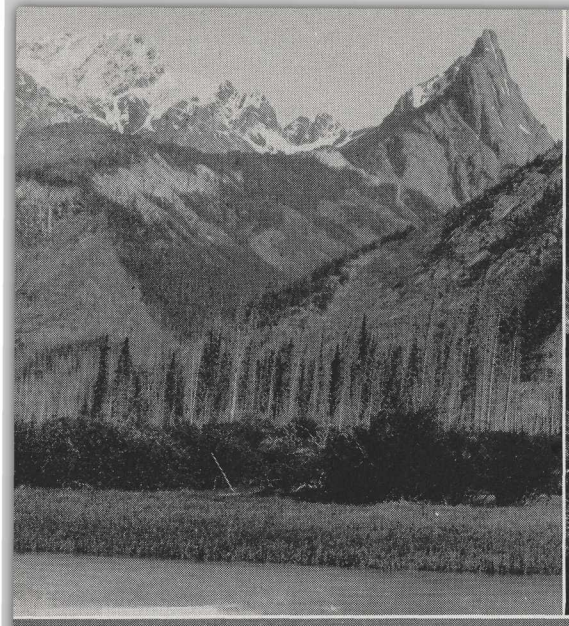
When cubs are involved, as in this picture, mother keeps a keen eye on the traffic.

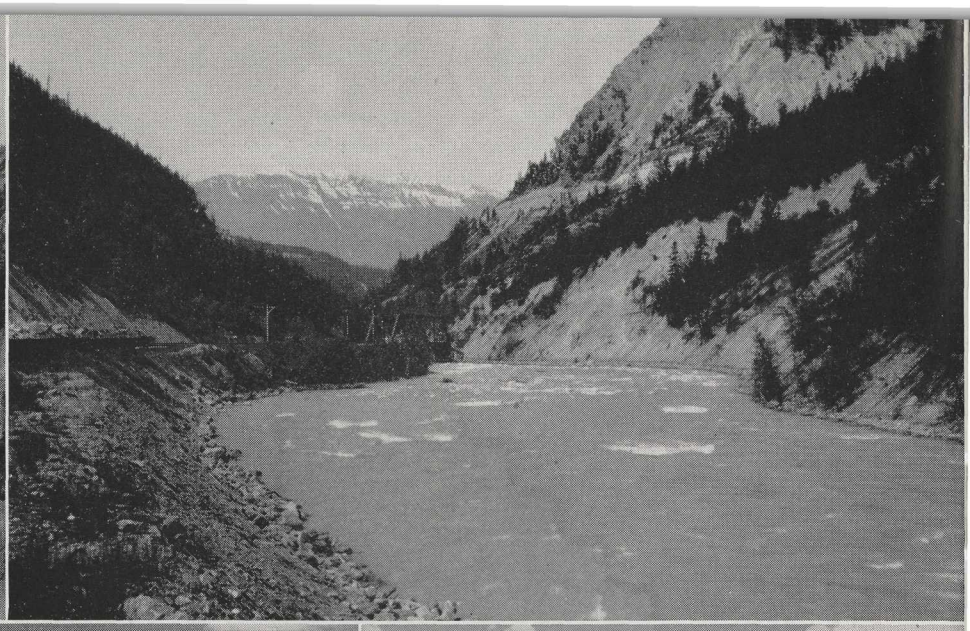


Mountains sing the theme song of Banff National Park, site of Banff Springs Hotel, Chateau Lake Louise, and five Canadian Pacific mountain lodges. You drive right between Mount Rundle and Tunnel Mountain on the Thompson-designed golf course at Banff. You ride in their shadow on sturdy, sure-footed mountain ponies throughout this magnificent mountain playground. You swim in glacier-born water in the warmed pool at Chateau Lake Louise. In winter and spring their sun-bathed slopes give you the world's finest skiing. Or, from mid-June to mid-September, their majestic peaks form an eternal but ever-changing panorama to watch from the terraces of Banff Springs Hotel and Chateau Lake Louise.





