EASTERN TOURS THROUGH THE CANADIAN PACIFIC ROCKIES

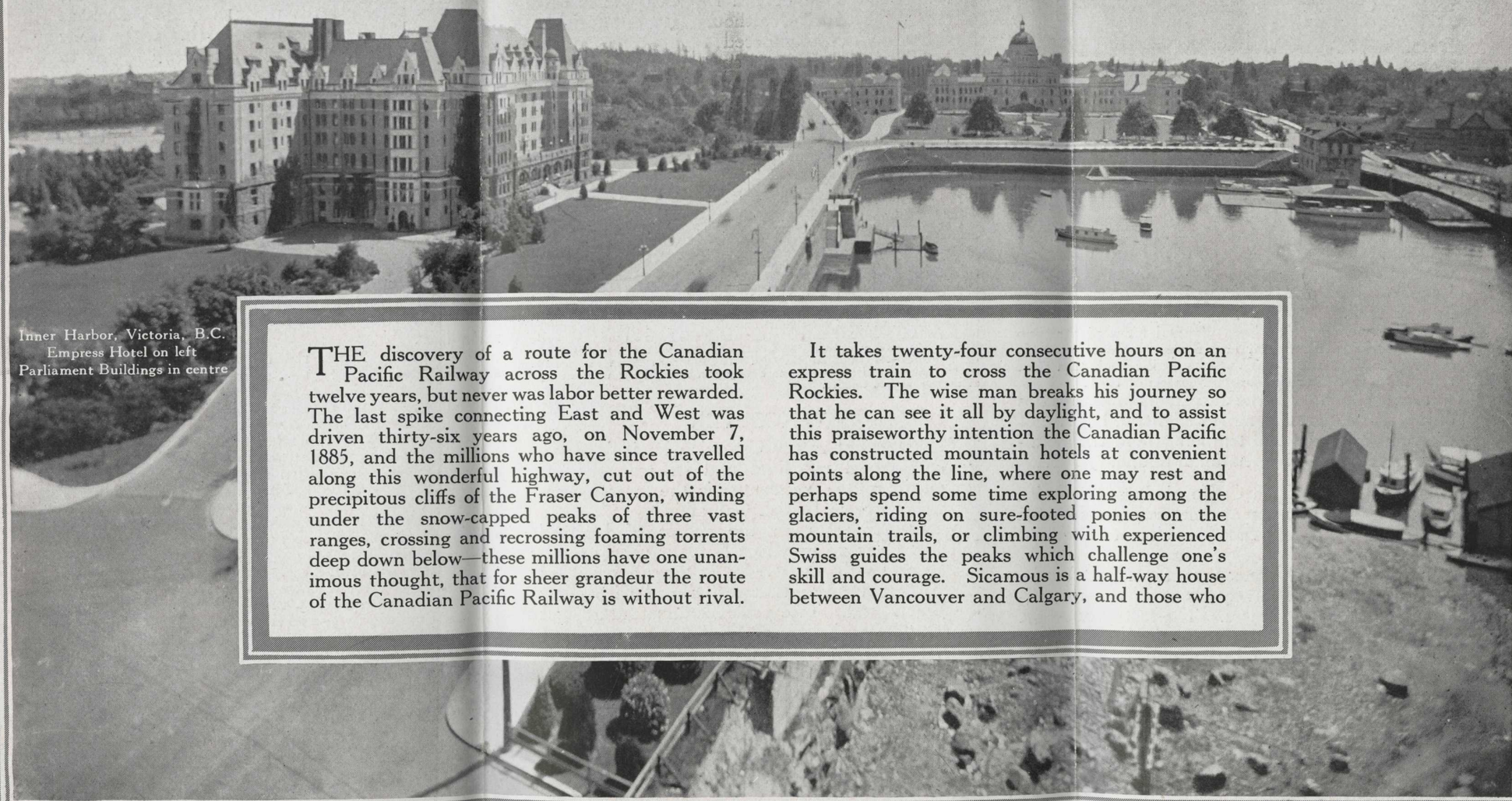
CANADIAN PACIFIC
HOTELS

Name of Hotel, Plan, Distance from Station and Transfer Charge.		Altitude	Season	No. Rooms	Recreations
St. Andrews, N. B. The Algonquin— 1 mile—50 cents.	A	150	June 20-Sept. 30	219	Golf, Bathing, Boating, Yachting. (Passamaquoddy Bay, St. Croix River).
McAdam, N. B. McAdam Hotel— At Station.	A	445	All year	15	Hunting in Season.
Quebec, Que. Chateau Frontenac— 1 mile—50 cents.	E	300	All year	324	Scenic and Historical interest, Golf, Motoring (Plains of Abraham, St. Anne de Beaupre).
Montreal, Que. Place Viger Hotel— At Place Viger Station. 1½ miles from Windsor Station—50 cents.	E	57	All year	114	Historical and Scenic interest. Mt. Royal and St. Lawrence River.
Winnipeg, Man. The Royal Alexandra— At Station.	E	760	All year	389	Golf, Motoring, centre of Canadian West. (Site of old Fort Garry).
Calgary, Alta. Hotel Palliser— At Station.	E	3425	All year	298	Golf, Motoring, Fishing, (Trout).
Banff, Alta. Banff Springs Hotel— 1½ miles—50 cents.	E	4625	May 15-Sept. 30	280	Mountain drives and climbs, Golf, Bathing, Fishing (Trout) Boating, Riding, (Rocky Mountains Park).
Lake Louise, Alta. Chateau Lake Louise— 3½ miles—50 cents. Narrow Gauge Railway	E	5670	June 1-Sept. 30	265	Boating, Mountain climbs, Pony trails, Fishing (Trout), Riding.
Emerald Lake (near Field), B. C. Emerald Lake Chalet— 7 miles—$1.00.	A	4066	July 1-Sept. 15	16	Boating, Fishing (Trout), Pony trails to Yoho Valley, Takakkaw Falls, Riding.
Glacier, B. C. Glacier House— 1½ miles—50 cents.	A	4086	July 1-Sept. 15	86	Pony trails, Climbs, Exploring Glaciers, Riding.
Sicamous, B. C. Hotel Sicamous— At Station.	A	1146	All year	61	Boating, Fishing (Trout). (Sicamous Lake).
Penticton, B. C. Hotel Incola— Near Steamer Wharf.	A	...	All year	62	Boating Okanagan Lake. Fishing (Lake Trout).
Cameron Lake, B. C. Cameron Lake Chalet— Vancouver Island.	A	...	May 1-Sept. 30	...	Fishing (Trout), Boating, Splendid forests. (Salmon fishing adjacent).
Vancouver, B. C. Hotel Vancouver— ½ mile—25 cents.	E	100	All year	488	Golf, Motoring, Fishing, Steamboat excursions.
Victoria, B. C. Empress Hotel— 200 yards.—25 cents	E	Sea Level	All year	278	Golf, Motoring, Yachting, Sea and stream fishing.

