BY TRAIN... THROUGH THE Canadian Rockies

THE Canadian Pacific WAY

The Bow Valley showing, upper left, Cascade Mountain, the town of Banff, tunnel mountain. Lower right, Banff Springs Hotel and the Bow River Valley.

Canadian Pacific, frequently referred to as the world's most complete travel organization, had the good fortune to be routed through some of the world's most spectacular mountain scenery when its builders devised the main line through the Canadian Rockies and subsequent developments added the Coquihalla Canyon-Crow's Nest Pass route. Canadian Pacific, the world's first transcontinental railroad, is more than a railroad. Canadian Pacific comprises railways; trans-Atlantic, trans-Pacific, Coastal and Great Lakes steamships; airlines—trans-Pacific and domestic; hotels—a chain of year-round metropolitan hostelries and strategically-placed summer resorts from sea to sea; telegraphs and express. All these services are at your disposal through any Canadian Pacific office.

BY TRAIN THROUGH THE CANADIAN ROCKIES

• 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, Selkirk and Coast Ranges one of the travel wonders of the world.

• The sequence of the following pages is from East to West, but it is easy to use them as a guide in either direction. First, run quickly over the map on pages 2 and 3 to familiarize yourself with the terrain, then turn to page 24 if eastbound, page 4 if headed west, for more detailed descriptions.

• 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. 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.

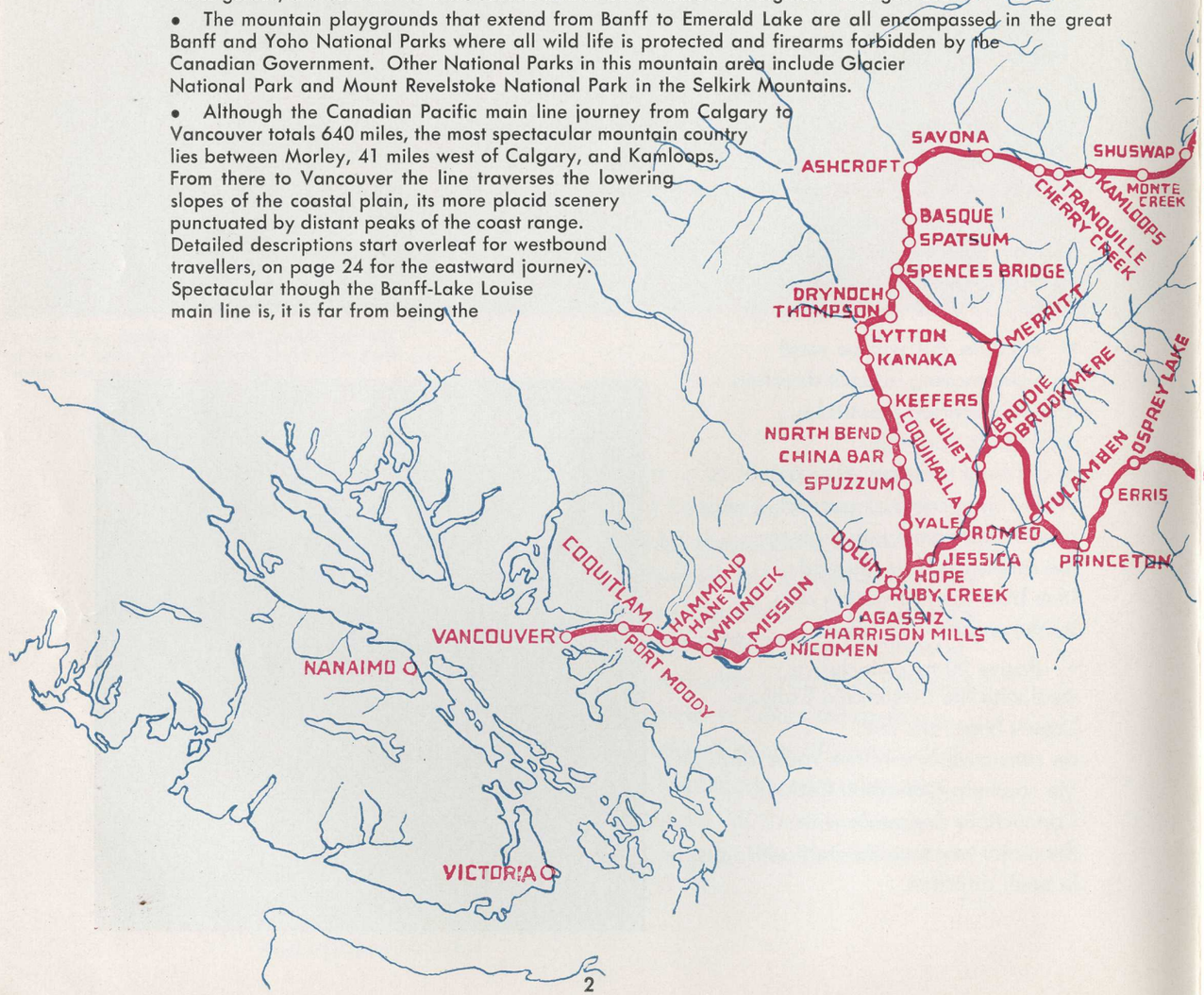
• Because this will be read on trains moving in each direction and on different timetables, no times for arrivals at different locations are used. Where a warning of something very spectacular coming up is given the reference is by elapsed time from the last station stop, or by the nearest mile-board.

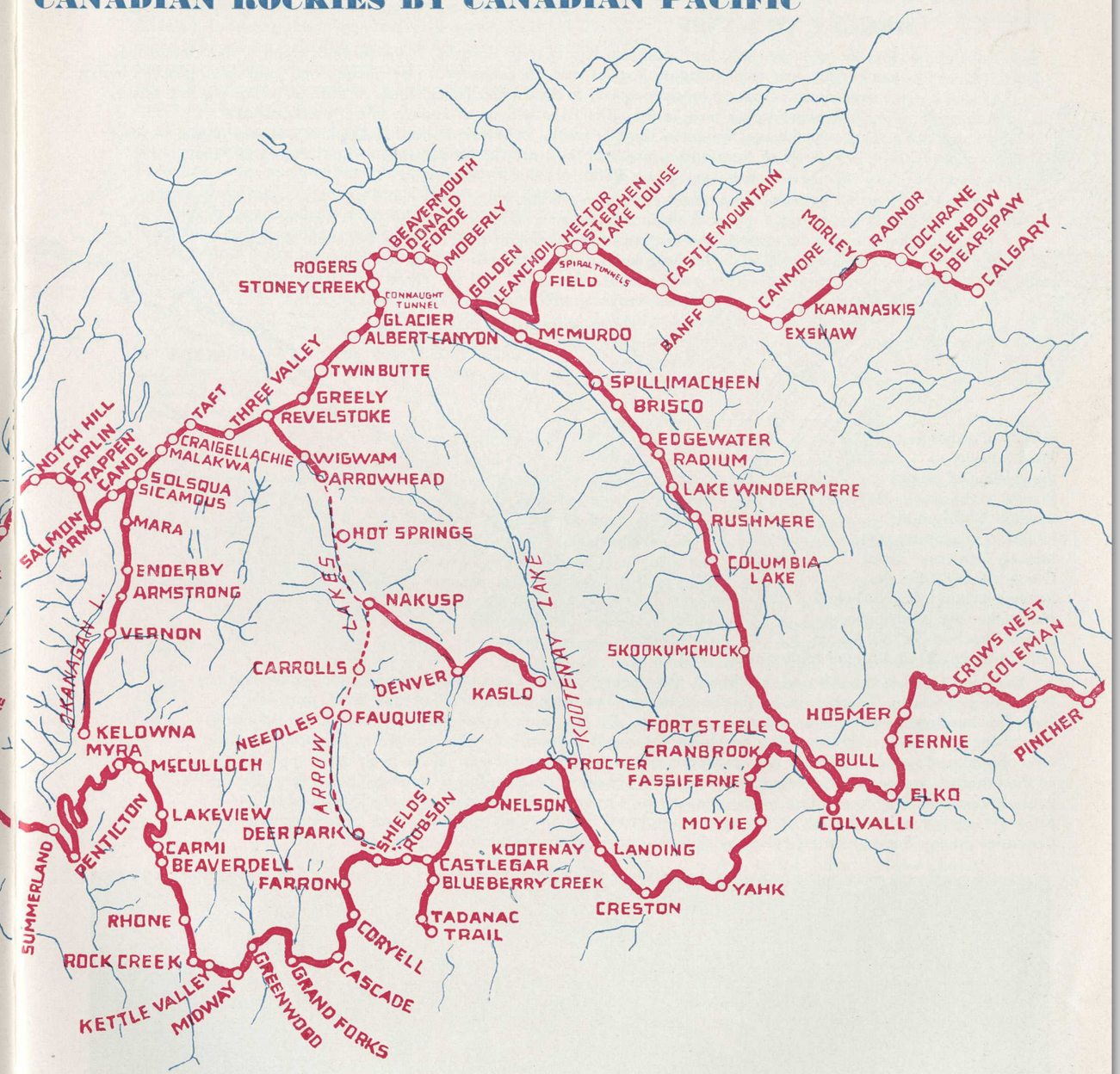
• Pages 20 to 24 inclusive deal with the Coquihalla Canyon-Crow's Nest Pass line, an attractive alternative route through the southern Canadian Rockies. Connections are made with the major transcontinental trains in each direction.

Victoria Glacier and Lake Louise

THROUGH THE CANADIAN ROCKIES BY CANADIAN PACIFIC

- 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 Canadian Pacific main line 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 24 for the eastward journey. Spectacular though the Banff-Lake Louise main line is, it is far from being the whole of the Canadian Rockies. South of the main line, another diesel-operated scenic route pierces the same mountain chains to show new aspects of nature's scenic upheaval between Odlum, B.C. at the edge of the mountains and Crow's Nest, the easternmost pass. The Coquihalla Canyon-Crow's Nest line opens lesser-known territory and is a pathway through the Okanagan Valley, the Kettle Valley, the picturesque Kootenays and the Crow's Nest Pass. For travellers with time to explore, there are connections between Penticton and Sicamous by bus and rail, Robson West and Revelstoke by stern-wheel steamer and rail, Colvalli and Golden — by rail through the Lake Windermere country.