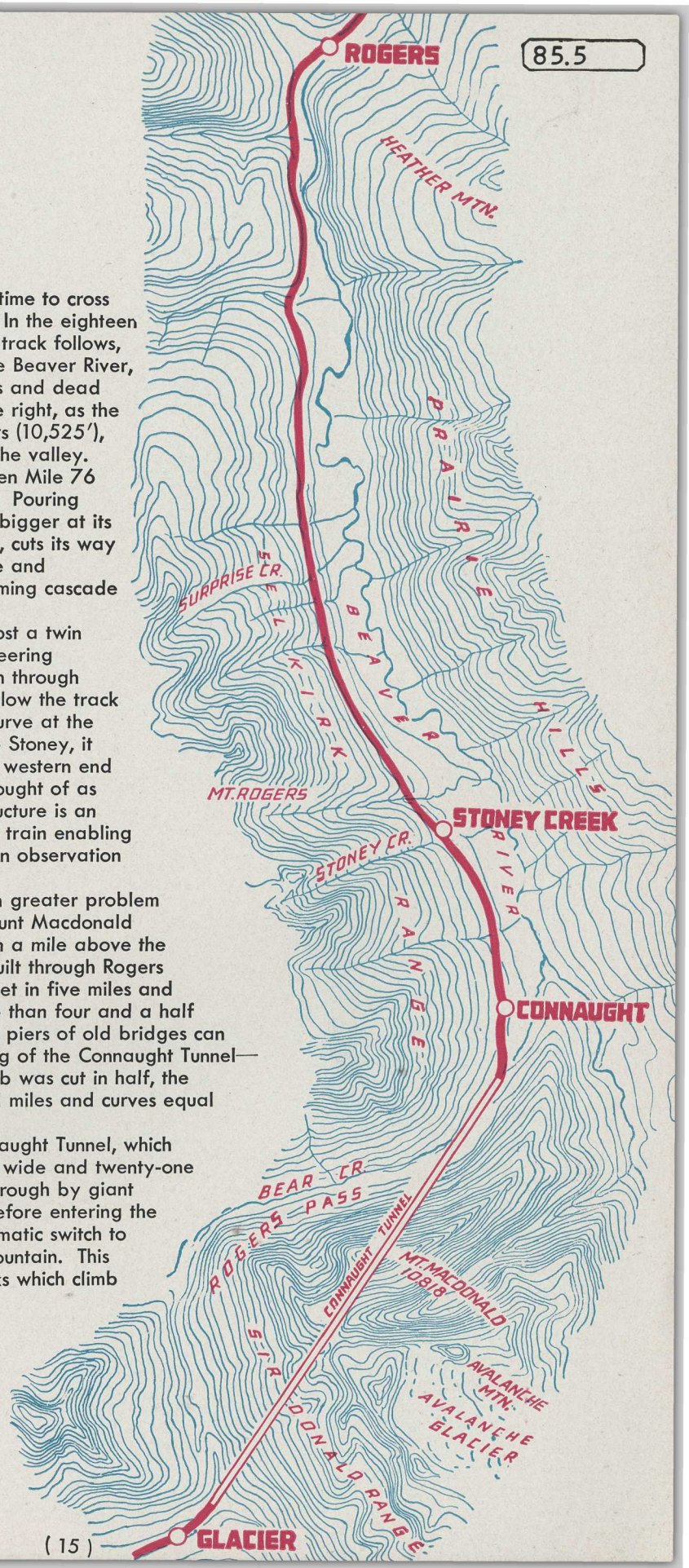


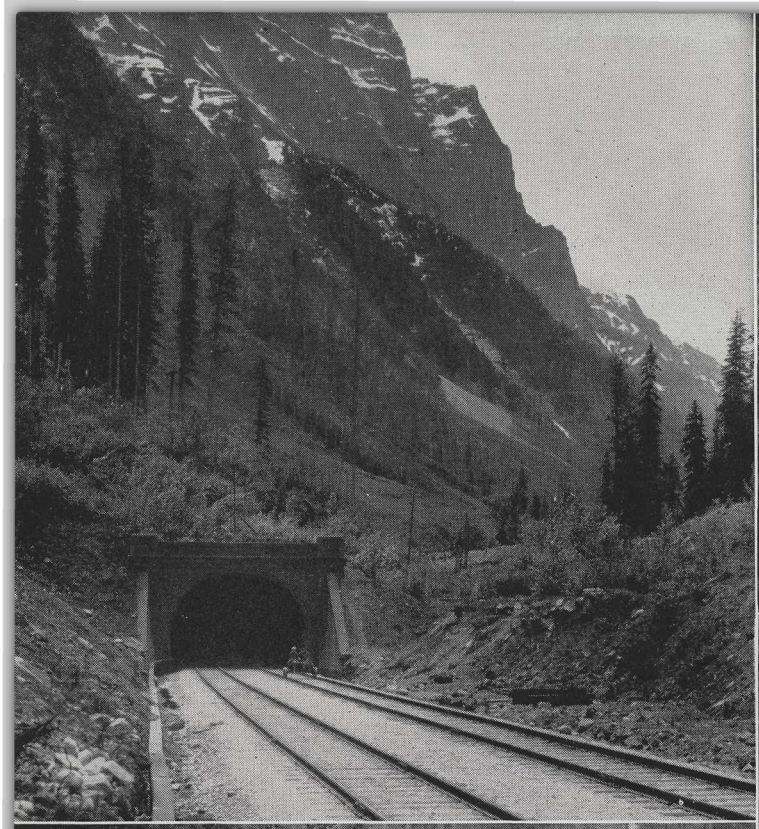


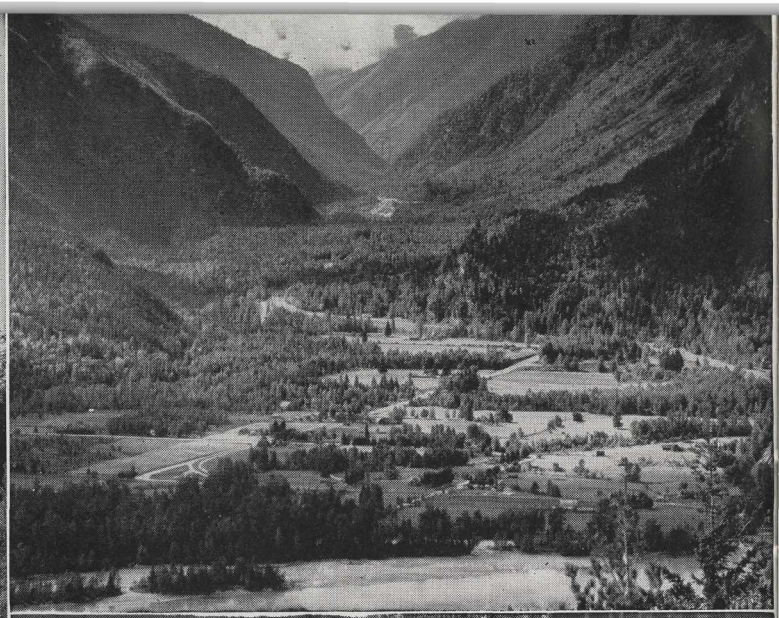
For your memory book here are five reminders of your Canadian Pacific transcontinental train journey through the Canadian Rockies. Top: Mount Edith and the Kicking Horse Canyon. Centre: one of the Vermilion Lakes with cloud wreathed Mount Rundle in the background; a broad reach of the tumbling Bow River and Mount Temple. Lower: The Banff — Lake Louise highway, like the railway, follows the Bow River. The wide peak is picturesquely called Massive Mountain.

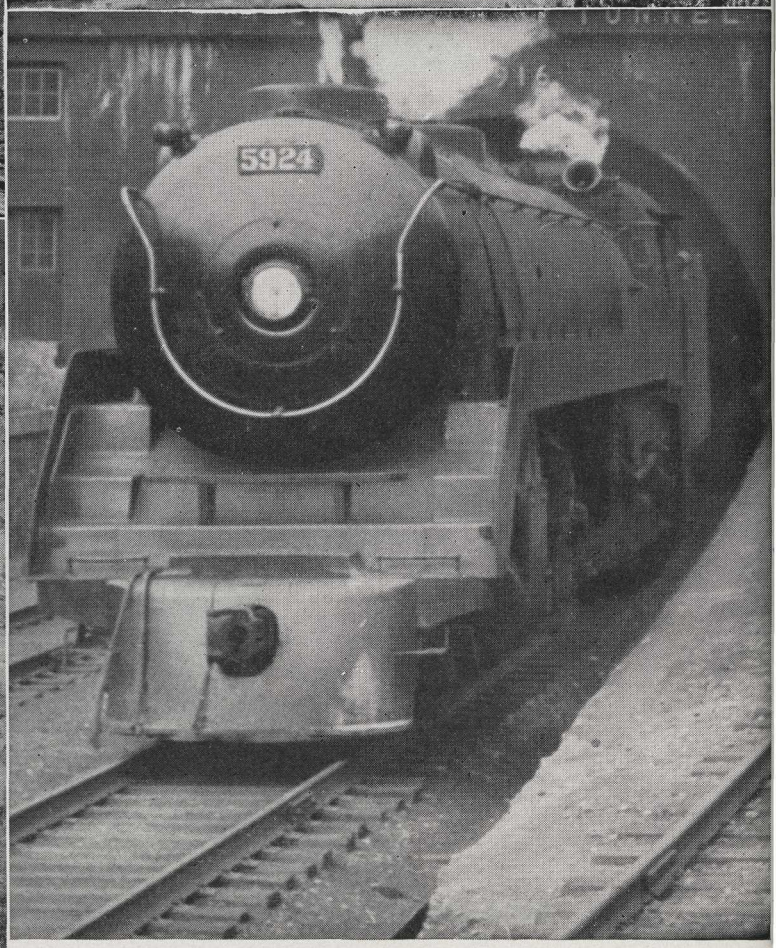
ROGERS TO GLACIER

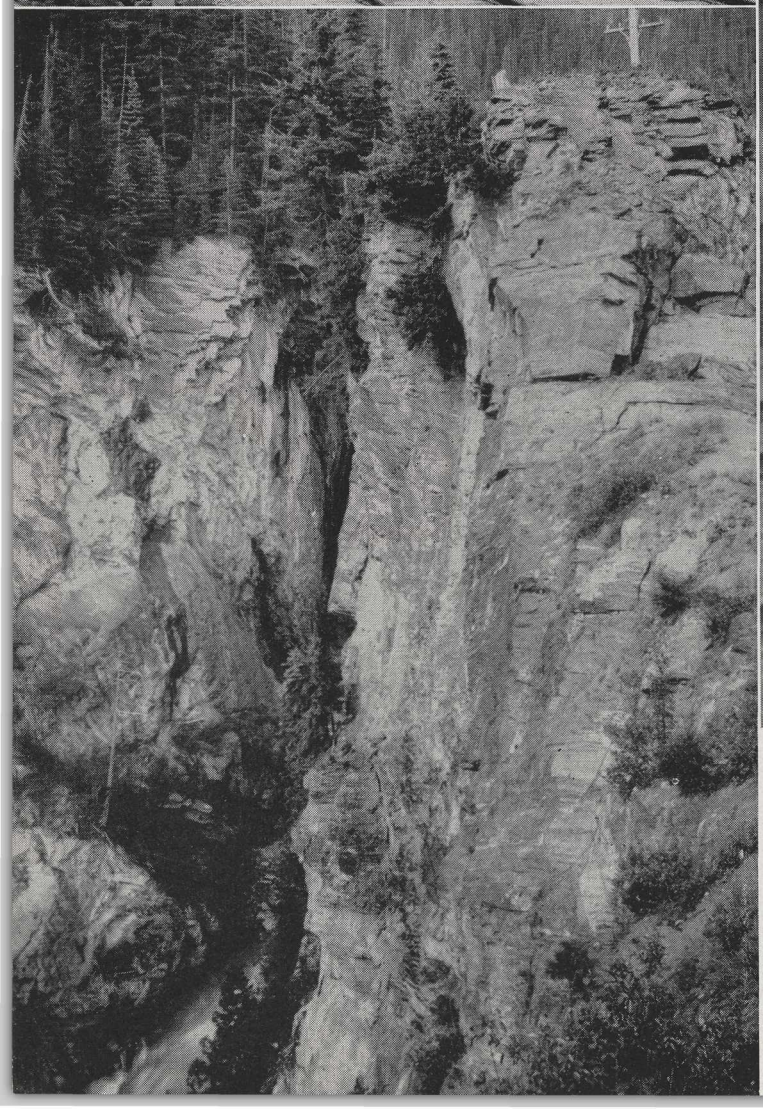
- From Rogers the line climbs again, this time to cross the Selkirks, next of the mountain barriers. In the eighteen miles covered in the map on this page, the track follows, at ever-increasing heights, the Valley of the Beaver River, seen through left-hand windows. Wide flats and dead forests tell of long-gone inundations. To the right, as the train skirts the lower slopes of Mount Rogers (10,525′), steep, tree-covered slopes march down to the valley.
- Two mountain cascades, crossed between Mile 76 and Stoney Creek Station, are spectacular. Pouring down the mountainside, Surprise Creek, no bigger at its greatest visible height than a pencilled line, cuts its way through a gorge spanned by a truss bridge and splashes, noisily and picturesquely in a foaming cascade to the river bed 170 feet below.
- The bridge crossing Stoney Creek, almost a twin brother of Surprise, presented a stiff engineering problem. Here, the steep sides of the gulch through which the torrent speeds, drop 270 feet below the track level. The contour of the land calls for a curve at the western end of the bridge and, to cross the Stoney, it was necessary to build an arch bridge, the western end of which is slightly curved. Although not thought of as such in the engineers' plans, this unusual structure is an ideal site for photographs, the curve of the train enabling it to be shown in pictures shot from the open observation car in the rear.
- Three miles west, at Mile 80.2, an even greater problem faced the engineers who built the line. Mount Macdonald (9492′) was in the way, its peak more than a mile above the track level. To avoid it the first line was built through Rogers Pass, compelling a climb of five hundred feet in five miles and needing, for its protection from slides, more than four and a half miles of snow sheds, some of which and the piers of old bridges can be seen to the north. In 1916, by the boring of the Connaught Tunnel—which we are now about to enter—the climb was cut in half, the distance was shortened by four and a third miles and curves equal to seven circles were done away with.
- A mile of solid rock is the roof of Connaught Tunnel, which is of concrete construction, twenty-nine feet wide and twenty-one and a half feet high. Fresh air is forced through by giant ventilating fans at the western end. Just before entering the tunnel your train moves to the left, by automatic switch to the double-tracks that pierce the mighty mountain. This gives the engineer a full view of both tracks which climb fifty-two feet in each mile.