A—American Plan. E—European Plan.

A. ALLERTON, General Superintendent,
Canadian Pacific Hotels, Montreal.

EASTERN TOURS



Inner Harbor, Victoria, B.C.
Empress Hotel on left
Parliament Buildings in centre

THE discovery of a route for the Canadian Pacific Railway across the Rockies took twelve years, but never was labor better rewarded. The last spike connecting East and West was driven thirty-six years ago, on November 7, 1885, and the millions who have since travelled along this wonderful highway, cut out of the precipitous cliffs of the Fraser Canyon, winding under the snow-capped peaks of three vast ranges, crossing and recrossing foaming torrents deep down below—these millions have one unanimous thought, that for sheer grandeur the route of the Canadian Pacific Railway is without rival.

It takes twenty-four consecutive hours on an express train to cross the Canadian Pacific Rockies. The wise man breaks his journey so that he can see it all by daylight, and to assist this praiseworthy intention the Canadian Pacific has constructed mountain hotels at convenient points along the line, where one may rest and perhaps spend some time exploring among the glaciers, riding on sure-footed ponies on the mountain trails, or climbing with experienced Swiss guides the peaks which challenge one's skill and courage. Sicamous is a half-way house between Vancouver and Calgary, and those who

have no time to stop off elsewhere, but still wish to make an all-daylight trip through the mountains, will find here a comfortable hotel.

After the Rockies come 900 miles of prairie—fertile farming land, producing the finest milling wheat in the world. Then a thousand miles of romantic forest and stream and rock, or if you choose to vary the rail journey, take ship at Fort William across the Great Lakes and pass through Sault Ste. Marie to Lake Huron and eastern Ontario. Toronto, within easy reach of Niagara Falls, Ottawa, the capital of the Dominion, Montreal, under the shadow of Mount Royal, Quebec, the fortress city commanding the St. Lawrence—these are surely not to be passed by too quickly. Here we are on historic ground, of real interest to Americans as well as Canadians. For Quebec, in the old French Canadian days, and even later under the British flag, held sway over the great country south of the Great Lakes, with outposts on the Mississippi.

A stop-over of at least one day at each of the Canadian Pacific Hotels in the mountains—Glacier House, Emerald Lake Chalet, Chateau Lake Louise and Banff Springs Hotel—should be arranged.

A bungalow camp has been planned for a picturesque site adjacent to Field, particularly convenient for those desiring to visit the Yoho Valley. It is anticipated that this will be ready for the summer season of 1921.

Travelling through the Canadian Pacific Rockies during the summer is most delightful, because of the comparatively cool temperature in the mountains north of the international boundary line.

PASSENGERS from California have the choice of either a rail trip or a sea voyage, at slight additional cost, from San Francisco to Portland or Seattle.

To Victoria and Vancouver, from Seattle, the Canadian Pacific Railway operates the magnificent "Princess" steamers. The fastest and best equipped on the Pacific coastwise trade, these have an average speed of eighteen knots per hour, and are in constant touch by wireless with land stations en route. This is the most enjoyable 165-mile sheltered water trip in America, and passengers travelling eastward from California or points in the Pacific States via the Canadian Pacific Railway may include this delightful voyage without additional expense. The scenery is of ever-changing beauty.

VICTORIA

CHARMINGLY situated on Vancouver Island, overlooking the Straits of Juan de Fuca, Victoria has been aptly described as being a transported section of Old England. It is distinctly a home city, although its enterprising business district, composed of imposing stores and tall office buildings, speaks of a rich commerce drawn from a territory full of mineral and agricultural resources. Victoria's beauty lies in her residential districts, her boulevards, her parks and her public buildings. The Parliament Buildings of British Columbia rank among the handsomest in America.

The Empress Hotel, first of the chain of Canadian Pacific hostelries, is the most beautiful hotel on the North Pacific Coast. It overlooks the inner harbour and is within a stone's throw of the Parliament buildings. Golf facilities are provided for visitors to the hotel.

From Victoria delightful excursions may be made into the interior of Vancouver Island either by automobile or by the Esquimalt & Nanaimo Railway. The Malahat Drive is one of the most picturesque motor roads in America. Excellent hotels are to be found at Shawnigan Lake and Qualicum Beach and a delightful little chalet inn at Cameron Lake. Mount Arrowsmith provides a very interesting climb and Qualicum Beach has a good sporting golf course. There is no better fishing on the Pacific Coast than that which one finds on the Campbell River, reached by motor from Courtenay, the northern terminus of the Esquimalt & Nanaimo Railway. The immense Douglas fir forest on this beautiful island and the balmy climate make it wonderfully attractive to the tourist.