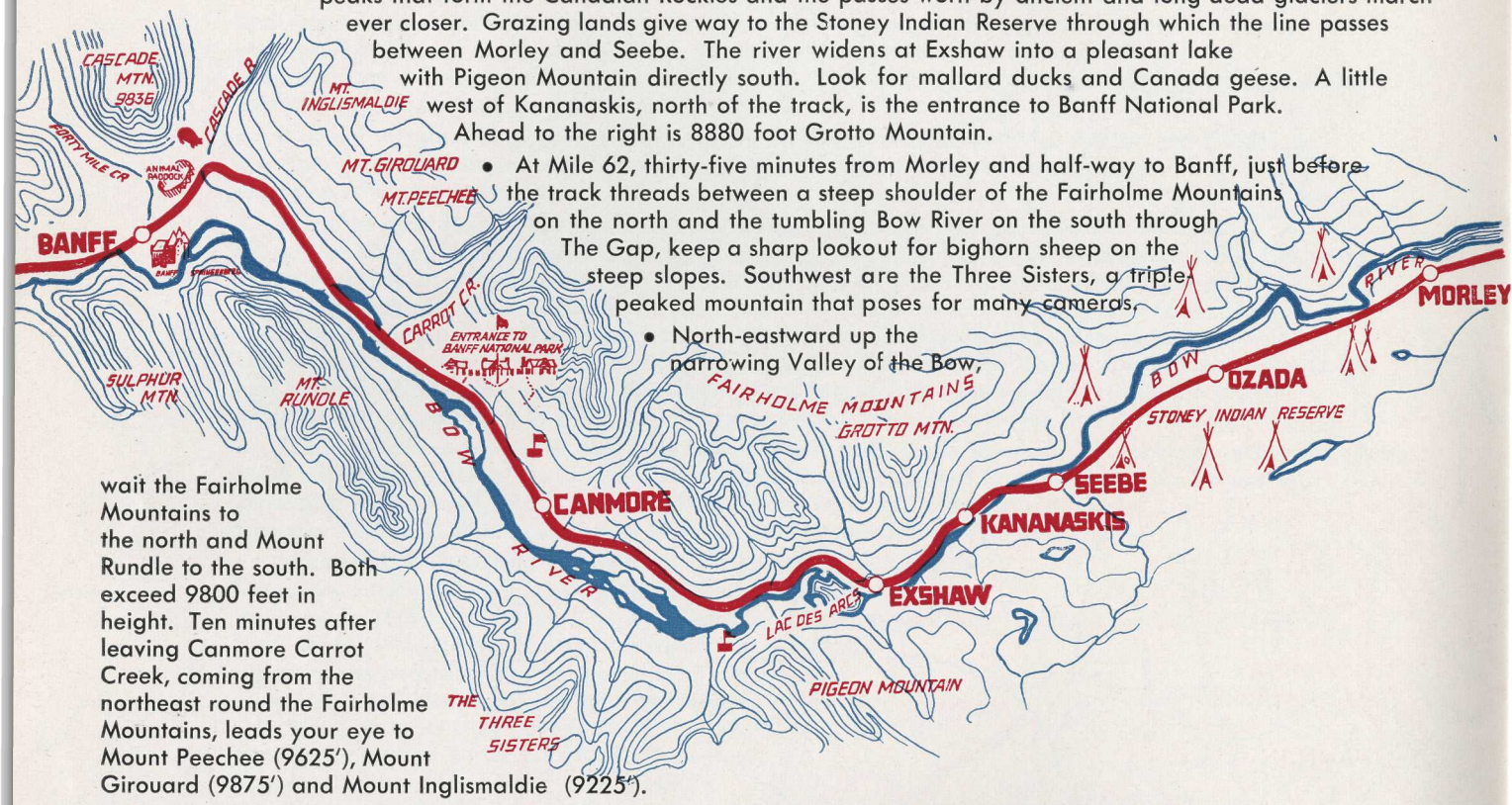


MORLEY TO BANFF

• 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.

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 Vermilion 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, closer to the track, a huge cave known as the 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 lowering 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.

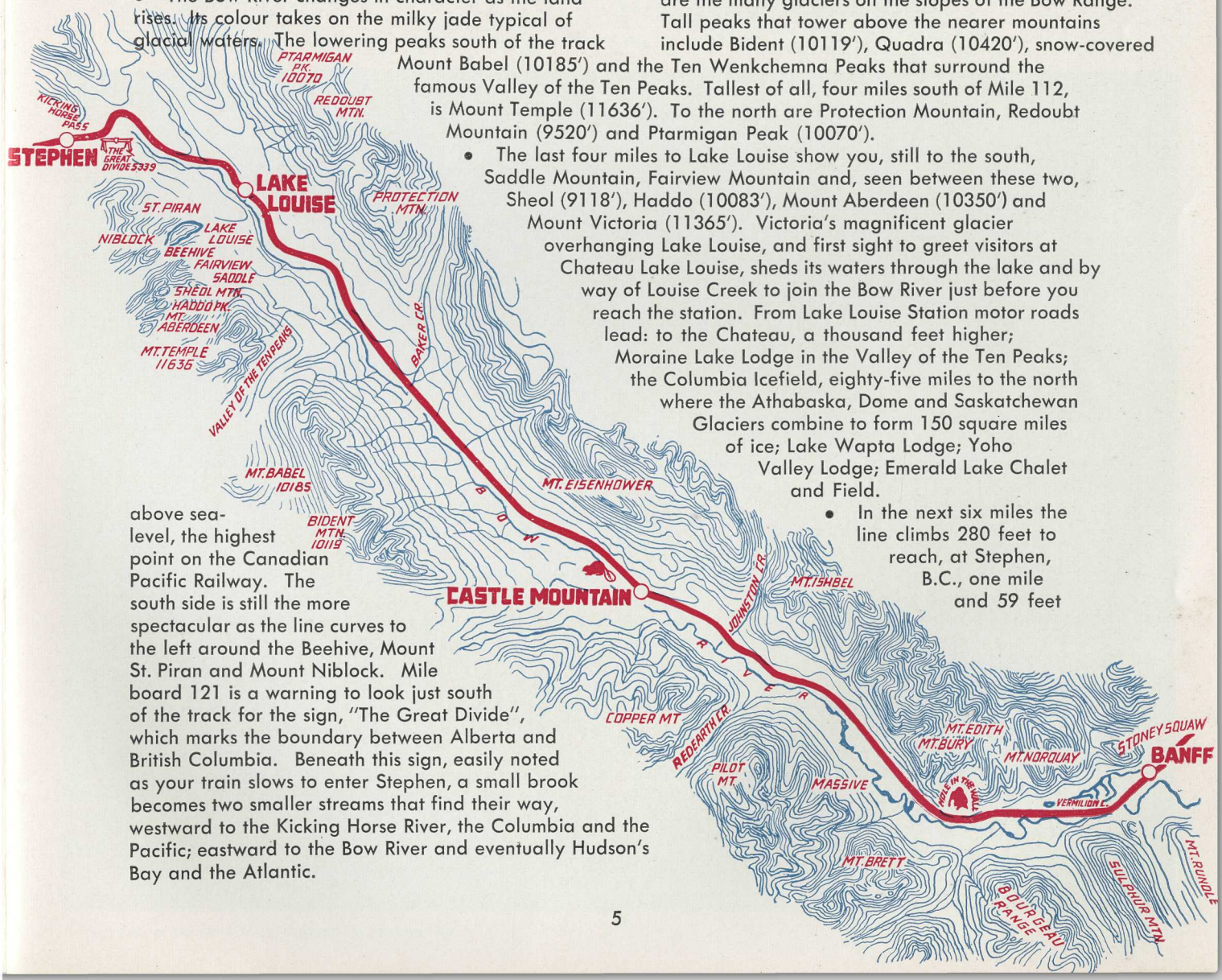
• From this point the pass widens. Redearth Creek on the south and Johnston Creek west of Mount Ishbel on the north, enter the Bow River within a mile of each other. Copper Mountain (9170′) immediately south of where Johnston Creek joins the Bow River, warns you to look north for the south-eastern slopes 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 D. Eisenhower, brilliant Supreme Commander of the Allied Forces in Europe, six years before his election to the Presidency of the United States.

• 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′).

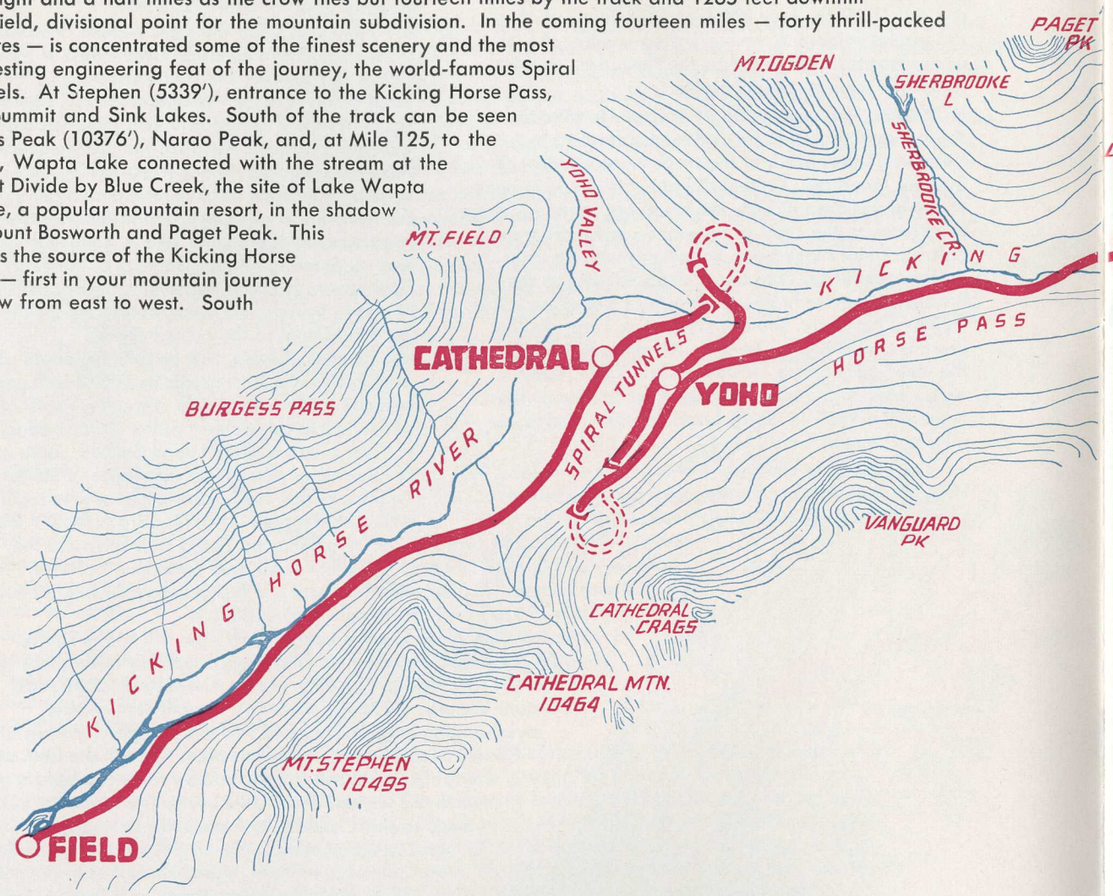
• The last four miles to Lake Louise show you, still to the south, Saddle Mountain, Fairview Mountain and, seen between these two, Sheol (9118′), Haddo (10083′), Mount Aberdeen (10350′) and Mount Victoria (11365′). Victoria's magnificent glacier overhanging Lake Louise, and first sight to greet visitors 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., one mile and 59 feet above sea-level, 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

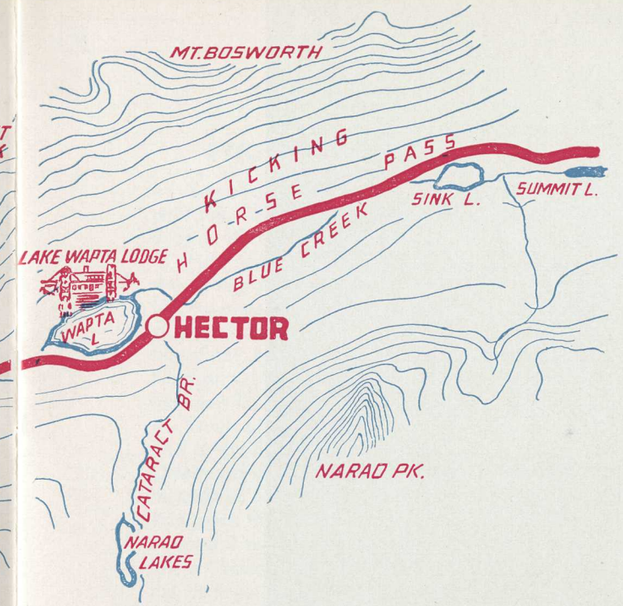
• Eight and a half miles as the crow flies but fourteen miles by the track and 1265 feet downhill lies Field, divisional point for the mountain subdivision. In the coming fourteen miles — forty thrill-packed minutes — is concentrated some of the finest scenery and the most interesting engineering feat 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.

