1926

BUFFET SERVICE

Grape Fruit (Half) 30

ORANGE JUICE 30 ORANGE, WHOLE 15, SLICED 20

BANANAS, WHOLE (2) 25 BANANA, SLICED, WITH CREAM 25

STEWED PRUNES WITH CREAM 25

CEREALS WITH MILK 20, WITH CREAM 30

SOUP 25

LAMB CHOPS (ONE) 45, (TWO) 80 HAM 65

BACON, 3 STRIPS 35, 6 STRIPS 65 COUNTRY SAUSAGES 65

(ONE STRIP BACON, WHEN SERVED WITH OTHER ORDERS 15)

HAM AND FRIED EGGS 65 BACON AND FRIED EGGS 65

CHOW CHOW 15 OLIVES 20 MIXED PICKLES 15

COLD HAM 75 JELLIED OX TONGUE 75

EGGS, BOILED (1) 20, (2) 35 FRIED (1) 20, (2) 35 SCRAMBLED 35

OMELETS:—PLAIN 45, CHEESE 50, HAM OR JELLY 60

INDIVIDUAL BAKED BEANS (HOT OR COLD) 35 IMPORTED SARDINES 60

SANDWICHES

EGG 30 HAM 30 CHEESE 30

HASHED BROWNED POTATOES 25

SUGAR CORN 20 GREEN PEAS 20

Lettuce and Tomato Salad 45

(FRENCH OR MAYONNAISE DRESSING)

CANADIAN

PACIFIC

ROUTE TO

EUROPE

2 DAYS

IN

SHELTERED

WATERS

OF THE

ST. LAWRENCE

BUFFET SERVICE

ENGLISH PLUM PUDDING, HARD OR LEMON SAUCE 30

CHEESE WITH CRACKERS 25

CANADIAN CHEDDAR INGERSOLL CREAM MacLARENS IMPERIAL

FRENCH ROQUEFORT KRAFT LOAF SWISS GRUYERE

INDIVIDUAL CANADIAN COMB OR STRAINED HONEY 25

MARMALADE, JAMS, JELLIES OR PRESERVED FRUITS 25

(IN INDIVIDUAL JARS)

MARMALADE CRABAPPLE JELLY BRAMBLEBERRY JELLY QUINCE JELLY

STRAWBERRY JAM RASPBERRY JAM

PRESERVED RASPBERRIES PRESERVED PINEAPPLE

PRESERVED CHERRIES, RED OR WHITE PRESERVED STRAWBERRIES

PRESERVED FIGS 35

BREAD AND BUTTER SERVICE PER PERSON

TOAST 15 ROLLS 15

WHITE, RAISIN AND BROWN BREAD 10

TEA, COFFEE, ETC.

COFFEE, POT 20 (SERVED WITH CREAM OR HOT MILK) TEA, POT 20

INDIVIDUAL SEALED BOTTLE MILK 15 COCOA, POT 25

INSTANT POSTUM 20 HORLICK'S MALTED MILK 20

NESTLE'S MILK FOOD 25

FOR BOTTLED AND OTHER BEVERAGES, SEE SPECIAL LIST

WAITERS ARE FORBIDDEN TO ACCEPT OR SERVE VERBAL ORDERS

PASSENGERS ARE REQUESTED TO INSPECT MEAL CHECK BEFORE MAKING PAYMENT, AND IN CASE OF ANY OVERCHARGE OR UNSATISFACTORY SERVICE, REPORT THE MATTER TO THE STEWARD IN CHARGE OF CAR OR TO

W. A. COOPER,
MANAGER,
SLEEPING, DINING, PARLOR CARS,
RESTAURANTS AND NEWS SERVICE,
MONTREAL

1-11-26

SOUVENIR COPY OF THIS MENU CARD IN ENVELOPE READY FOR MAILING MAY BE HAD ON APPLICATION TO DINING CAR STEWARD

BLACKFOOT TRAVOIS AND CAYUSE.

By Chief Buffalo Child Long Lance.

Chief Buffalo Child Long Lance, the author, is a full-blooded Indian, a chief of the blood tribe of Alberta. He is a graduate of Carlisle, where he gained a reputation in university sports. The chief was appointed to West Point in 1915, but relinquished this appointment in 1916 to go overseas with the Canadian forces. Entering the field as a private, he served with distinction, was twice wounded and returned at the end of the war with the rank of captain. He is at present writing a history of the Indians of the Canadian plains, British Columbia and the North Country.

ON the opposite side of this menu two Blackfoot squaws are seen with their horses hitched to the travois—the Indian's wagon. Previous to the coming of the white man into Alberta, the Indians carried all of their worldly possessions on this crude, yet handy, contrivance, which consists of two crossed-poles dragging behind the horse and bearing between them a skin hammock. Besides the tepee covering, bedding and other living necessities, one or two children are also placed on this hammock and transported from camp to camp. The baby is carried in its little moss-bag on the mounted mother's back, and another child usually sits behind her.

Before the horse was introduced on the northwestern plains, which was just over one hundred years ago, the Blackfeet and other Plains Tribes hitched the travois to their dogs, massive animals bearing a strong strain of the timber wolf.

The Blackfeet were the first Indians of the plains to obtain the horse, having stolen a small herd from the Kootenays of the Southeastern British Columbia, in early part of the last century. The Kootenays had acquired the nucleus of their herd from the Cayuse tribe, of Oregon, which caused the Indian pony to become universally known as the "cayuse."

When the horse first came among the Blackfeet, they did not know its use. They had never seen an animal, outside of the dog, which could be domesticated, or which could outrun the buffalo; nor one that was invulnerable to the attacks of large beasts of prey, such as the mountain lion and the buffalo-grizzly. The horse was so powerful, capable and noble in bearing, they regarded it as a sacred or supernatural being, and they ascribed its origin either to the lakes or to the sun. When, later, they learned from tribes to the south that the horse could be ridden and used as a pack animal, they immediately associated it with the dog, which had been their only burden bearer. As a result, all western tribes still refer to the horse as a "dog." The Southern Sioux call the horse, shunka-waken, meaning, "holy-dog"; the Northern Sioux, shunka-tonka—big-dog; the Crees, mist-atim—big-dog; and the Blackfeet, ponoka-mita—elk-dog.

The coming of the horse, with its great speed and endurance and its fearlessness, unleashed the fighting instinct of the Plains Indian and made of him a ferocious raider. He soon became the most expert horseman in the world. In battle he would often taunt the enemy by galloping up and down in front of their position, with nothing but the sole of his moccasin showing above the animal's back. Riding at a terrific pace, he would sometimes dive under his horse's neck and come up on the opposite side, repeating this performance again and again in the midst of a shower of enemy arrows.

When going into battle a Blackfoot warrior would tie up his horse's tail, append a feather to its fetlocks, and a scalp to its chin, and paint his "Medecine"—usually some animal—on its withers and thighs. If the horse had been wounded in a previous battle, the wound would be painted where it occurred. The print of a hand on the horse's shoulder, in red paint, meant that it had run down an enemy in battle.

Grazing in the background of this photograph may be seen a part of the Blackfoot herd of 4,000 horses, which range on their large reserve, bordering upon the south side of the Canadian Pacific Railway tracks from Bassano to Namaka, Alberta—a distance of forty-six miles.