The picture, top left, of the eastern portal of the five-mile long Connaught Tunnel, justifies the statement that the roof is "a mile of solid rock". To the right is picturesque Eagle Pass, photographed from Mount Revelstoke.

Oil-burning "5924", a 365½ ton, 2-10-4 road giant, emerges from the western portal of Connaught Tunnel, lower right. Windows at the left light the tunnel's engine-room where power is generated to run the giant fans of the ventilating system.

Albert Canyon, a deep narrow fissure, is wreathed in ferns and evergreen. 150 feet below the Illecillewaet River rushes madly westward.

GLACIER TO REVELSTOKE

• No matter how much the rugged scenery at the entrance to Connaught Tunnel should have prepared you, the return to daylight as you leave the tunnel at Glacier is always a challenge to the senses with its magnificent panorama of peaks, precipices and glaciers. South and east of the station—you will have to crane your neck—look up the valley for the Illecillewaet Glacier, outlet for the Illecillewaet snow field, forcing its way between Lookout Mountain and Perley Peak. Beyond, thrusting its peak 10,618 feet into the blue, is Mount Sir Donald.

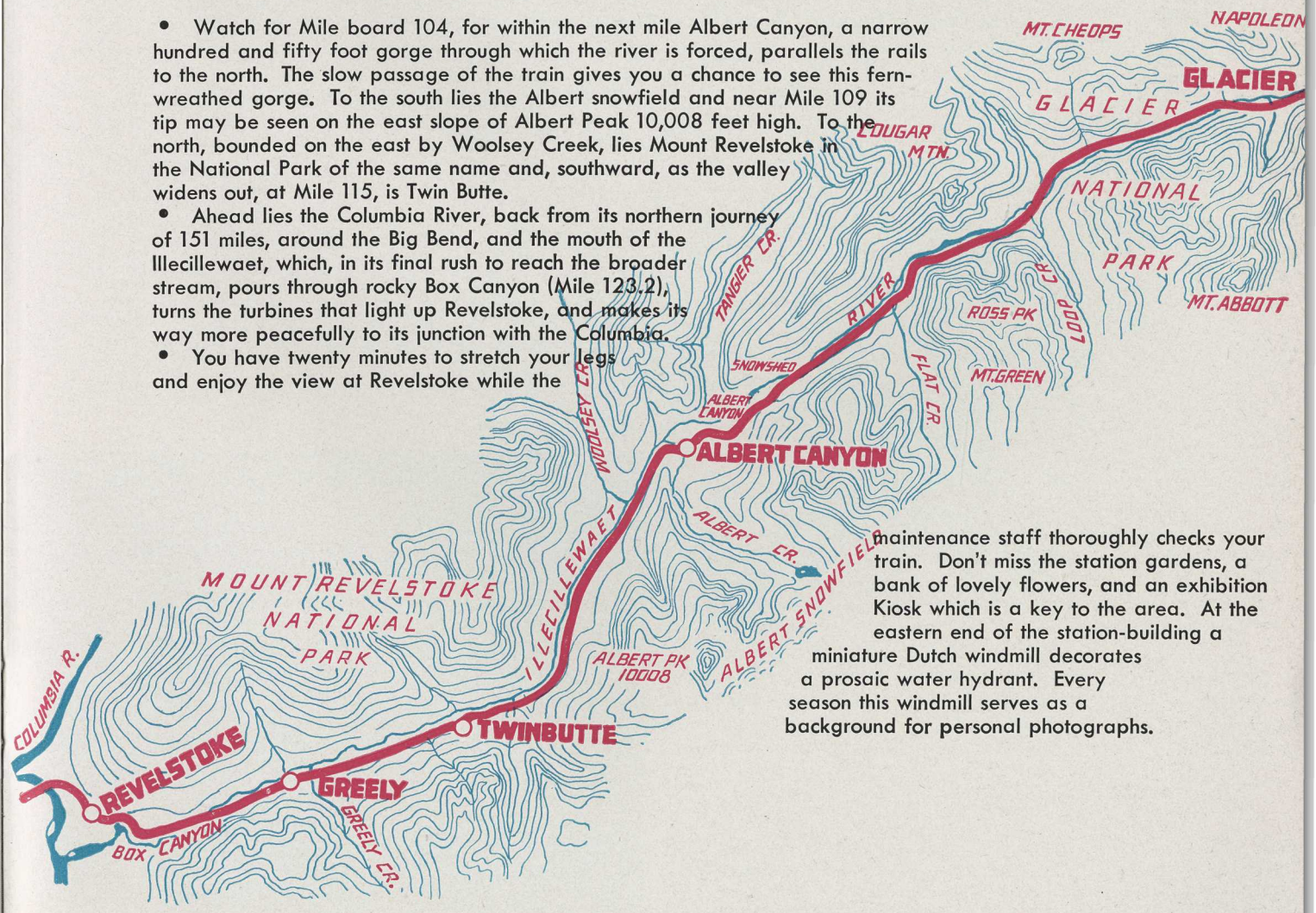
• A mile from the station up the slope of Mount Abbott to the south, ruined piers of an old bridge show where the Rogers Pass line crossed Loop Brook before the tunnel was bored. Glacier is the station for Glacier National Park, 521 square miles in area in which a number of challenging peaks are still unclimbed. Between Glacier and Albert Canyon you may spot mountain goats and sheep just below the snow line and travellers carrying binoculars should look on the slides and burns for grizzly bear in this district.

• The level drops nearly twenty-three hundred feet in the forty-mile run to Revelstoke, a fact well-illustrated by the speedy, foaming waters of the Illecillewaet River whose head-long rush parallels the Canadian Pacific most of the way. North and south of Mile 88 are Cougar Mountain and Ross Peak. Southward Mount Green (8870′) marks the western boundary of the Valley of Flat Creek which opens a vista to the south at Mile 93.2. A mile farther on snow sheds and tunnels testify to the engineering difficulties overcome when the line was put through. Thirteen crossings of the Illecillewaet River are made between Glacier and Revelstoke. The track is hemmed in by wooded slopes as the canyons narrow and the river often becomes a hissing cauldron between the rock walls.