VANCOUVER

THE terminal of the Canadian Pacific's transcontinental rail lines and its trans-Pacific steamship routes, Vancouver is the largest commercial centre in British Columbia.

Vancouver rests on the shores of Burrard Inlet and has an excellent harbour nearly landlocked and fully sheltered. It faces a beautiful range of mountains that are tipped with snow the year round. Two peaks, silhouetted against the sky, remarkably resembling two couchant lions, are visible from almost any point in the city or on the harbour, which has been appropriately termed "The Lions' Gate."

The Hotel Vancouver (with 500 rooms) of the Canadian Pacific Hotel System is second to none on the Pacific Coast, and has a high reputation for the excellence of its service. Wonderful views can be had from the roof.

In and around Vancouver are immense lumber and shingle mills, having big payrolls and tremendous outputs. Mining, lumbering, farming and shipping and shipbuilding form the bulwark of the city's growth and prosperity.

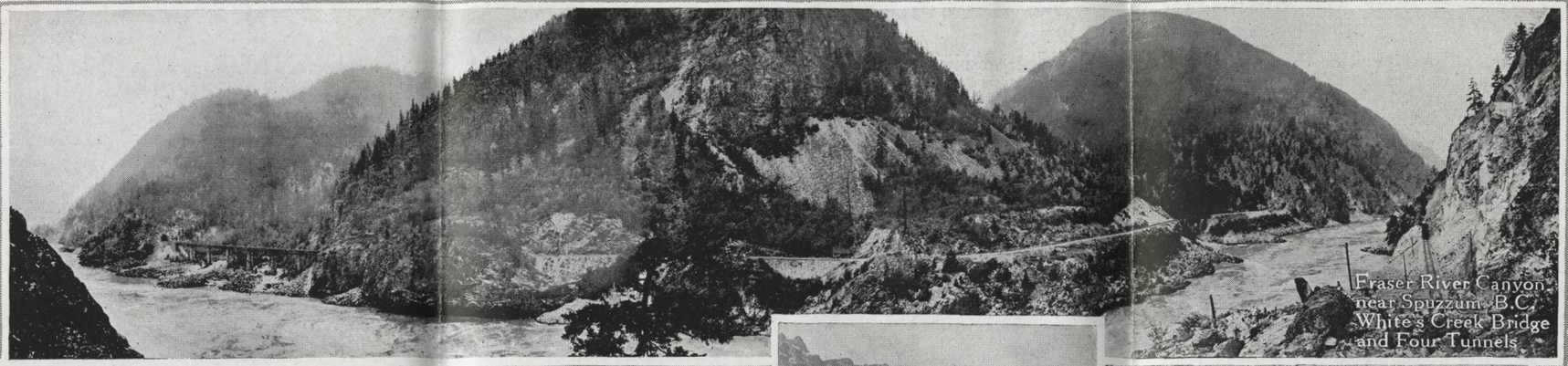
It is only a short run by Canadian Pacific steamer to Nanaimo, where the Esquimalt & Nanaimo Railway connects with the beauty spots of Vancouver Island.

From Vancouver the Company's famous "Princess" steamers offer splendid service to Victoria, Seattle, Northern British Columbia, and Alaska; the "White Empresses" cross the Pacific to Japan, China and Manila. The Canadian-Australasian Line runs regularly from Vancouver to Honolulu, Suva (Fiji), New Zealand and Australia.

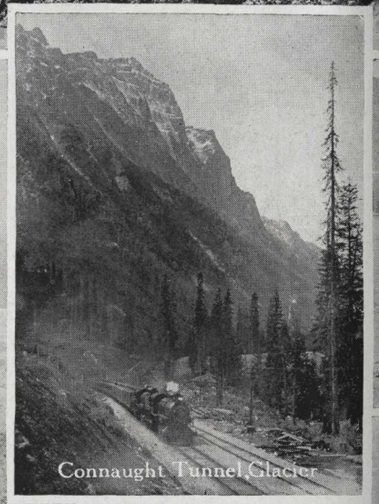
WINDING along for 500 continuous miles east of Vancouver the main line of the Canadian Pacific leads through scenery such as can be found nowhere else on earth. Only a few miles out of Vancouver the steel trail begins to twist and turn its way through a gigantic fairyland of unbelievable beauty and magnificence. The stupendous masses of rock, piled literally to the sky, crowned with scintillating snow which reflects back the sunlight in all the colors of the spectrum, are only a part of the panorama unreeled, mile by mile, as the train proceeds.

Hope is the junction for the Kettle Valley Railway, a new branch line to the orchards of the southern Okanagan Valley and the Kootenays, the mining districts of southern British Columbia, and the prairies of southern Alberta, thus providing an interesting alternative route to the main line.