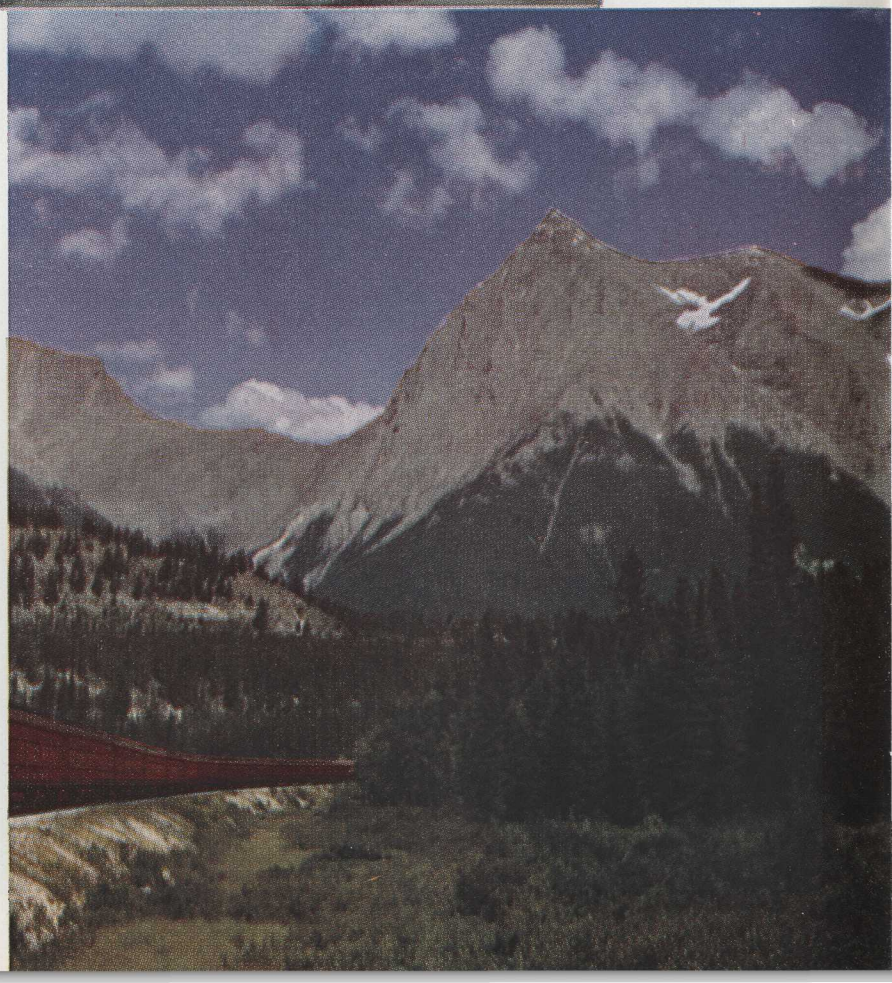


• Field marks the end of a time zone and watches are set back one hour on the westward journey to Pacific Time. The train stays fifteen minutes while competent crews minister to the operating needs of the locomotive and cars. The station platform is a vantage point from which many successful photographs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

• The stop at Field can provide you with a variety of activities. The station facilities include soda fountain, magazine stand with a good stock of scenic post cards of this interesting area of the Canadian Rockies and from the platform an unparalleled view of the mighty peaks that surround "The Big Hill". It is by no means uncommon from the eastern end of the platform, to see a bear or two looking over the tourists. Across the river, the trans-mountain highway branches north up the Yoho Valley to Takkakaw Falls, where Yoho Valley Lodge is sited. Westward, the highway branches, again in a generally northerly direction, through famous Cathedral Avenue to Emerald Lake, overlooked by Emerald Lake Chalet and its surrounding cottages.

Two ends of the same tunnel—Spiral Tunnels near Field

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



The broad green levels of the Bow Valley are a smooth road bed from which mountain scenery unrolls in a moving panorama of beauty.

FIELD TO GOLDEN

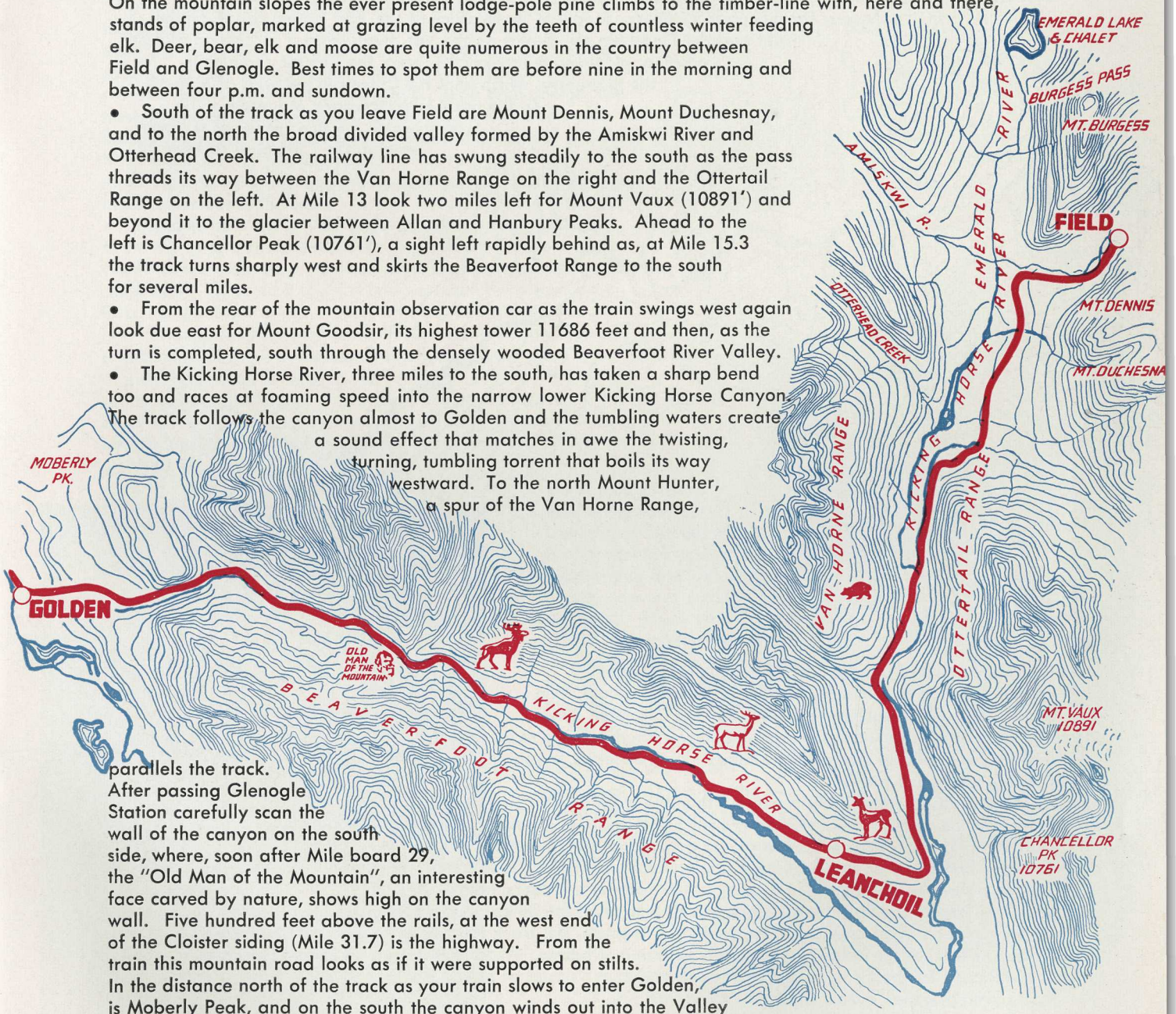
• Some idea of the steep grades met as your train follows the Kicking Horse River to its junction with the Columbia River at Golden can be gained from the fact that in this thirty-five mile stretch the drop in altitude is 1489 feet or nearly fifteen feet per minute of elapsed time.

• 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 sound 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 Vaux (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 as, 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.

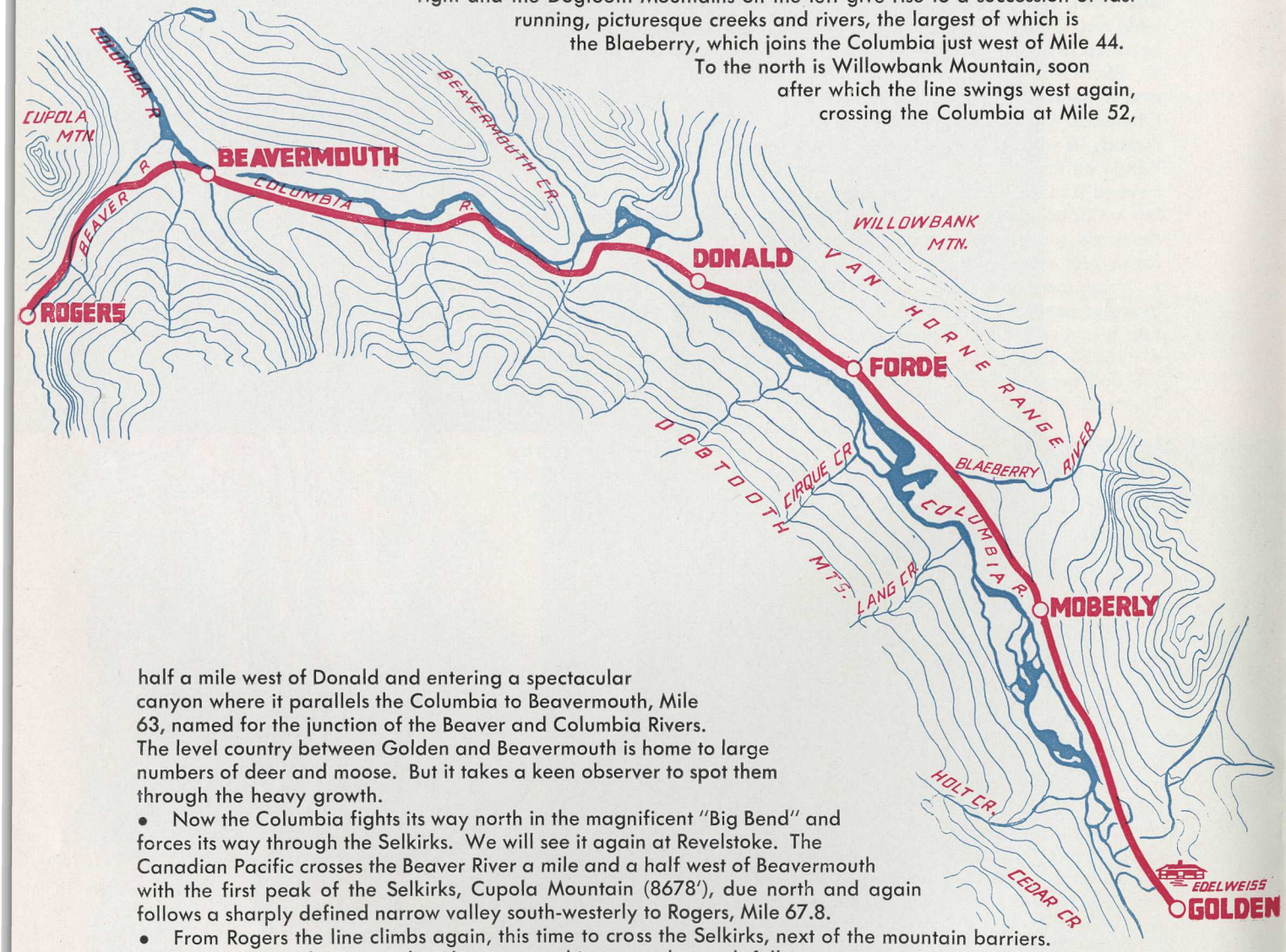
• The Kicking Horse River, three miles to the south, has taken a sharp bend too and races at foaming speed into the narrow lower Kicking Horse Canyon. The track follows the canyon almost to Golden and the tumbling waters create a sound effect that matches in awe the twisting, turning, tumbling torrent 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 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.

• 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.