• Watch for Mile board 104, for within the next mile Albert Canyon, a narrow hundred and fifty foot gorge through which the river is forced, parallels the rails to the north. The slow passage of the train gives you a chance to see this fern-wreathed gorge. To the south lies the Albert snowfield and near Mile 109 its tip may be seen on the east slope of Albert Peak 10,008 feet high. To the north, bounded on the east by Woolsey Creek, lies Mount Revelstoke in the National Park of the same name and, southward, as the valley widens out, at Mile 115, is Twin Butte.

• Ahead lies the Columbia River, back from its northern journey of 151 miles, around the Big Bend, and the mouth of the Illecillewaet, which, in its final rush to reach the broader stream, pours through rocky Box Canyon (Mile 123.2), turns the turbines that light up Revelstoke, and makes its way more peacefully to its junction with the Columbia.

• You have twenty minutes to stretch your legs and enjoy the view at Revelstoke while the maintenance staff thoroughly checks your train. Don't miss the station gardens, a bank of lovely flowers, and an exhibition Kiosk which is a key to the area. At the eastern end of the station-building a miniature Dutch windmill decorates a prosaic water hydrant. Every season this windmill serves as a background for personal photographs.

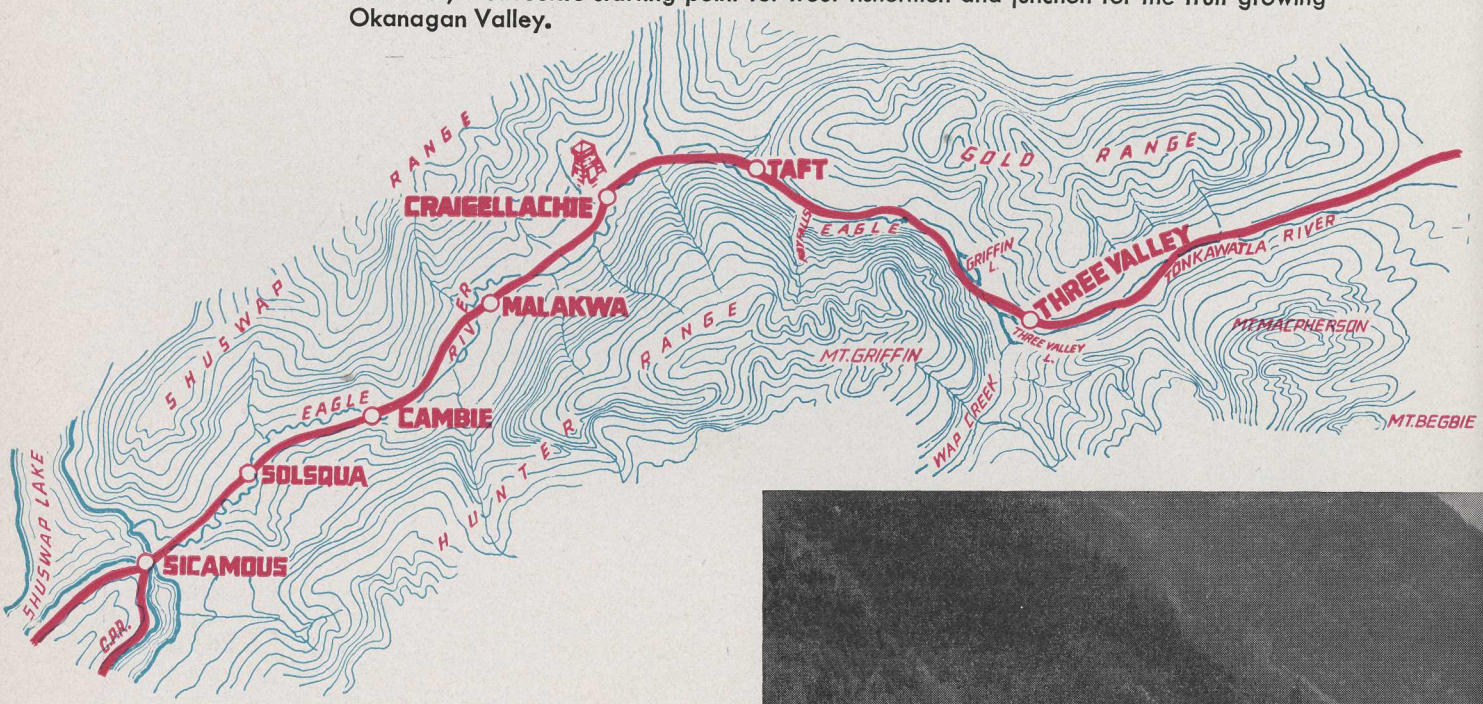


REVELSTOKE TO SICAMOUS

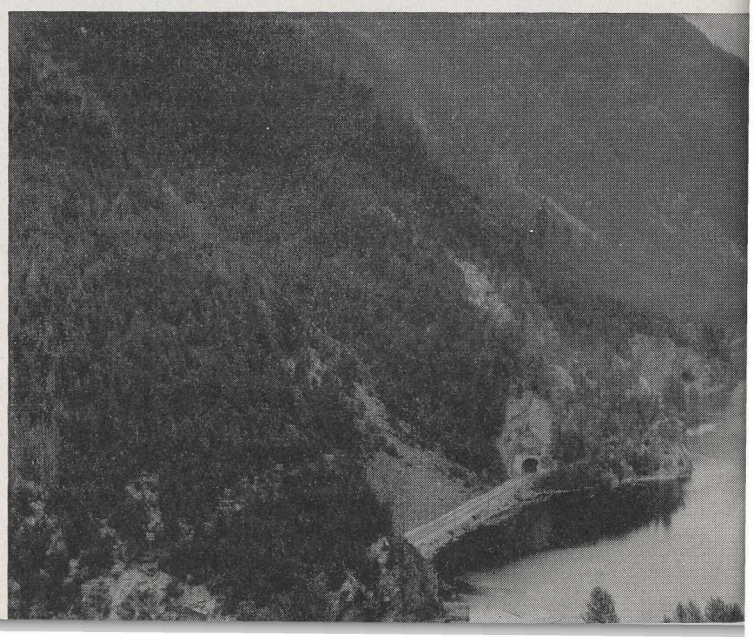
• The Selkirks are behind us but we have still to traverse the Monashee System. A mile west of Revelstoke the track crosses the Columbia River and to the south, visible for the next mile, are Mount Begbie and Mount Macpherson. Mount Revelstoke still commands the northern view. The Canadian Pacific follows the Tonkawatla River through Eagle Pass to Three Valley Lake, then the Eagle River. North of the track the western slopes of the Gold Range rise to seven thousand feet. At mile 8.5 you skirt Summit Lake using three short tunnels through the mountain spurs. The downward slope now is gradual—only three hundred and forty feet in forty-five miles—but the incidence of rivers and canyons is still apparent. From Three Valley Lake (Mile 14.6) the railway skirts the slopes, first one side, then the other. To the south is Mount Griffin (7075′), of the Hunter Range, and, near Mile 22, beautiful Kay Falls.

• The line, still following the Eagle River, now heads southwestward between the Shuswap and Hunters Ranges to reach, at Craigellachie (Mile 28.3), the historic spot where the last spike was driven November 7, 1885, when eastern and western portions of the line met and Canada's first transcontinental railway became a fact. A simple cairn north of the track marks the spot.