After leaving Hope, the railway passes through a spectacular series of tunnels pierced through high cliffs overlooking the deep canyon of the Coquihalla River. There is good trout fishing at Othello and, indeed, all the way up the river to Summit. Jessica is the third station within about two miles or so of Ladner Creek, in a district of great natural beauty. At Portia the railway reaches an elevation of about 2,000 feet above sea level. The country has a very rocky, mountainous aspect at the next station, which is called Iago, to keep up the Shakespearean tradition. Near Romeo there is a charming view looking up towards a bald, rocky mountain from Slide Creek bridge. Coquihalla Summit is opposite two delightful lakes. From this point the track falls both ways, the average gradient going west being about 2.2 per cent, whilst that going east is much lighter, or about 1 per cent. The elevation of Coquihalla Summit is about 3,300 feet above sea level. The lakes are full of trout and are most interesting from a geological point of view on account of the many crater holes in the formation, caused, it is supposed, from gaseous emanations in ages past. Juliet, the next station, is eternally separated from Romeo by the summit. At Slide Creek there are some picture rocks, rude representations of a horse, supposed to have been painted by the Indians at some

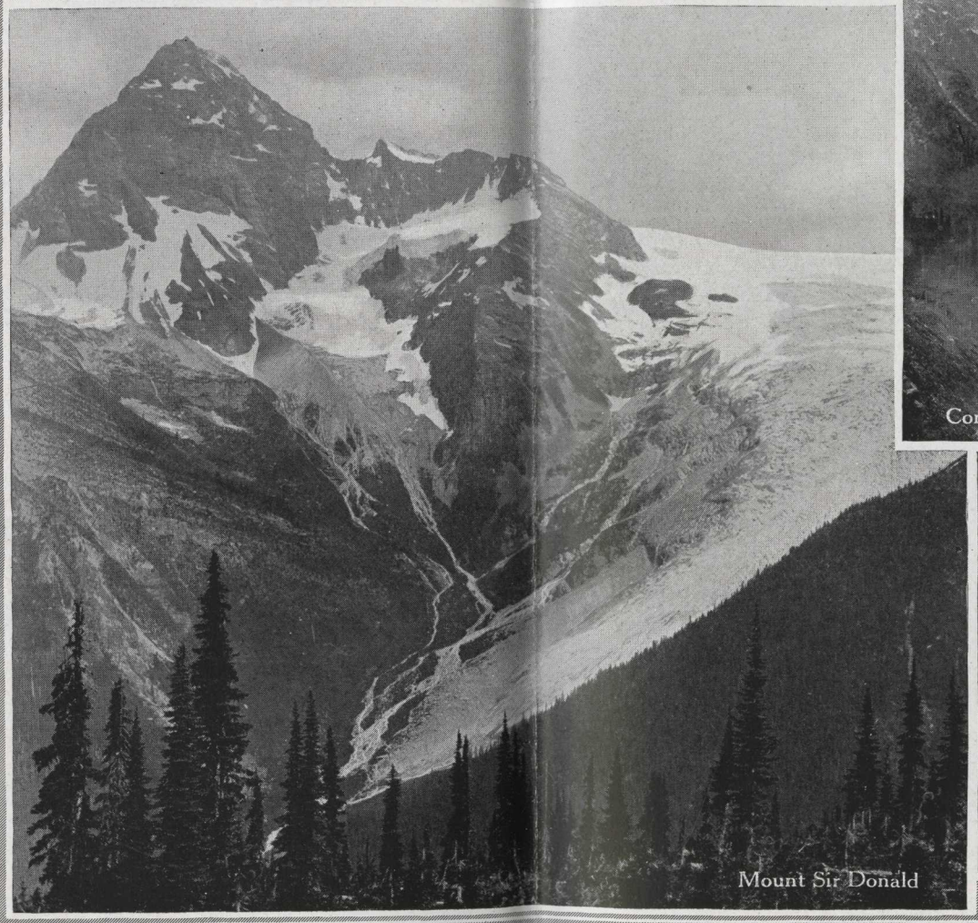


Fraser River Canyon, near Spuzzum, B.C. White's Creek Bridge and Four Tunnels

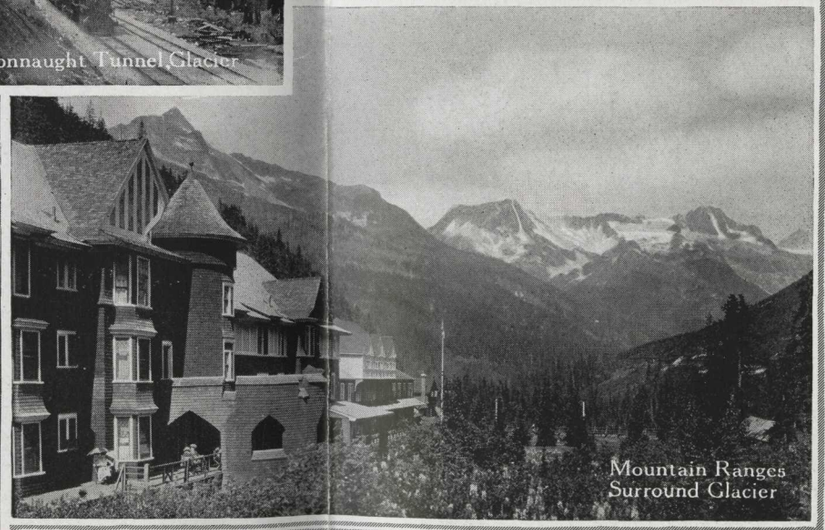


Connaught Tunnel Glacier

Hotel Sicamous, Sicamous, B.C.



Mount Sir Donald



Mountain Ranges Surround Glacier

remote date. Penticton, at the lower end of Okanagan Lake, is half way house to Nelson, and as such has an excellent hotel, the Incola. The balmy, equable climate of the lower Okanagan Valley, the excellent motoring, the delightful bathing, the opportunities for motorboating, sailing, fishing, and, at the proper seasons, for hunting, combine to make this an ideal holiday resort. Penticton is in the centre of one of the most fertile orchard districts in British Columbia and as such has a well-settled community to take part in any social activities. Penticton is also the southern terminus of the Canadian Pacific steamers plying on the Okanagan Lake, the northern terminus being Okanagan Landing, which has excellent train service through Vernon to Sicamous, on the main line of the Canadian Pacific Railway. From Penticton the railway climbs up through the benches to a height which commands a magnificent view of Okanagan Lake, then descends through forest-clad ranges by romantic canyons till the farms and settlements of the lower Kettle Valley are reached. After the junction is made with the Canadian Pacific Railway at Midway, the train passes by lake and mountain till the beautiful defile of the Columbia River is reached. Out of the windows one looks down upon the sapphire waters of that noble stream, flanked by tall trees and overtowering heights. The train reaches Nelson in the evening and though the boat for the East does not leave till next morning, one can go straight on board to one's comfortable berth.