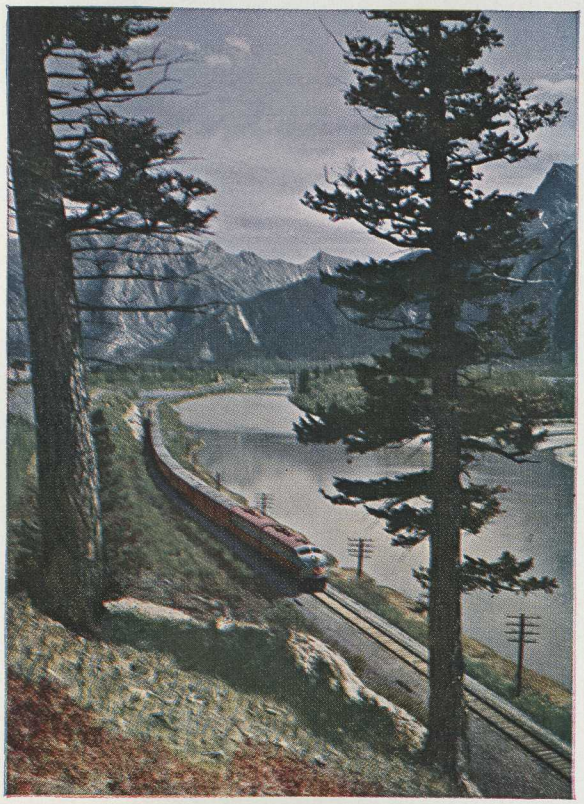
ROGERS TO GLACIER

• Two mountain cascades, crossed between Mile 74 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.

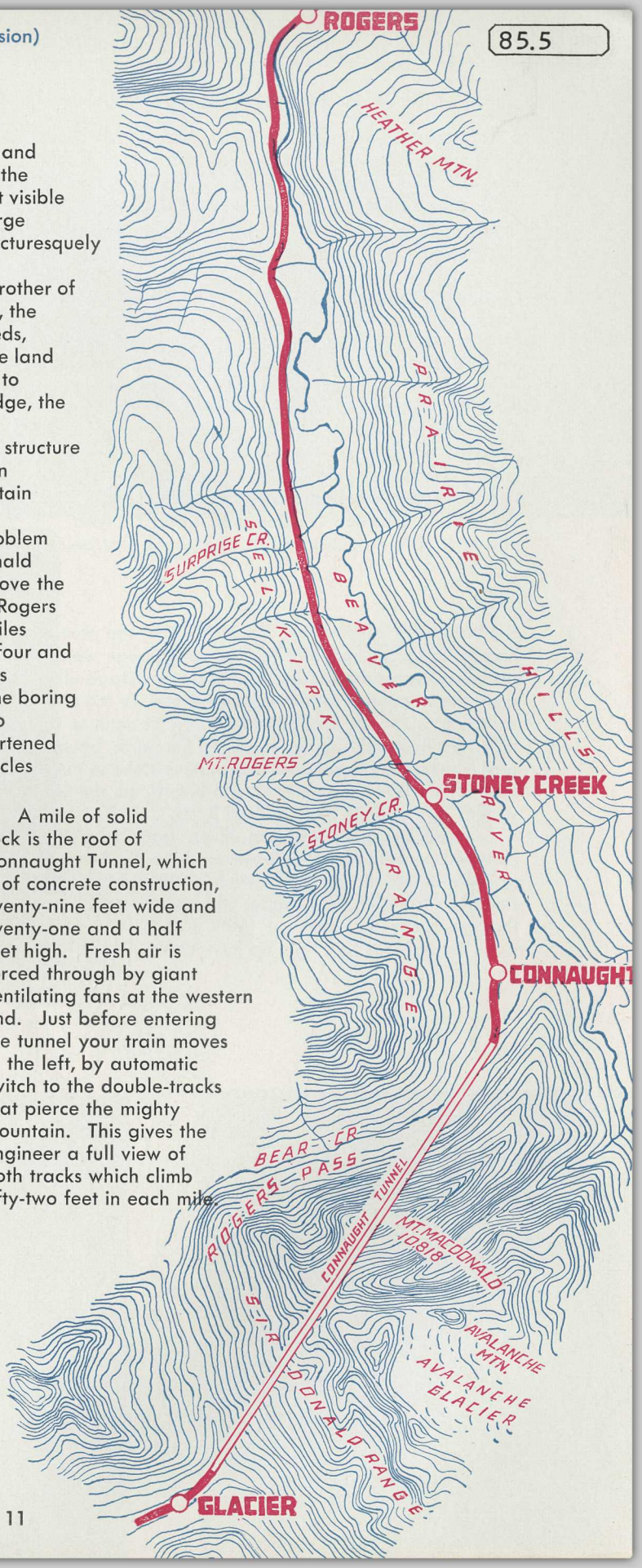
• The bridge crossing Stoney Creek, almost a twin brother of Surprise, presented a stiff engineering problem. Here, the steep sides of the gulch through which the torrent speeds, drop 270 feet below the track level. The contour of the land calls for a curve at the western end of the bridge and, to cross 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 mountain 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 lovely Bow River Valley



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.

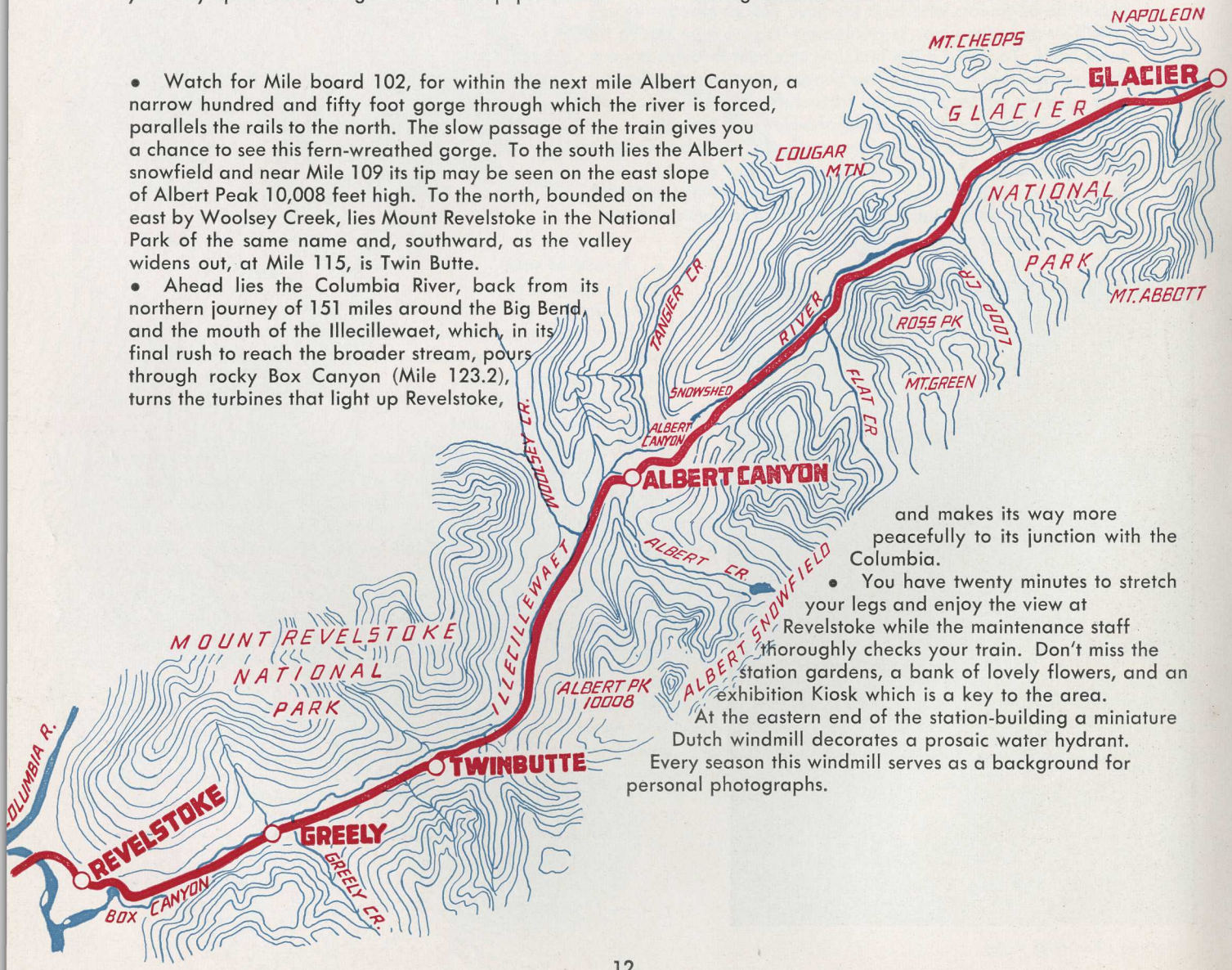
• A mile from the station up the slope of Mount Abbott to the south, ruined piers of an old bridge show where the Rogers Pass line crossed Loop Brook before the tunnel was bored. Glacier is the station for Glacier National Park, 521 square miles in area in which a number of challenging peaks are still 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.

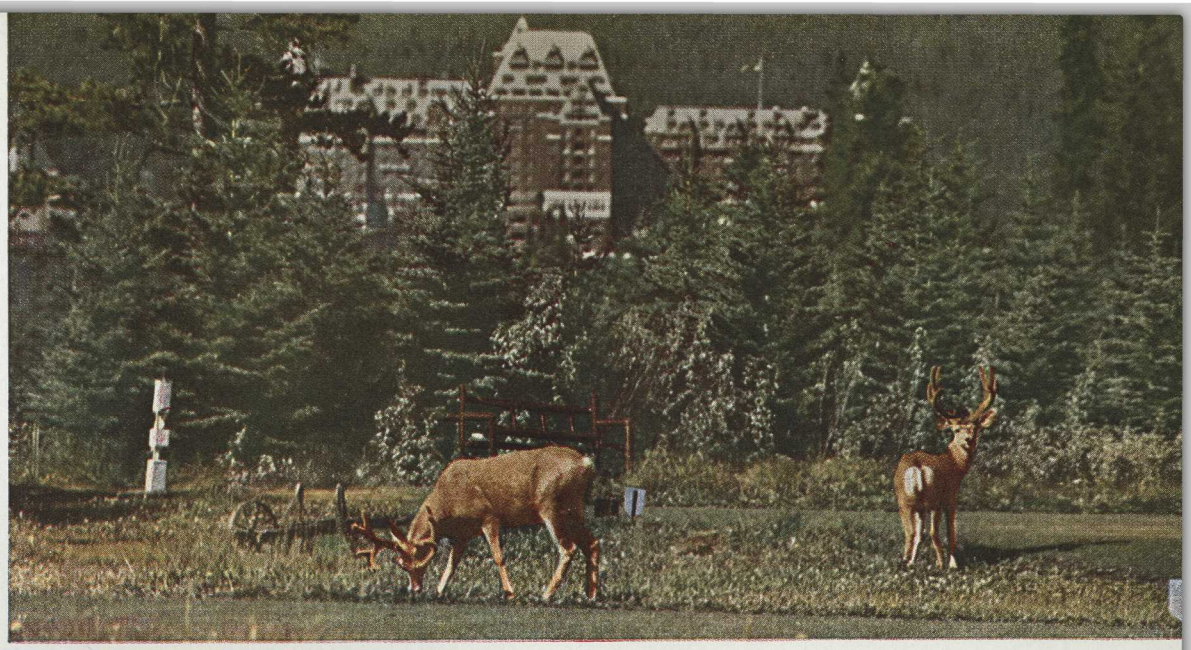
• The level drops nearly twenty-three hundred feet in the forty-mile run to Revelstoke, a fact well-illustrated by the speedy, foaming waters of the Illecillewaet River whose head-long rush parallels the Canadian Pacific most of the way. North and south of Mile 88 are Cougar Mountain and Ross Peak. Southward 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. Ten 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 102, 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.