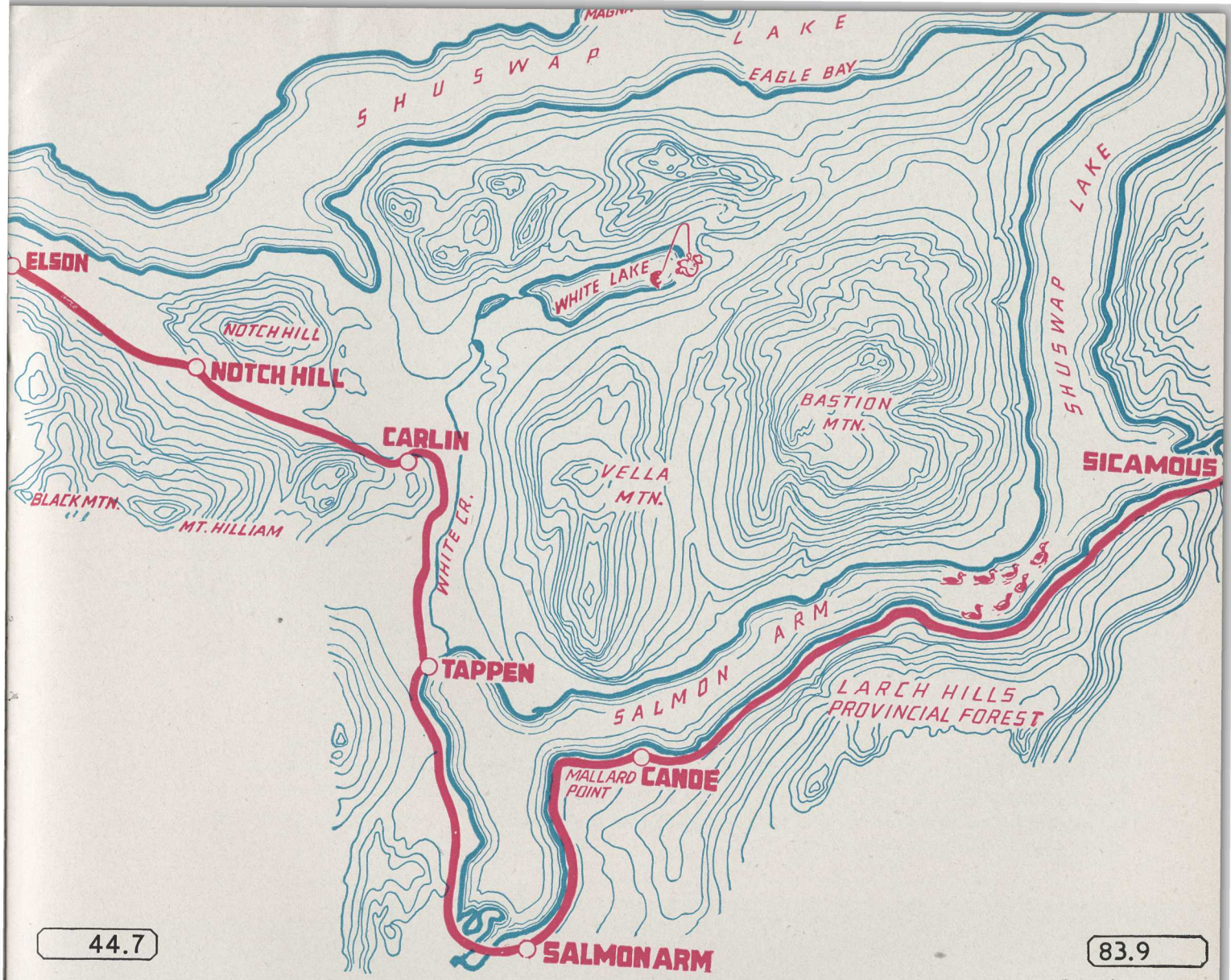
• Now the character of the land changes, the valley widens out and small farms prove that we are on the Pacific slope where the gentler breezes and temperate climate stimulate a more lush growth. The Eagle River empties into Shuswap Lake at Sicamous, a favourite starting point for trout fishermen and junction for the fruit growing Okanagan Valley.



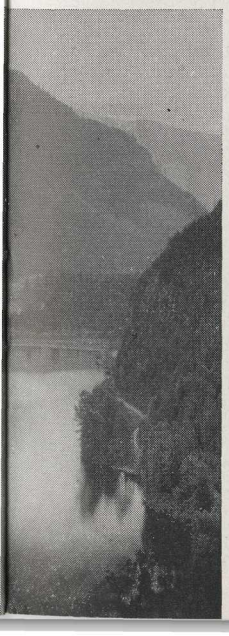
To Vernon,
Kelowna
and Penticton.



8½ miles west of Revelstoke is lovely Summit Lake, its steep north shore pierced by three tunnels through which your train passes.



(Shuswap Subdivision)



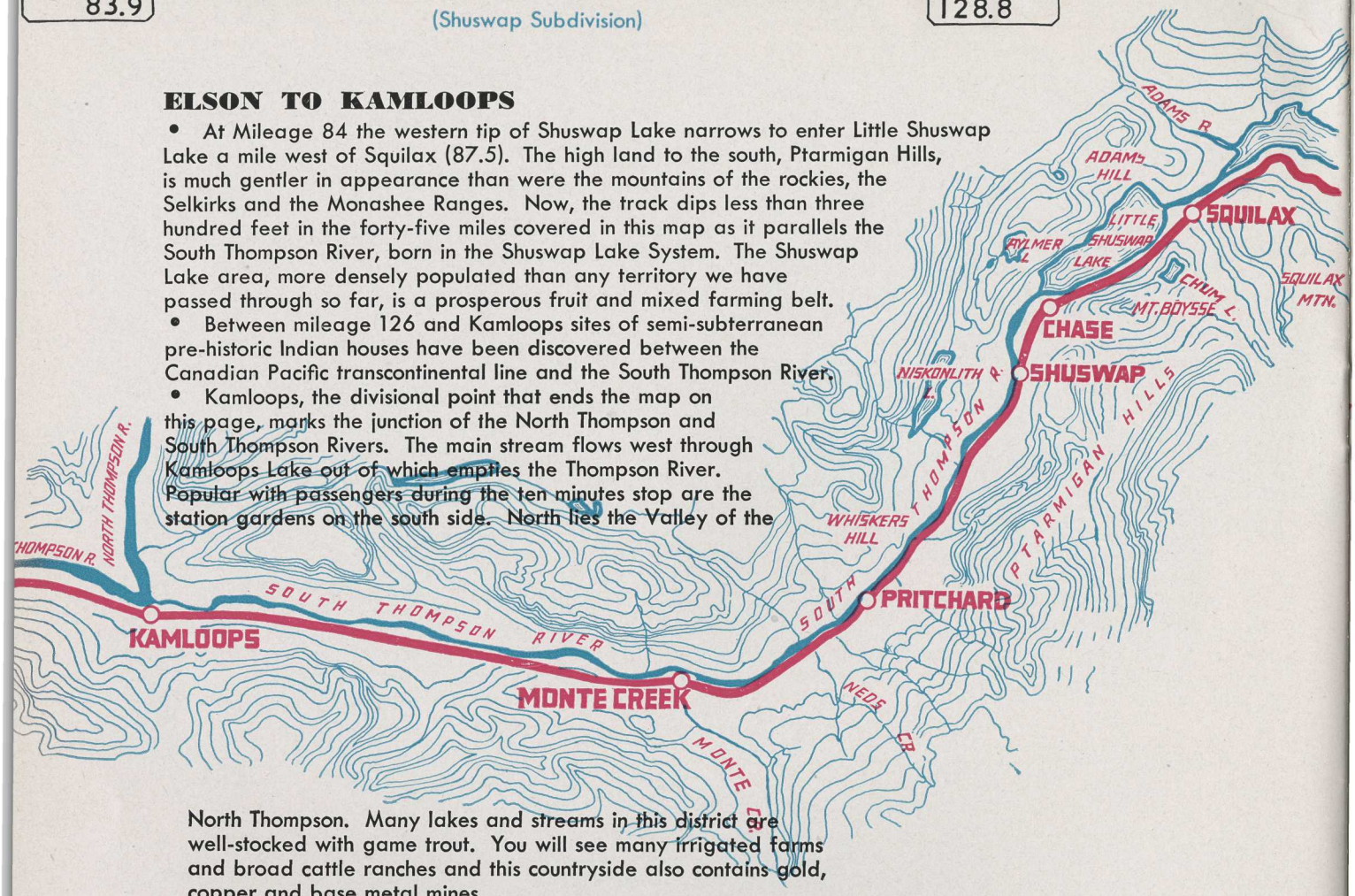
SICAMOUS TO ELSON

- In the summer months evening and early morning bring you to the level track that skirts the south shore of Salmon Arm in the section from Sicamous to Tappen (Mile 70.6). This long arm of Shuswap Lake, reservoir of the Thompson River, first met at Sicamous, reflects low hills and green rolling countryside in its still waters. Averaging half a mile in width, Salmon Arm is a feeding ground for wild duck and a favourite holiday spot for residents of Pacific coast cities.
- From Tappen the line runs north, paralleling White Creek for four miles and then turns west at the foot of Mount Hilliam, Black Mountain and Squilax Mountain.