North Bend is situated in the heart of the Fraser Canyon, amid awe-inspiring surroundings. The Canyon of the Thompson is entered between North Bend and Ashcroft. Its angry waters rush along in a perfect maelstrom.

Kamloops is in the centre of an orchard district and provides, at Fish Lake and other waters in the vicinity, wonderful trout fishing.

At Sicamous the traveller may take the branch line train to Vernon and other points in the Okanagan Valley. At Sicamous the Canadian Pacific Railway has a comfortable hotel, which forms an excellent headquarters for those who wish to stay over for the daylight trip through the mountains.

From Revelstoke (see page 6 for Alternative Route) the line passes through Twin Butte to Albert Canyon. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up hundreds of feet on both sides to wooded crags, above which sharp distant peaks cut the sky. The most impressive of these canyons is the Albert, where the river is seen nearly one hundred and fifty feet below the railway, compressed into a boiling flume scarcely twenty feet wide.

GLACIER—A CLIMBING CENTER

NEAR the summit of the Selkirk Range lies Glacier, in the midst of a region of mighty peaks and glaciers. Seeming but a few hundred feet away from the hotel, but in reality more than two miles, the massive ice piles of the great Illecillewaet Glacier heap up. To its left towers the monolith of Mount Sir Donald to a height of a mile and a quarter above the railway. Here another of the Canadian Pacific's mountain hotels affords an opportunity for a delightful sojourn.

Leading from the hotel, a good trail follows the turbulent course of the Illecillewaet River to the Great Illecillewaet Glacier and valley; other trails branch off in all directions, inviting and leading the mountain-climber, explorer and lover of Nature to scenes of marvelous grandeur and enchanting beauty. Glacier Crest, Lake Marion and Observation Point are among the shorter and easier ascents. Mount Abbott is a day's climb, but not a difficult one. From its summit an exceptionally fine view is obtained of the Asulkan Valley. Easy trails also lead up to the summits of Eagle Peak and Mount Avalanche. The ascent of Mount Sir Donald is more difficult, but with the assistance of experienced guides may readily be accomplished.

An excellent trail leads to the Asulkan Glacier, through scenes of Alpine splendor, and the marble-flowered Caves of Nakimu are only distant about seven miles from Glacier House by carriage road and bridle path. These wonderful caverns have been formed by the action of water for ages upon the solid rock, and form a series of chambers with large entrances, polished rock ceilings, and walls which sparkle with quartz crystals and reflect myriads of miniature lights.

After leaving Glacier Station the train enters the double-track Connaught Tunnel, the longest tunnel in North America, which pierces its way through Mount Macdonald. From portal to portal this tunnel measures five miles, but so straight is the line that the exits are never out of sight.

The train now descends the eastern slopes of the Selkirks into the upper Columbia Valley, where, at Golden, a branch line runs south through the lovely Windermere district, with its newly settled farms and orchards. Access to a wonderful hunting and Alpine climbing region is obtained from this great valley. (See page 10.) Near Golden is Edelweiss, in which the Swiss guides attached to the Canadian Pacific hotels have their farms and homes.

At Lake Windermere, south of Golden, a bungalow cabin camp was opened last summer on the shores of one of the loveliest warm winter lakes in British Columbia, with every facility for bathing, boating, riding and motoring in a country of exceptional beauty. It proved very popular, and attracted many visitors to this district.

EMERALD LAKE AND THE YOHO VALLEY

FIELD is the junction for Emerald Lake chalet (7 miles), situated on the shores of one of the most beautiful mountain lakes in Canada.

A bungalow camp has been planned for the convenience of visitors to the Yoho Valley and the wonderful Glaciers. It is anticipated that this camp will be ready for the summer season of 1921.

DRIVES AND PONY TRIPS

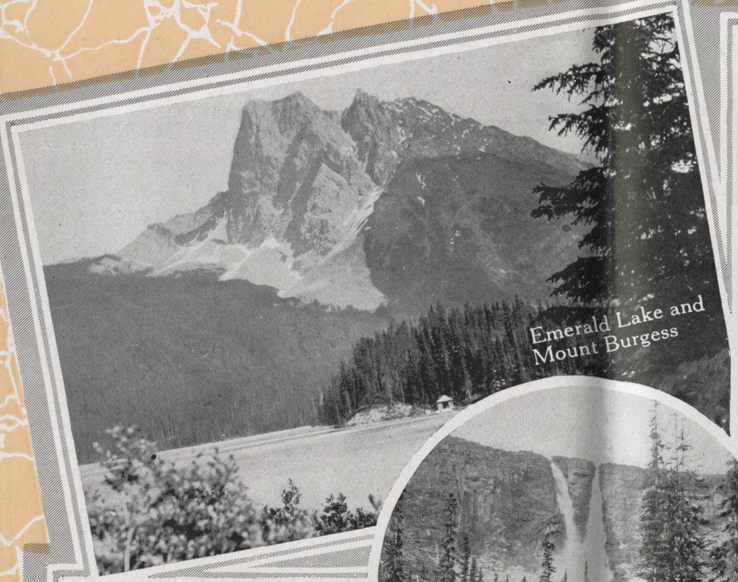
EMERALD LAKE is reached from Field by a good carriage road down the bank of the Kicking Horse River, and thence around the base of Mount Burgess. On the wooded shore of this beautiful lake the Canadian Pacific has built a picturesque Swiss chalet.