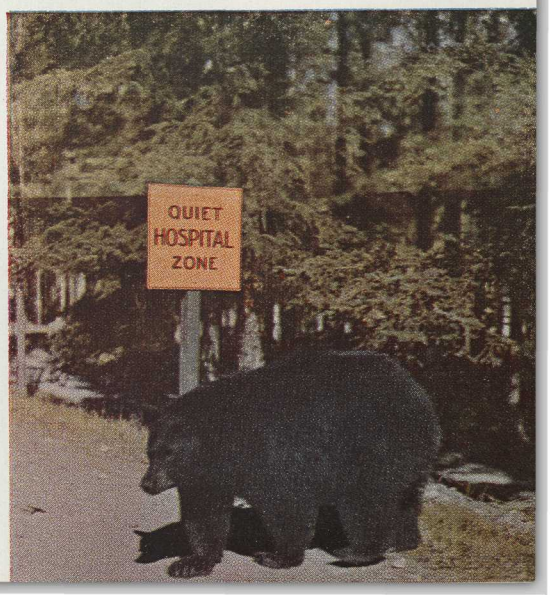
• Ahead lies the Columbia River, back from its northern journey of 151 miles around the Big Bend, and the mouth of the Illecillewaet, which, in its final rush to reach the broader stream, pours through rocky Box Canyon (Mile 123.2), turns the turbines that light up Revelstoke, and makes its way more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





Deer 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 between Banff and Lake Louise. For safety reasons National Park regulations prohibit the feeding of wild animals.



Beauty knows no season in the Canadian Rockies—every day of the year has its own appeal. Mount Assiniboine, a tremendous landmark south from Banff (not visible from the train), is a challenge to mountaineers, a beacon for skiers.

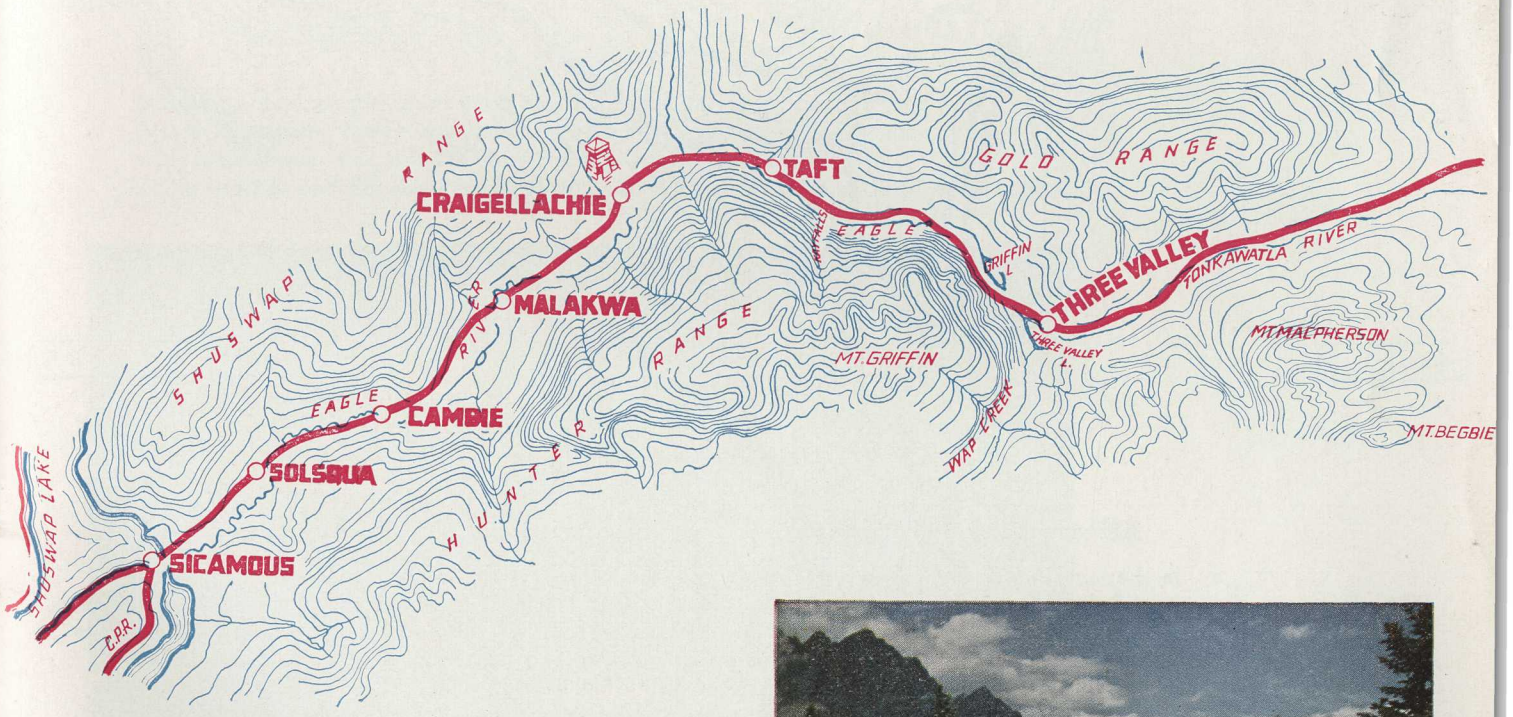
Autumn colours are riotous around the lakes, valleys and woods at the lower altitudes. Here, the South Thompson River, B.C., poses for the colour camera.

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.

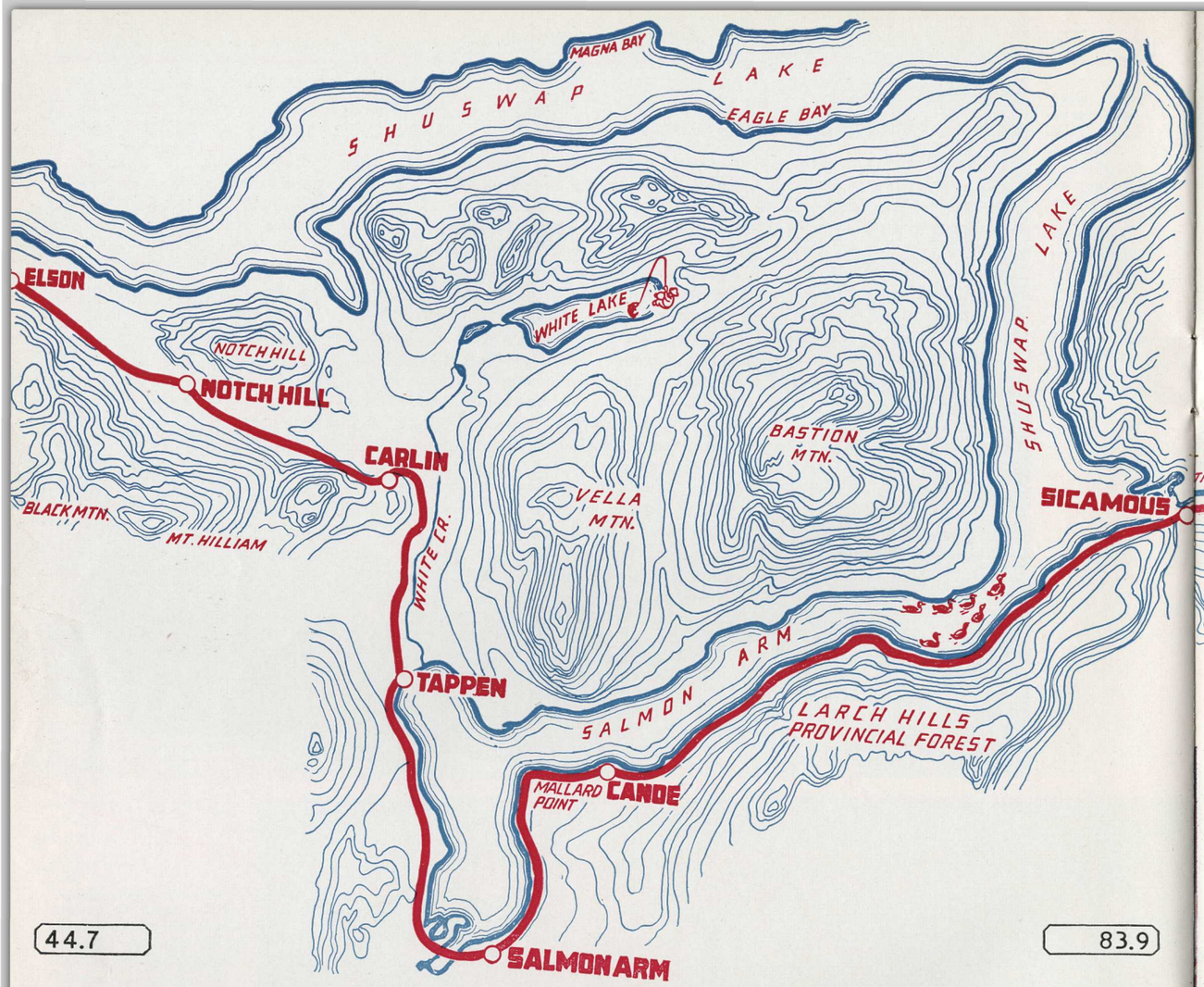
• The line, still following the Eagle River, now heads southwestward between the Shuswap and Hunters Ranges to reach, at Craigellachie (Mile 28.3), the historic spot where the last spike was driven November 7, 1885, when eastern and western portions of the line met and Canada's first transcontinental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

Every sunlit moment of the trip through the Canadian Rockies is a challenge to the camera fan. If you shoot colour, follow the film manufacturer's recommendation, or your exposure-meter reading—but remember the prevalence of dark evergreens when you shoot from the train.



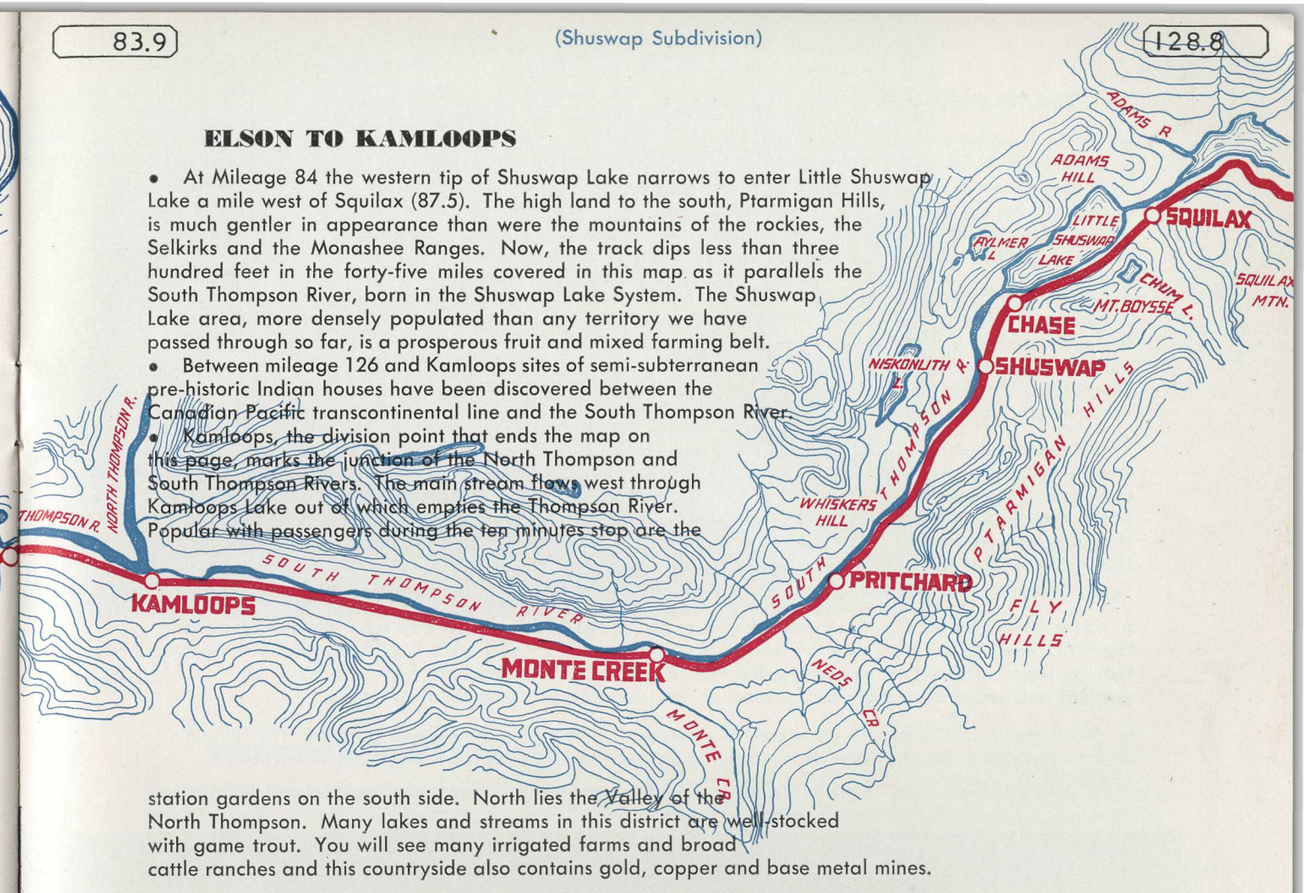
(Shuswap Subdivision)

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 division 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 to 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.