To the north, gently rolling lands slope gradually down to the main body of Shuswap Lake which is said to contain more varieties of trout and other fish—including steel-head salmon trout and salmon from the Pacific returning to spawn—than any other fresh water in British Columbia.

ELSON TO KAMLOOPS

- At Mileage 84 the western tip of Shuswap Lake narrows to enter Little Shuswap Lake a mile west of Squilax (87.5). The high land to the south, Ptarmigan Hills, is much gentler in appearance than were the mountains of the rockies, the Selkirks and the Monashee Ranges. Now, the track dips less than three hundred feet in the forty-five miles covered in this map as it parallels the South Thompson River, born in the Shuswap Lake System. The Shuswap Lake area, more densely populated than any territory we have passed through so far, is a prosperous fruit and mixed farming belt.
- Between mileage 126 and Kamloops sites of semi-subterranean pre-historic Indian houses have been discovered between the Canadian Pacific transcontinental line and the South Thompson River.
- Kamloops, the divisional point that ends the map on this page, marks the junction of the North Thompson and South Thompson Rivers. The main stream flows west through Kamloops Lake out of which empties the Thompson River. Popular with passengers during the ten minutes stop are the station gardens on the south side. North lies the Valley of the North Thompson. Many lakes and streams in this district are well-stocked with game trout. You will see many irrigated farms and broad cattle ranches and this countryside also contains gold, copper and base metal mines.



Orchard and farm lands replace the rugged beauty of the Canadian Rockies as you follow the South Thompson River westward from Kamloops.

KAMLOOPS TO NORTH BEND

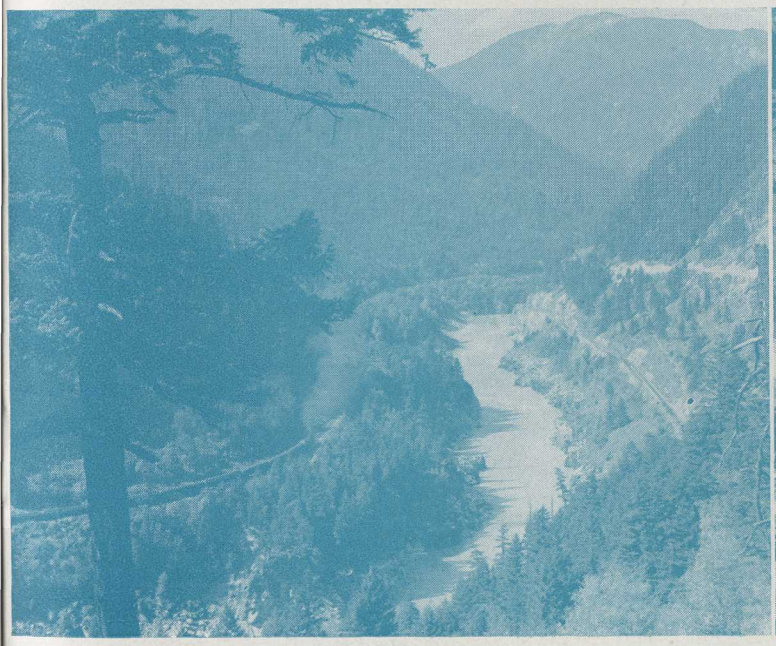
• In the hundred and twenty-five miles between Kamloops and North Bend further evidence of the journey down the long slope to the Pacific lies in the gentle down grade which lowers the track level from 1159 feet above sea level at Kamloops to 493 feet at North Bend. As may be expected, industry, changing from the occasional saw-mills which have been seen from time to time, now takes on a sterner appearance. At Mile 11, north of the track across the narrow lake, Battle Bluff, marked with a red-painted reminder, calls locally to mind fierce Indian tribal struggles of the past.

• A series of tunnels between Mile 8.5 and Savona (Mile 25.2), testifies to the engineering difficulties encountered in building the line. At Ashcroft, Mile 47.3, sidings and loading platforms handle cattle and sheep, fruit and vegetables—particularly potatoes, where once prospectors and miners of the Cariboo gold fields passed. From Ashcroft the line turns almost due south and at Mile 52.5 passes through Black Canyon where the Thompson, squeezed by rock formations, turns into roaring white waters. Best view of the canyon is backwards from the mountain observation car.

• Joined by the Nicola River at Spence's Bridge (Mile 72.8), railway and river seek the lowest possible levels through Thompson Canyon, the river piling higher and higher at its centre as the gorges close in until at Mile 87.5 the gorge graphically called the "Jaws of Death" forces it to its greatest speed. Six miles farther on a green granite crest which overhangs the gorge is known as Botanie Crag. Now the canyon widens out and on the narrow plateau at Lytton (Mile 94.9) you get your first sight of the Fraser River which the Thompson now joins and the Fraser Canyon begins. Just beyond Lytton the track, now heading due south, crosses the Fraser.

• Down through the canyon a modern highway on the site of the old Cariboo road climbs high above the river. Near Mile 113, where the track crosses the Salmon River, there is a quick glimpse of the gorge through which it forced its way to join the Fraser. Indian reservations and, here and there tiny gardens and orchards struggle for existence on narrow benches above the river bends.

• North Bend, last divisional point before Vancouver, is noted for the railway gardens. The foliage of the surrounding country loses its mountain character and takes on the rich growth characteristic of the Pacific slope.



A scene in the Fraser Canyon.

White waters in the "Jaws of Death".

NORTH BEND TO VANCOUVER

• Still hemmed between mountains but keeping as close as possible to the water level, the track from North Bend to Vancouver has a gradient of a little less than four feet in a mile, its last eighty miles being through the almost level valley of the now navigable Fraser.

• The Fraser Canyon west of North Bend is well worth an early call in the morning. Five and a half miles from North Bend the Scuzzy River, north of the track, enters the Fraser. Under the railway bridge is a series of basins up which salmon leap during the spawning season. Beyond, at Mile 74.8, gorges narrow into a rock formation aptly christened "Hell Gate". Below it is the "Devil's Washbasin", a spinning whirlpool. Once again the rear platform of the mountain observation car is your best vantage point.

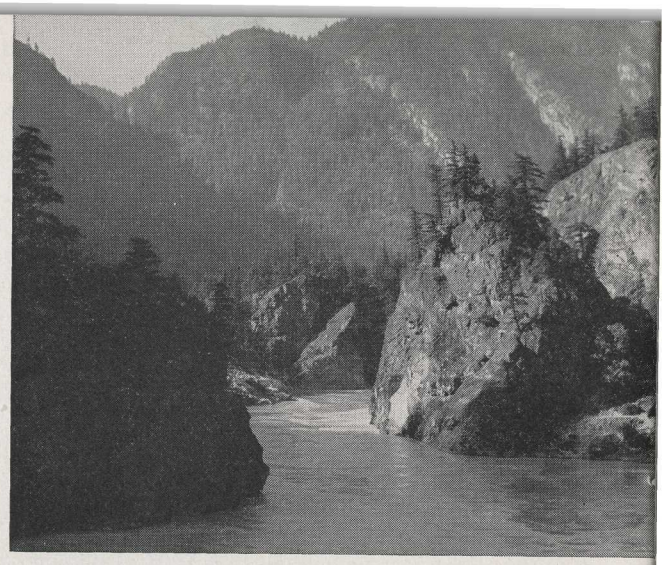
• As the track winds its way between the canyon walls there are many outstanding views and at Spuzzum (15.5), once a Hudson's Bay Trading Post, luxuriant vegetation has covered the ruins of an old suspension bridge on which the Cariboo Road crossed the river. Well worth seeing—and let Mile board 22 be your warning—is a giant rock (Mile 22.5) in the middle of the river against which the Fraser rages vainly and twists itself into eddies and backwaters.

• Five miles ahead is Yale, formerly head of navigation on the Fraser and the start of the Cariboo Waggon road. Built in 1862-5, thousands of miners and millions of treasure used this four hundred mile road to the fabulous Cariboo gold field. The last of the canyon country is travelled in the next twenty miles with, at Odlum (Mile 41.6), a good view of the Coquihalla Canyon through which the river of the same name pours into the Fraser, now wide and slower-moving, its surface broken from time to time by booms and dotted with craft ranging from outboard-propelled fishing boats to tugs man-handling rafts of lumber.