It is an extremely beautiful eleven-mile drive to the celebrated Takakkaw Falls, in the Yoho Valley, a silver thread of glacial origin dropping 1,200 feet into a still and mighty-treed valley. A trail continues up the valley, past Laughing Falls, and the great Wapta Glacier to the curious Twin Falls, two immense jets of spray that unite in mid-air. The trail leads to a point above the falls from which a wonderful view may be obtained. Other pleasant excursions from Field may be made to points of interest within a short distance of Field—such as the Fossil Beds, Aerial Silver Mines, Natural Bridge and Monarch Mine Cabins.

Between Field and Hector, near the summit of the Rockies, one of the greatest engineering feats of the century has been accomplished. To reduce the steep grade of the western slope of the Rockies, the line has been lengthened, and two immense spiral tunnels have been driven through the solid rock, each tunnel with approaches making a complete loop of track.

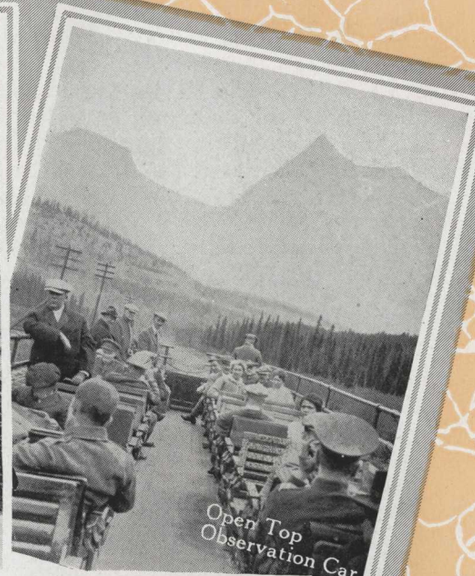
LAKE LOUISE, PEARL OF THE ROCKIES

IT IS three and a half miles by narrow-gauge motor line from the Canadian Pacific Railway station to Lake Louise.