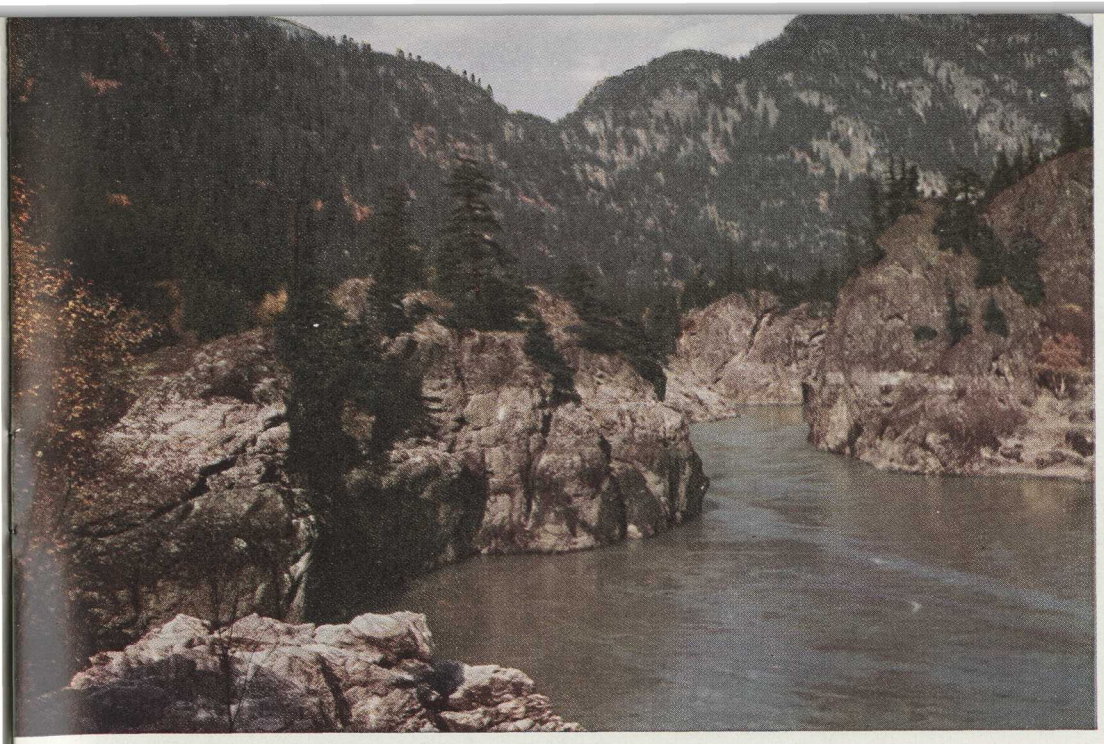
• A series of 6 tunnels between Mile 8.5 and Mile 14 testifies to the engineering difficulties encountered in building the line. At Ashcroft, Mile 47.3, sidings and loading platforms handle cattle and sheep, fruit and vegetables — particularly potatoes, where once prospectors and miners of the Cariboo 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 banks close in until at Mile 87.5 the gorge graphically called the "Jaws of Death" forces it to its greatest speed. North of the track near Mile 91, lies the Painted Canyon and at 93.5 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 95) you get your first sight of the Fraser River which the Thompson now joins and the Fraser Canyon begins. Near Cisco 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.

Thompson River



The lower Fraser Canyon

.0 (Cascade Subdivision) 41.6

NORTH BEND TO ODLUM

• Still hemmed between mountains, but keeping as close as possible to water level, the track from North Bend to Vancouver has a gradient of a little less than 4 feet in a mile. Its last 80 miles are through the almost level valley of the Fraser by now a wide navigable river.

• West of North Bend, the stark beauty of the Fraser Canyon, coupled with the equally stark history of its early development, makes it well worth your while to be called early. 5½ miles from North Bend, the Scuzzy River, flowing from north of the track, enters the Fraser. Under the railway bridge is a series of basins, up which salmon leap during the spawning season. These mitigate the fierce Scuzzy Rapids, before conservation a death trap for many fine salmon. Not far beyond this, the gorge narrows into a rock formation aptly christened "Hell's Gate". Below it is "The Devil's Wash Basin", a spinning whirlpool. Once again, you will find the rear platform of the observation car is your best vantage point.

• As the track winds its way beside the rushing river between the Canyon walls, there are many outstanding views and, at Spuzzum (15.5), once a Hudson's Bay trading post, a steel and concrete bridge spans the Fraser on the site of the first bridge ever to cross it. The first bridge, built by Joseph Trutch, was the first suspension bridge west of the Rockies, built on wooden towers and wire cables woven at the site.

• Simon Fraser, discoverer of the river, who had literally clawed his way down river on a series of ladders built by the Indians, rested on the narrow bench at Spuzzum, which was used as an Indian burial ground.

• Well worth seeing — and let Mile board 22 be your warning — is a giant rock (22.5) in the middle of the river against which the Fraser rages vainly and torments itself into twisting eddies and backwaters. 5 miles ahead is Yale, formerly head of navigation on the Fraser and the start of the Cariboo wagon road. Built in 1862-5 under the orders of Governor James Douglas, this 400-mile road was used by thousands of miners to carry millions of treasure from the famous Cariboo gold field. There are 20 more miles of canyon country, the last of it at Odlum (41.6). The mouth of the Fraser Canyon coincides to the south with the mouth of the Coquihalla Canyon and is the junction of the Banff-Lake Louise transcontinental line with the Coquihalla Canyon-Crows Nest Pass route of the Canadian Pacific, through the Southern Rockies, which is described on Pages 20-23.

• See Page 24 for references to the track between Odlum and Vancouver, over which pass trains of the Banff-Lake Louise main line and the Coquihalla Canyon-Crow's Nest Pass route through the Southern Rockies.

Grazing land near Cranbrook

CROWSNEST ROUTE

(Crowsnest Subdivision)

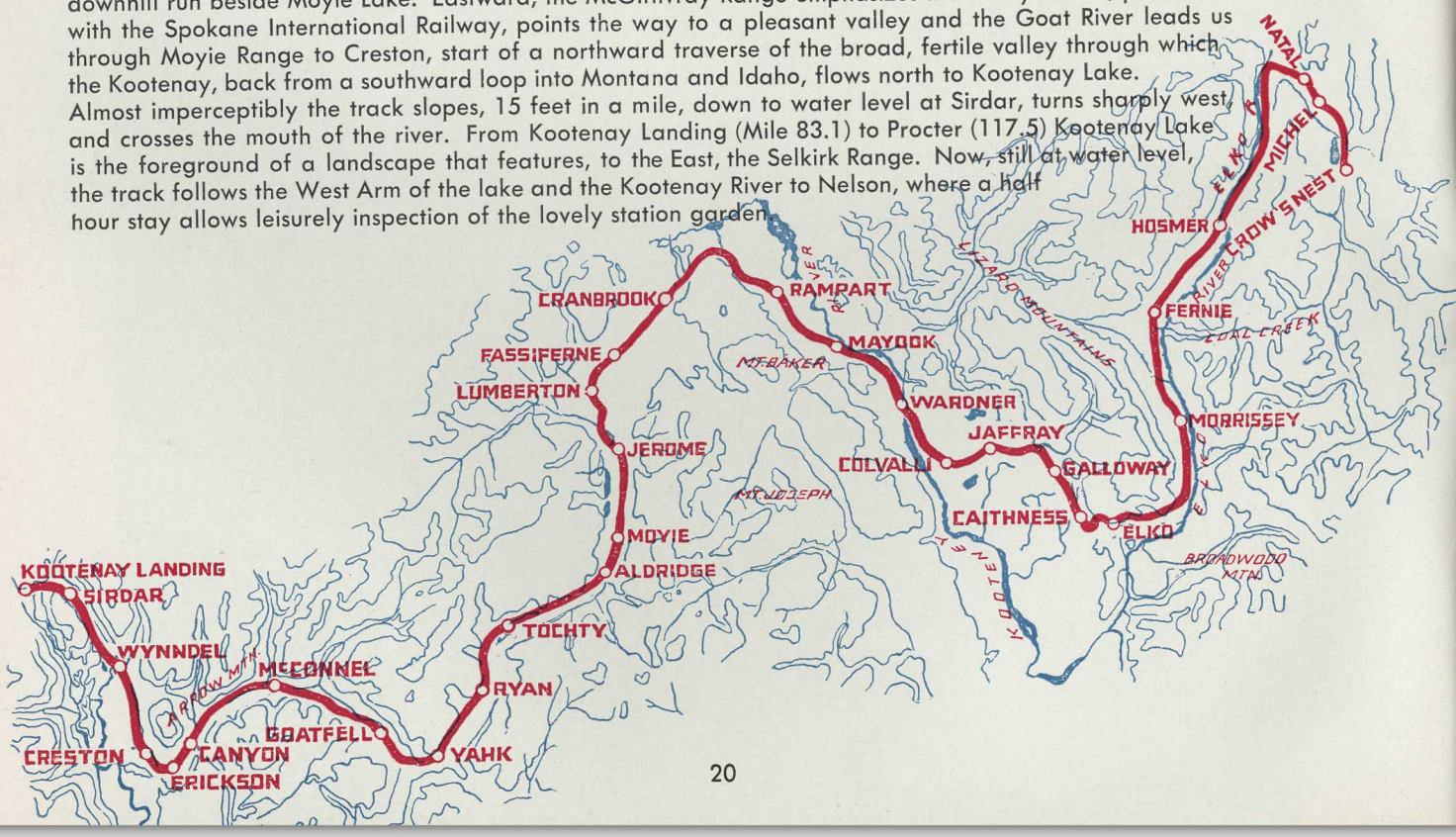
• "Oldman" not "Old Man" River, rushing eastward from the Rockies greets you at Lethbridge, nears the Canadian Pacific southern route again at Fort Macleod, and drains the narrowing valley that climbs towards the western peaks. At Hillcrest the track is 1140 feet higher than Lethbridge and the Livingstone and Flathead Ranges tower 3000 feet more to North and South. The Crow's Nest River, south of the track runs ever faster, as it nears Crow's Nest Lake and, at Sentinel the Alberta-British Columbia boundary marks the high point of the Crow's Nest Pass, 4452 feet.

.0 **(Cranbrook Subdivision)** 99.2

• Between Crow's Nest and Michel, at Mile 5.5 westbound and Mile 8 eastbound the line jogs sharply southward to McGillivray where it crosses Michel Creek and retraces its way northward. A slight downgrade leads to the Elk River, (between Miles 15 and 16), thence through the Elk Valley past Fernie, a typical western town (36.1), to Elko (54.3) and the broad Kootenay Valley. Colvalli (71.5) is the junction point for Lake Windermere and Golden. The Kootenay River is crossed between Mile 75 and Wardner (77.3), and the track now climbing again, turns south near Mile 94.5 for five miles to reach Cranbrook where a 15 minute stop gives you a chance to enjoy the mountain air.