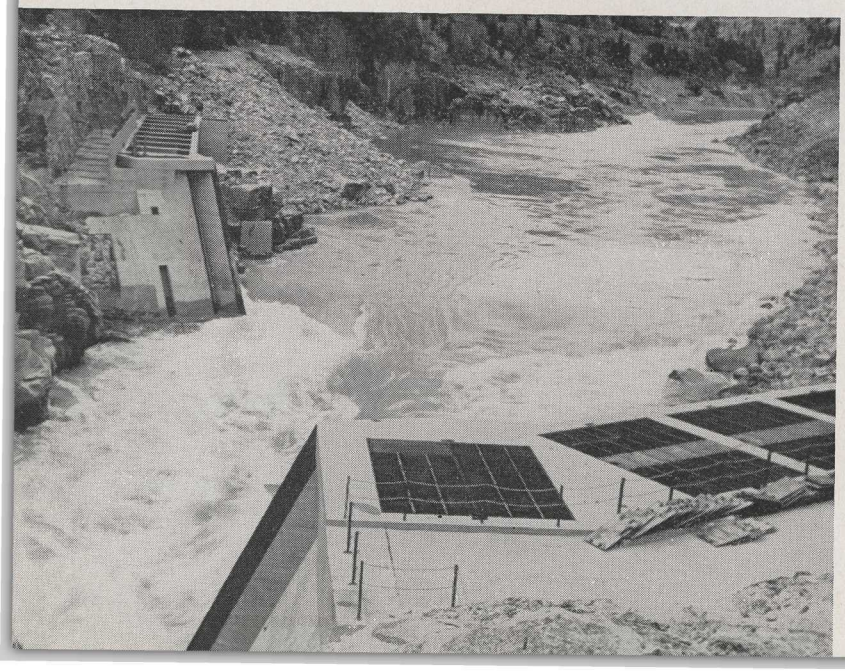
• Wild roses climb on any convenient hold and in every way the scenery recedes from the stark, bare grandeur of the mountains into a gentler domesticated pattern. At Mile 48.0 is Ruby Creek, which owes its name to the garnets found in the neighbourhood. Now you're in the heart of the fruit and dairy lands. Close to stations along the way early morning activities are divided between saw-mills and packing plants to which strings of trucks bring fresh gathered crops. Agassiz (58.9) is the station for Harrison Hot Springs and site of a government experimental farm. Ferries serve the Chilliwack Valley, noted for its fine dairy herds.

• Mission (Mile 87.3), a busy centre for fruit growing and dairy country, was one of the earliest settlements in British Columbia. From Mission you can see snow-topped Mount Baker forty miles south in the State of Washington.

• In a few miles now, on-shore breezes reaching inland bear the tang of the great Pacific Ocean and at Hammond (Mile 105.1) the track leaves the Fraser and heads northwest, to cross, by a long bridge, the Pitt River, tide-water, nineteen miles before reaching Vancouver. Mile 115 is your warning to look north for the western end of Burrard Inlet and the old Station of Port Moody which was the original terminus of the Canadian Pacific, Canada's first trans-continental railway. Now the many activities of a busy harbour are apparent and beneath your window fishing shacks, deep-sea fishing craft, drying nets, piers, docks and factories lead you into Vancouver, with its huge deep water harbour, terminus of the Canadian Pacific Railway and gateway to Alaska and the limitless Pacific Ocean.

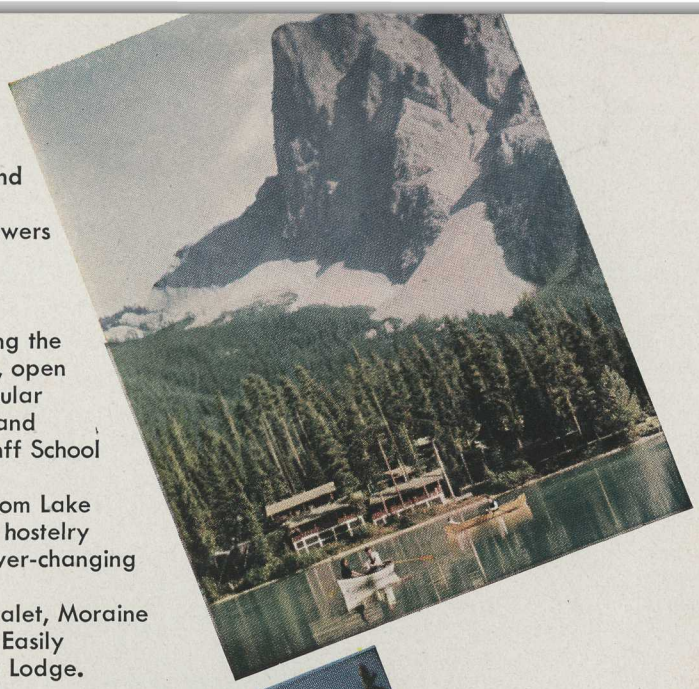


The lower Fraser Canyon.

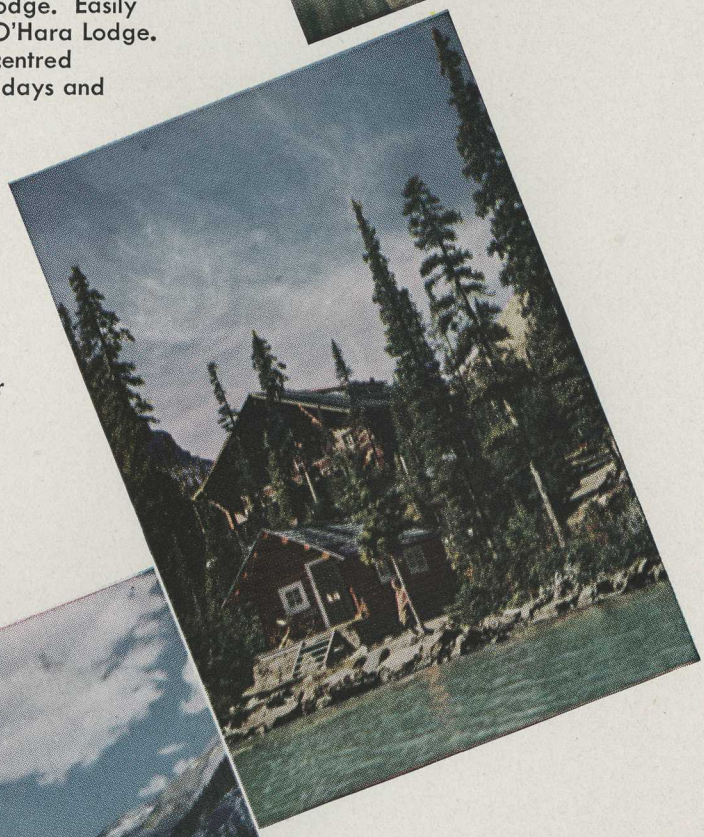


Fish ladders built where the Fraser pours through "Hell Gate" into the "Devil's Wash-basin" permit salmon to make their way upstream to spawn in the fresh waters where they were born.