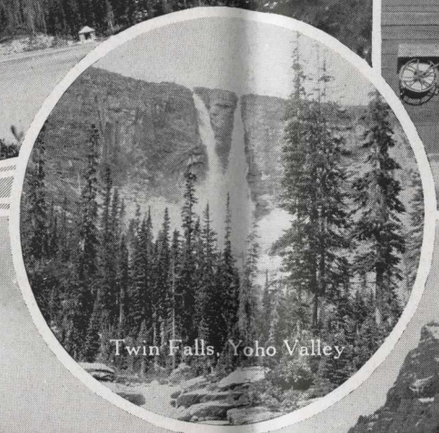


Emerald Lake and Mount Burgess

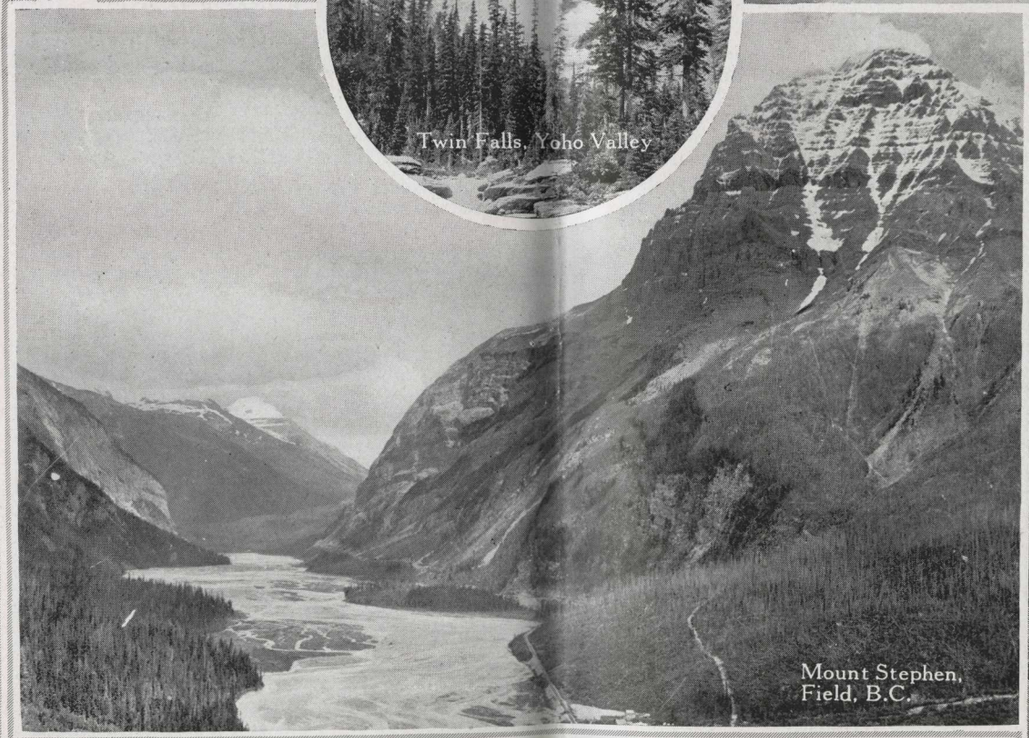
Emerald Lake Chalet



Open Top Observation Car

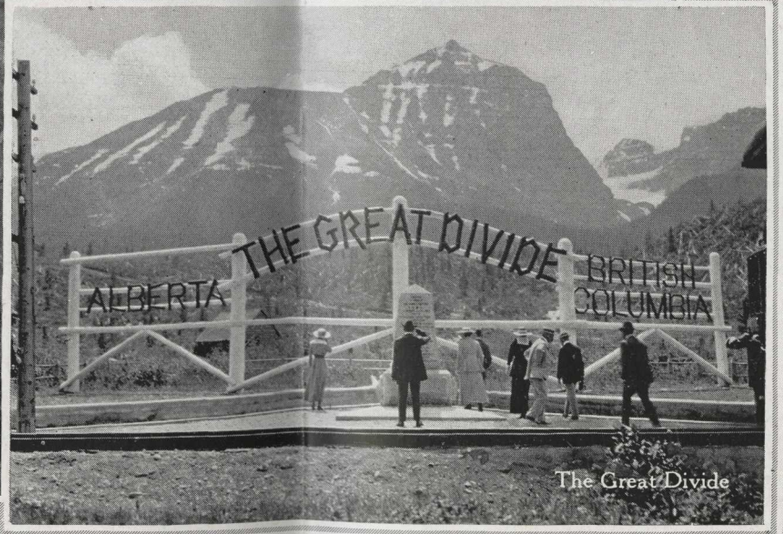


Twin Falls, Yoho Valley



Mount Stephen, Field, B.C.

Mount Chancellor, Leanchoil, near Field



The Great Divide

EASTERN TOURS *through the* CANADIAN PACIFIC ROCKIES

Lake Louise bears the liquid music, the soft color notes of its name, into the realm of the visible. Behind its turquoise mirror rise the stark immensities of Mounts Lefroy and Victoria, the latter "the big snow mountain above the Lake of Little Fishes," of which the wandering Stony Indians used to tell. Here, on the margin of this most perfect lake, the Canadian Pacific has placed its Chateau in one of those wonderful Alpine flower gardens in which the Rockies abound. Yellow violets and columbines, white anemones and green orchids, make merry with the red-flowered sheep laurel and the bright Iceland poppy. Be he never so lazy, the tourist has something to reward him in this gay garden backed with the rich-toned lake and the milky green of the glacier. One writer says:

"In the lake, ever changing, is Beauty herself, as nearly visible to mortal eyes as she may ever be. The water, beyond the flowers, is green, always a different green. Then a little wind awakes in the distance and ruffles the surface, yard by yard, covering it with a myriad tiny wrinkles, till the lake is milky emerald while the rest still sleeps. And at length the whole is astir and the sun catches it and Lake Louise is a web of laughter, the opal distillation of all the buds of all the Spring."

DRIVES AND PONY TRIPS AT LAKE LOUISE

FROM Lake Louise (altitude 5,670 feet) good trails lead to the principal features of interest in the vicinity. It is an easy ascent to Mirror Lake (altitude, 6,550 feet) and Lake Agnes (altitude, 6,875 feet) which literally nestle amid the clouds, encircled by majestic peaks. The trail continues to the Big Beehive, commanding magnificent views of mountains, lakes and glaciers. It is a three-mile trip to Saddleback Mountain, which affords an admirable view of the lovely Paradise Valley. At a distance of about ten miles is Moraine Lake, situated at the head of the valley of the Ten Peaks, and reached over a good carriage road. Good camping facilities are afforded on the shore of the lake in the midst of scenic surroundings of surpassing beauty and grandeur. Consolation Lake, about three miles further by trail, provides good trout fishing. The Victoria Glacier, a great palisade of hanging snow, Abbot Pass, a deep canyon between Mounts Victoria and Lefroy, O'Hara Lake, set amid scenes of wild Alpine grandeur, Cataract Creek, Paradise Valley and the Ptarmigan Lakes, are among the notable spots well worthy of a visit.

BANFF

FOR many years Banff, the gateway to Rocky Mountains National Park, has attracted tourists and lovers of Nature from all corners of the earth. Situated in the heart of the Canadian Pacific Rockies, in the midst of primeval surroundings, with a wilderness of untrodden crags and peaks radiating in every direction and abounding in game of large and small variety, it bids the photographer, the naturalist, and the mountain-climber welcome. The traveller seeking a holiday can find all his wants supplied at the finest mountain hotel in the world, the Canadian Pacific Banff Springs Hotel, recently much enlarged. Sulphur springs and bathing pools, also an excellent golf course and tennis court, form some of the many attractions at this resort.

PONY TRIPS AND DRIVES AT BANFF

THERE are many interesting spots in the vicinity, all easily accessible by good carriage roads and bridle paths. A short distance from Banff Springs Hotel are the Bow Falls, a cataract of wonderful beauty; Tunnel Mountain, from which a splendid view of the valley is obtained, and the Cave and Basin, a remarkable formation from which gush natural sulphur springs. Within a radius of three miles are the Hoodoos, natural concrete pillars of various shapes and sizes, Cascade Mountain, Stoney Squaw Mountain, the beautiful Vermilion Lakes, the animal paddocks and Sun Dance Canyon, a deep and curious cleft in the mountain. At a distance of nine miles is Lake Minnewanka, a pretty sheet of water, extremely deep, and walled in by tremendous cliffs. The lake is sixteen miles long, with a width of from one to two miles. Two steam launches make the round trip daily. There are attractive automobile trips, as for instance to Johnston Canyon, near Castle Mountain, through which an excellent trail to the great waterfall has recently been cut. The Banff-Windermere automobile road on the Vermillion Pass has now made it easy to visit the exquisitely beautiful Marble Canyon.