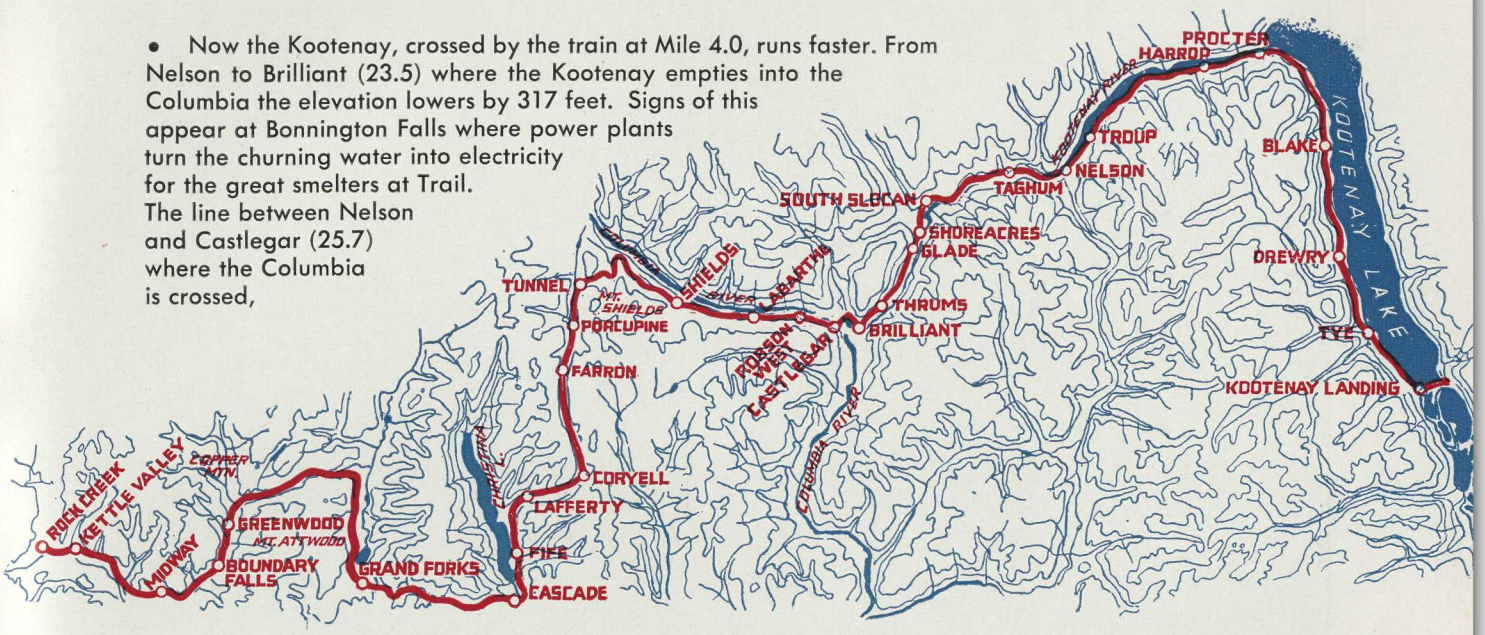
.0 **(Nelson Subdivision)** 137.8

• A climb of 217 feet to Mile 9 takes the track over a crest to join the Moyie River and a pleasant downhill run beside Moyie Lake. Eastward, the McGillivray Range emphasizes the valley. Yahk, junction with the Spokane International Railway, points the way to a pleasant valley and the Goat River leads us through Moyie Range to Creston, start of a northward traverse of the broad, fertile valley through which the Kootenay, back from a southward loop into Montana and Idaho, flows north to Kootenay Lake. Almost imperceptibly the track slopes, 15 feet in a mile, down to water level at Sirdar, turns sharply west, and crosses the mouth of the river. From Kootenay Landing (Mile 83.1) to Procter (117.5) Kootenay Lake is the foreground of a landscape that features, to the East, the Selkirk Range. Now, still at water level, the track follows the West Arm of the lake and the Kootenay River to Nelson, where a half hour stay allows leisurely inspection of the lovely station garden.



.0 (Boundary Subdivision) 126.6

• Now the Kootenay, crossed by the train at Mile 4.0, runs faster. From Nelson to Brilliant (23.5) where the Kootenay empties into the Columbia the elevation lowers by 317 feet. Signs of this appear at Bonnington Falls where power plants turn the churning water into electricity for the great smelters at Trail. The line between Nelson and Castlegar (25.7) where the Columbia is crossed,



passes through country tidily farmed by Doukhobor settlers. From Robson West (27.4) one of the last stern-wheel steamers, berthed alongside the railway, plies the Arrow Lakes to connect, via Arrowhead and Revelstoke, with the Banff-Lake Louise main line. Midway, next subdivisional point, is reached after dark, as are the lesser elevations of the Carmi subdivision.

.0 (Carmi Subdivision) 133.7

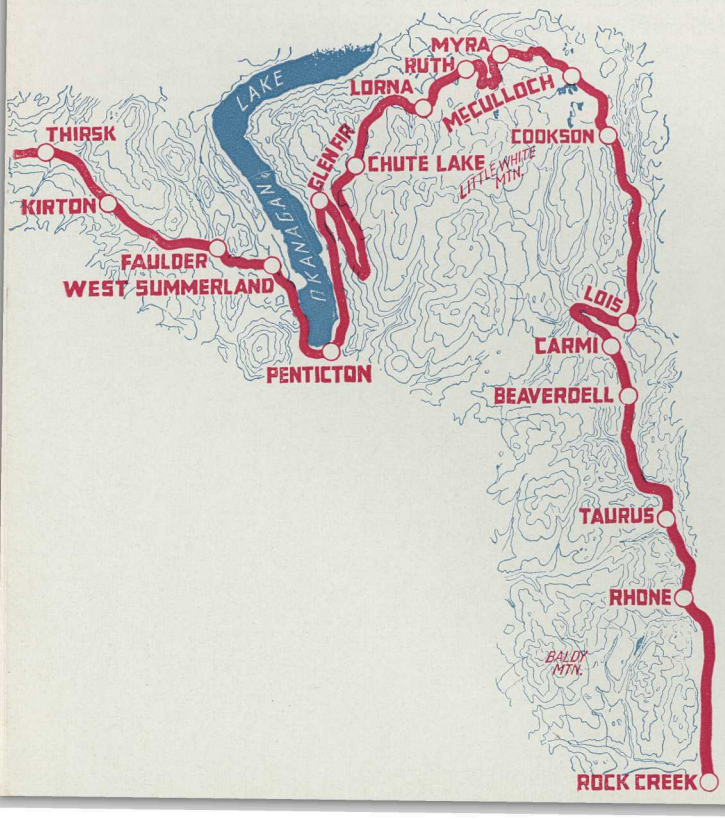
But daylight, for travellers in both directions, is available for the spectacular canyons that mark the height of land east of Okanagan Lake. Westbound travellers will find an early call rewarding. Between Myra (84) and Penticton (133.7) spectacular engineering feats and breathtaking views are the rule. In this 50 miles the elevation ranges from 4160 at Myra to 1120 feet at Penticton. The map calls the tiny rivulet hundreds of feet below Klo Creek but the local name of Five Fingers Canyon is more apt. At Mile 86.5 you cross the east fork of the canyon on a 12 degree curve 365 feet long, 158 feet above the stream. The west fork bridge (87.9) also a steel trestle, is 720 feet long, has a 12 degree curve and is 182 feet above the creek bed. From Ruth (Mile 91.2) look Northwest from your 4090 level down across 10 miles of mountain-slope and benchland to Kelowna and Okanagan Lake. At 96.5 another curved steel trestle, 765 feet long, takes you across well-named Bellevue Creek, 120 feet below. At Chute Lake (106.5) Okanagan Mountain to the north, obscures your view of the big lake but from Mile 108 to Penticton it is always in view from one side of the train or the other as the spectacular "switchback" lowers the track level from Adra, 3220 feet, to Glenfir, 2585 feet, to Arawana, 1856 feet in three 4½ mile "bites". At Penticton, 8 miles and 736 feet lower, heart of famous apple country, you have 25 minutes for outdoor exercise.

Typical Kootenay scenery

Okanagan Lake

.0

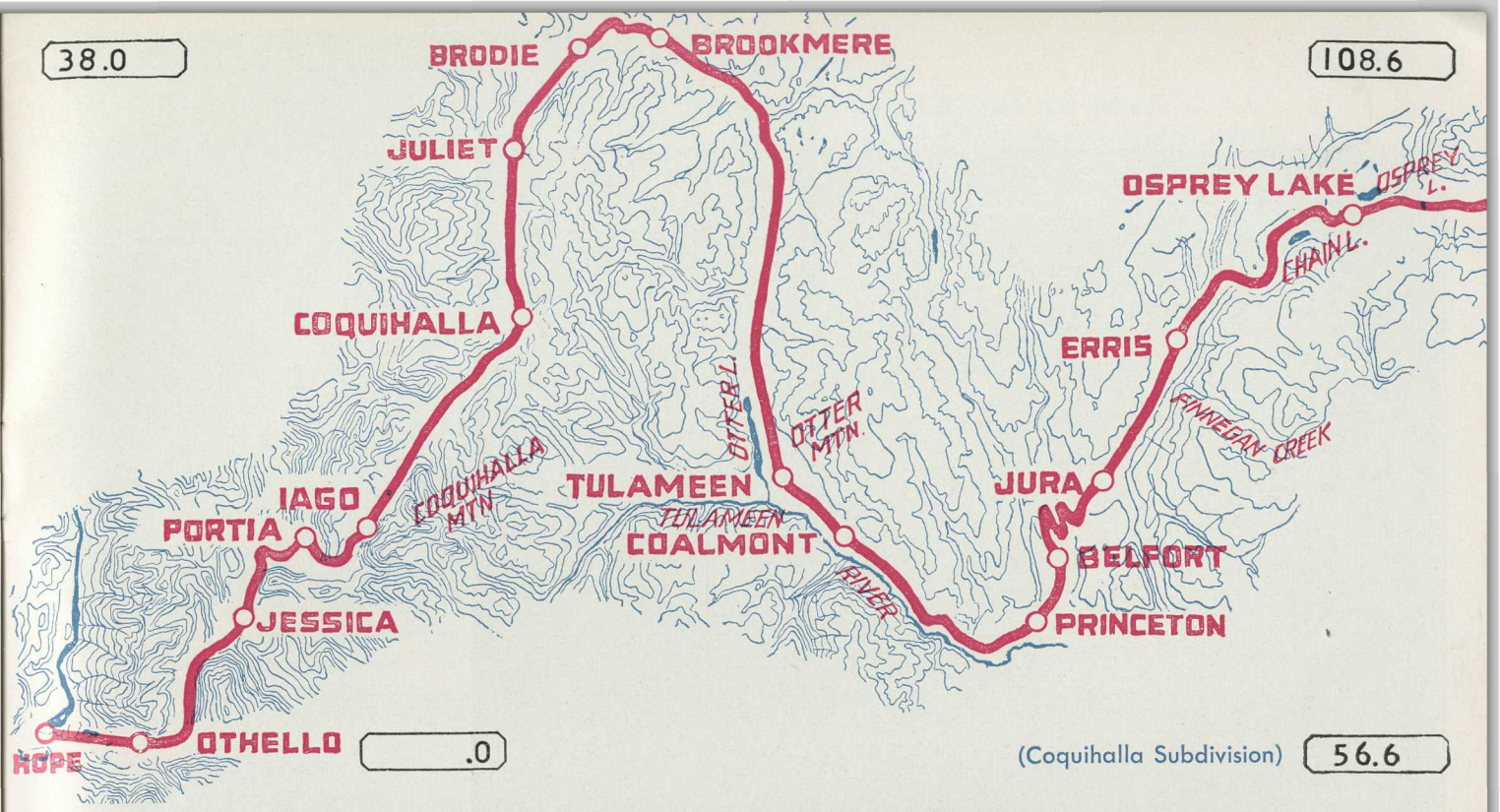
38.0



(Princeton Subdivision)

- Westward, the Coast Range is the only barrier to be passed. From Penticton the climb begins along the shore of Okanagan Lake, home — according to local story — of Ogopogo, mysterious freshwater sea serpent. The track climbs through fertile benchlands, paralleling irrigation flumes and follows Trout Creek. Near Mile 36 the creek wanders north. At Mile 39 Osprey Lake, north of the track, is the summit, 3592 feet, of the subdivision. Siwash Creek is crossed near Mile 48, and a gradual descent is made with the Belfort loops helping to lower the track to 2126 feet above sea level at Princeton.