CANADIAN ROCKIES WONDERLAND

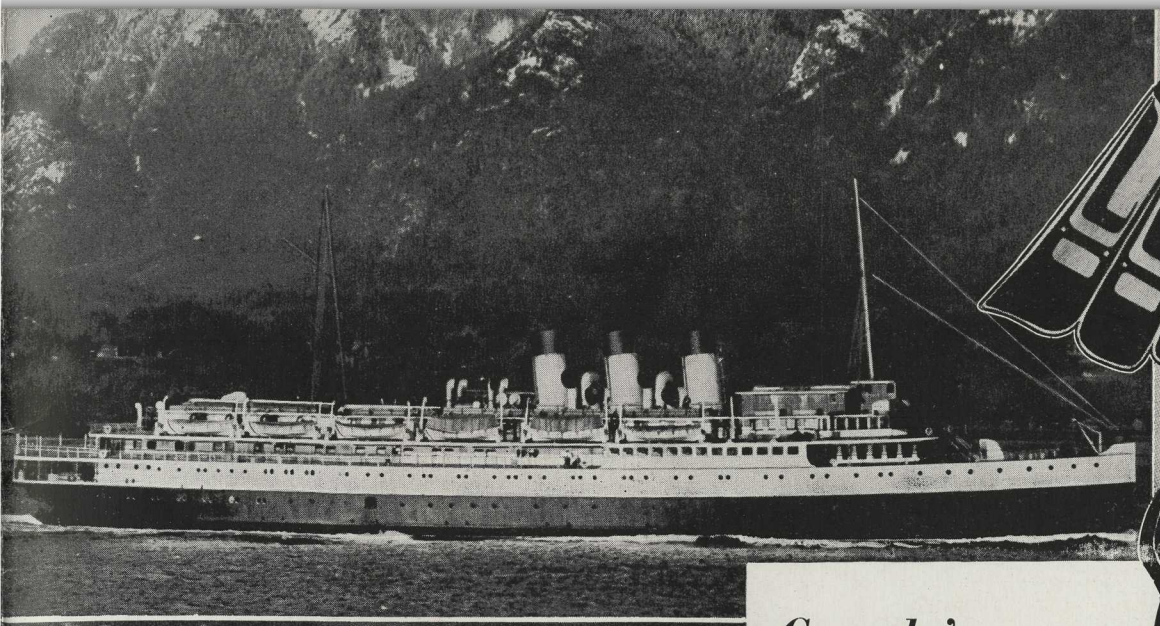


- The Canadian Pacific has developed a holiday wonderland amid the Canadian Rockies tailored to taste and purse. Within the broad confines of Dominion Government controlled Banff and Yoho National Parks, where native flowers and native animals are protected for your enjoyment, are two luxury hotels and five less formal chalets and mountain lodges.
- At Banff, a mile and a half from the Station, overlooking the Spray and Bow Rivers is the 600 room Banff Springs Hotel, open from mid June to mid September. You will enjoy a spectacular eighteen-hole golf course in the Valley of the Bow, indoor and outdoor swimming pools, tennis courts, and, nearby, the Banff School of Fine Arts.
- Forty miles west is Chateau Lake Louise. Three miles from Lake Louise Station and a thousand feet higher, this comfortable hostelry fronts jade-green Lake Louise and enjoys the eternal but ever-changing view of Victoria Glacier.
- Within easy reach of Lake Louise are Emerald Lake Chalet, Moraine Lake Lodge, Lake Wapta Lodge and Yoho Valley Lodge. Easily accessible, on horse-back by mountain trail, is Lake O'Hara Lodge. These informal holiday resorts, with cottage clusters centred around main buildings, are planned for healthful holidays and informal attire. There is the privacy of cottage life for those who wish it or community enjoyment in comfortably equipped lounges.
- Yoho Valley Lodge is noted for its fine riding country, especially the trail to the satellite Twin Falls Chalet where guests may arrange to stay overnight. The other resorts, in addition to riding and climbing, offer boating on the lakes for which Yoho National Park—in which all are located—has long been noted.
- Reservations can be made by your own agent or the nearest Canadian Pacific office.



Emerald Lake with its chalet and cottages; Lake O'Hara Mountain Lodge and Yoho Valley Lodge are popular with visitors who plan informal active holidays in the Canadian Rockies. Mountaineering, riding and carefree evenings around big log fires are popular in this mountain holiday-land.

Moraine Lake, green as an emperor's jade, mirrors in its still waters a circle of ten mountain peaks. This lovely scene, typical of the Canadian Rockies, was photographed from Moraine Lake Lodge, a cottage colony eight miles by road from Chateau Lake Louise.

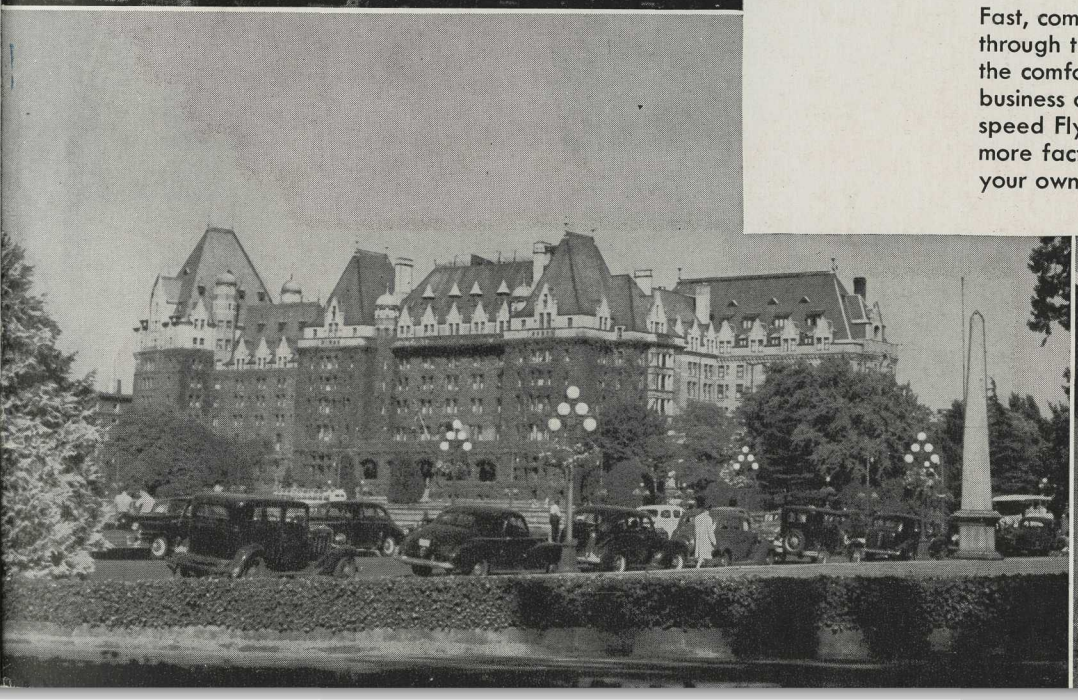


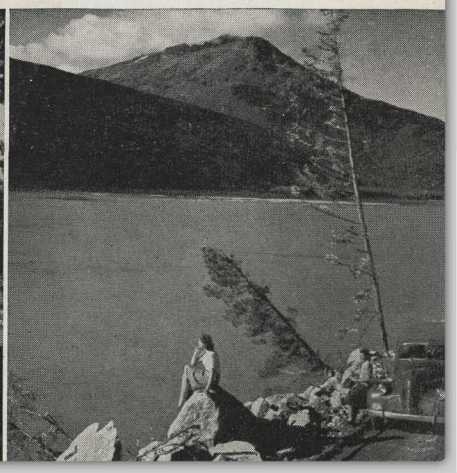
Canada's Evergreen Playground

Busy Vancouver . . . the tall trees of Stanley Park . . . English Bay . . . Kitsilano Beach . . . Lions' Gate Bridge . . . Capilano Canyon . . . Hotel Vancouver . . . Golf . . . Sailing . . . Fishing . . . Skiing . . . Canadian Pacific Princess liners to Seattle and Victoria . . . scenic by day . . . time-saving by night . . . Temperate Victoria . . . garden-filled . . . English as a "County Town" . . . year-round golf . . . riding . . . Empress Hotel . . . Oak Bay . . . Butchart's gardens . . . Beacon Hill Park . . . all yours by Canadian Pacific!

Alaska Cruise

Fast, comfortable Princess liners . . . through the sheltered Inside Passage . . . the comfortable way to Alaska . . . for business or pleasure . . . or . . . for speed Fly C.P.A. . . . reservations and more facts from Canadian Pacific or your own travel agent.





DAILY TRANSCONTINENTAL TRAINS WESTBOUND

MONTREAL — VANCOUVER
No. 1 & No. 7
TORONTO — VANCOUVER
No. 3
CHICAGO — VANCOUVER
THE SOO-DOMINION
THE MOUNTAINEER (*July-August*)

Purling rivers, lodge-pole pines and towering mountains are unforgettable memories of your trip by Canadian Pacific through the Canadian Rockies. The Kicking Horse River, near Field, B.C.

DAILY TRANSCONTINENTAL TRAINS EASTBOUND

VANCOUVER — MONTREAL
No. 2 & No. 8
VANCOUVER — TORONTO
No. 4
VANCOUVER — CHICAGO
THE SOO-DOMINION
THE MOUNTAINEER (*July-August*)