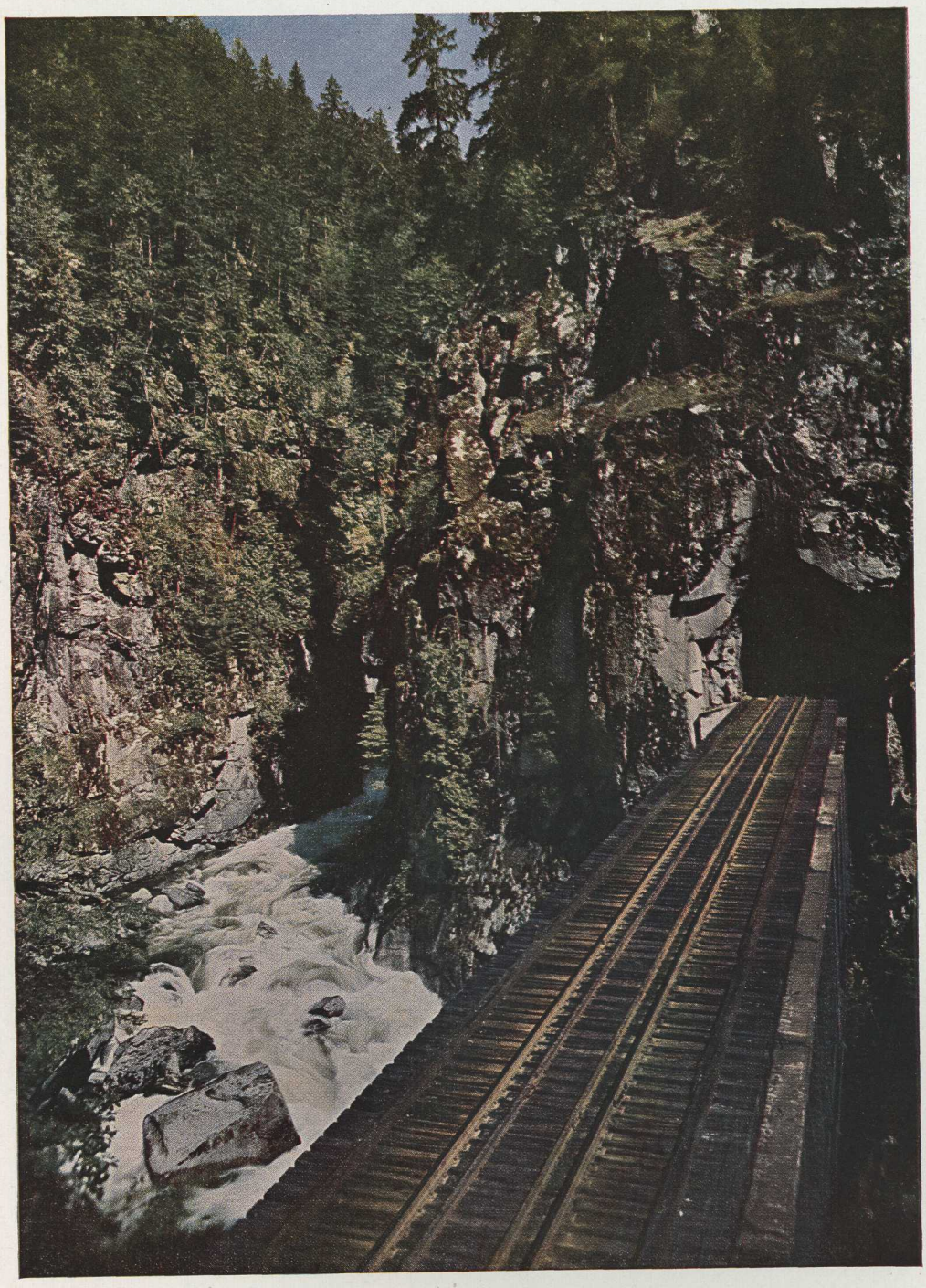
- Between Princeton and Brookmere a 1000 foot climb in 33 miles is divided between the valleys made by the Tulameen River and Otter Creek, a tributary that enters at the foot of Otter Mountain (85.5). Here after a sharp turn northward your train skirts Otter Lake (Mile 86.5 to Mile 89.6) on the left and several smaller lakes on either side. At Thalia (Mile 103) a westward run beside Spearing Creek brings you to Brookmere, start of the Coquihalla Subdivision, and a brief walk on the platform.



On the Coquihalla Sub-Division

• A climb of 501 feet in the 18 miles that separate Brookmere and Coquihalla follows Spearing Creek to its junction with Coldwater River (near Mile 3) and up that river to the summit at Mile 18. Now, for 38 miles the deep canyon of the Coquihalla River dips steadily from 3658 feet at the summit to 144 feet at Hope where it debouches into the mighty Fraser. Ledged firmly on the canyon wall the track records the spectacular engineering feats of its builders. Near Mile 32 the track swings north around Boston Bar Creek Canyon and crosses it on a combination steel and timber trestle 344½ feet long. The bridge has a 12° curve and a 1.7% grade. Almost as spectacular is the 558 foot steel trestle that bridges Ladner Creek. It, too, has a gradient, and is 225 feet above the stream. The canyon walls climb higher, the river runs faster as we near its level, tunnels cut through the solid rock and, suddenly, flat meadows presage the coastal plain. At Hope (54.3) a steel truss bridge carries the railway, with the highway above it, 955 feet across the Fraser River and at Odlum (41.6 on the Cascade Subdivision) is the junction with the main transcontinental line.

ODLUM TO VANCOUVER



Nearing sea level in Coquihalla Canyon

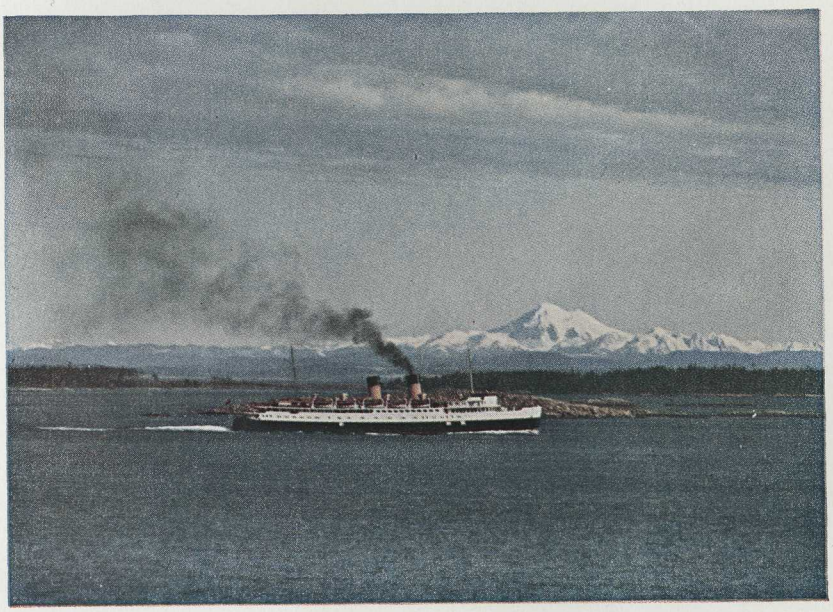
• Wild roses climb on any convenient hold and in every way the scenery recedes from the stark, bare grandeur of the mountains into a gentler domesticated pattern. At Mile 48.0 is Ruby Creek, which owes its name to the garnets found in the neighbourhood. Now you're in the heart of the fruit and dairy lands. Close to stations along the way early morning activities are divided between sawmills 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.

• From Mission City (87.3) a busy centre for fruit growing and dairy country, 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 Port 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 eastern 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 — fishing shacks, deep-sea fishing craft, drying nets, piers, docks and factories lead you into Vancouver, terminus of the Canadian Pacific Railway, gateway to Alaska and the limitless Pacific Ocean.

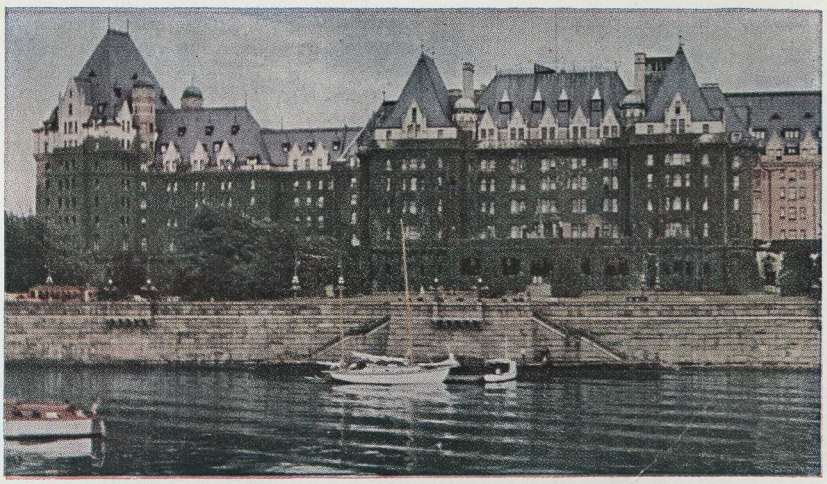
Vancouver Harbour From Stanley Park

• Vancouver, end of steel for Canada's first transcontinental railway, is Canada's gateway to the Orient and the South Pacific. Canadian Pacific "Empresses of the Air" fly passengers north to the Orient, south to Hawaii, Fiji, Australia, New Zealand. Vancouver's golf courses, parks, fine buildings, sea beaches and pleasant climate attract visitors from many countries. Fast Canadian Pacific "Princess" liners, from piers a stone's throw from the station, give fast day and night service to Seattle, Nanaimo and Victoria on pleasant Vancouver Island, the Gulf Islands, British Columbia ports and Alaska.



Princess liner between Vancouver and Victoria

• Victoria, temperate capital of British Columbia, is the entrance to the year-round playground of Vancouver Island. Here The Empress, westernmost of the Canadian Pacific chain of hotels from sea to sea, vine-clad, set in its own 10½ acre garden facing the harbour, close to business and shopping centres, is the focal point of local society, headquarters for visitors. Golf, motoring, tennis, sailing, swimming, riding, picturesque parks and scenic drives are the background of a holiday life that includes shopping for woollens, diamonds, silverware, linens and many other imports.



The Empress

THROUGH THE CANADIAN ROCKIES

THE Canadian Pacific WAY

DAILY TRANSCONTINENTAL TRAINS

WESTBOUND

THE BANFF-LAKE LOUISE WAY

Montreal-Vancouver, No. 1 & No. 7

Toronto-Vancouver, No. 3

St. Paul-Vancouver, The Soo Dominion,

The Mountaineer (July & August)

THE CROW'S NEST-COQUIHALLA CANYON WAY

Montreal-Vancouver, No. 7-11

Toronto-Vancouver, No. 3-11

EASTBOUND

THE BANFF-LAKE LOUISE WAY

Vancouver-Montreal, No. 2 & No. 8

Vancouver-Toronto, No. 4

Vancouver-St. Paul, The Soo Dominion,

The Mountaineer (July & August)

THE CROW'S NEST-COQUIHALLA CANYON WAY

Vancouver-Montreal, No. 12-8

Vancouver-Toronto, No. 12-4

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5311