CALGARY

SOON after leaving Banff the country changes in character, and instead of viewing a sea of mountain peaks and snow-capped ranges, prosperous ranches and farms are spread out on either side of the tracks. Calgary enjoys the distinction of being the largest city in the fertile and prosperous Province of Alberta.

Calgary is the headquarters of the great irrigation system of the Canadian Pacific Railway. This is the largest undertaking of its kind in America and is well worth a visit. From Calgary a branch line runs to Edmonton, the capital of Alberta.

At Calgary the Canadian Pacific Railway operates another immense hotel, the Hotel Palliser, undoubtedly the most imposing structure in Calgary. Externally the building is French Renaissance. It comprises ten floors, with a roof garden and sun parlor on the roof, from which a magnificent view of the snow-capped Rockies can be had. There are no "inside rooms" in the Palliser, it being so built that every room gets sufficient light. A magnificent ball room and palm room are other attractive features.

Medicine Hat, called by Kipling "the town that was born lucky," is lighted with natural gas, the low price of which has attracted many industries to this city.

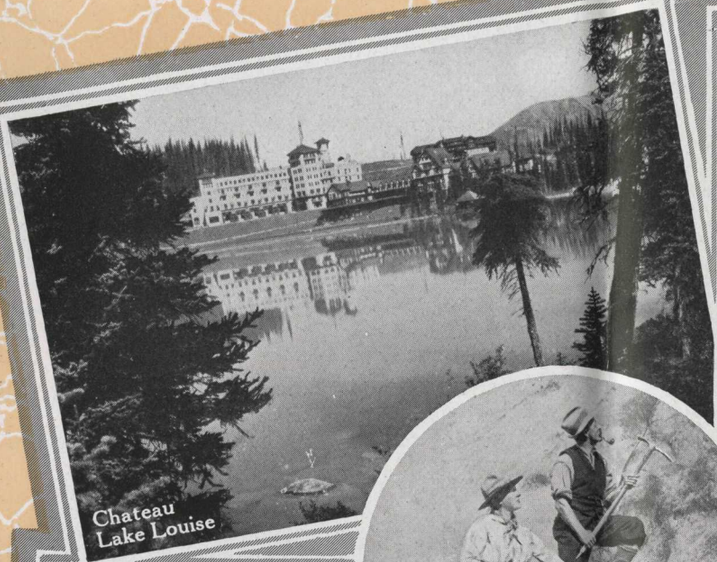
ALTERNATIVE TRIP FROM REVELSTOKE TO MEDICINE HAT

BY leaving the main line of the Canadian Pacific at Revelstoke, travellers can obtain a delightful alternative route to Medicine Hat, via Arrowhead, at the head of the beautiful Arrow Lakes, by steamer to West Robson, thence by rail to Nelson, where steamer is again taken on the charming Kootenay River to Kootenay Landing, connecting with the Crowsnest Pass Branch of the Canadian Pacific Railway.

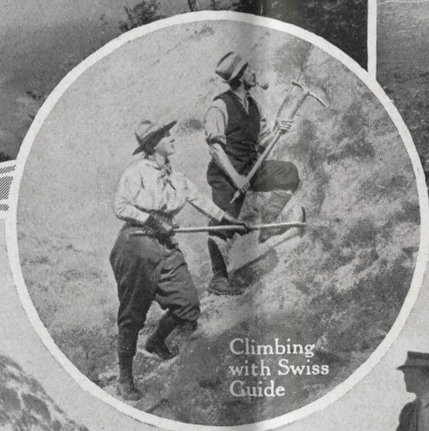
From Kootenay Landing to Medicine Hat the route leads through the rich mining regions of the Kootenay and the vast agricultural districts of Southern Alberta, via the Crowsnest Branch of the Canadian Pacific Railway. At Medicine Hat the main line of the Canadian Pacific is again resumed.

EASTWARD FROM SPOKANE

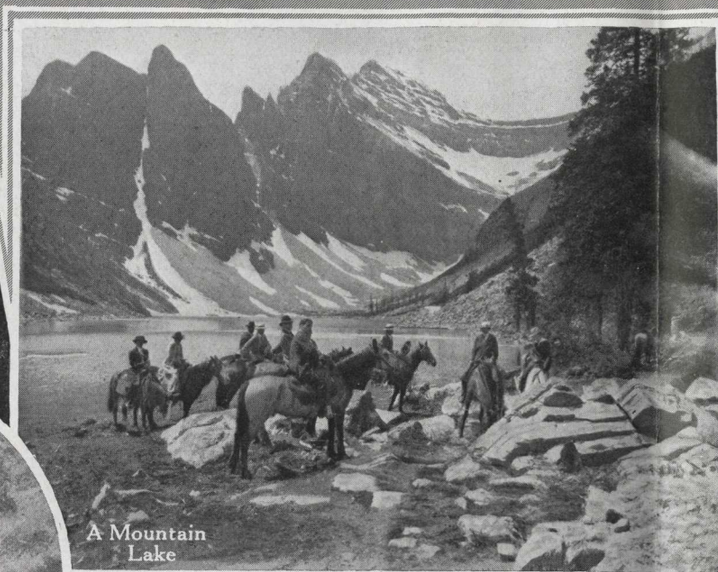
FROM Spokane and Kingsgate one may join the Crowsnest Branch of the Canadian Pacific, through a romantic mining region to Medicine Hat, on the main line. From Medicine Hat easterly the line of travel includes Swift Current and Moose Jaw, also on the main line of the Canadian Pacific Railway. At Moose Jaw the traveller has another choice, and may to go Chicago via St. Paul and Minneapolis, or via St. Paul and Sault Ste. Marie to Montreal, travelling over the Soo Line, or may continue over the main line of the Canadian Pacific



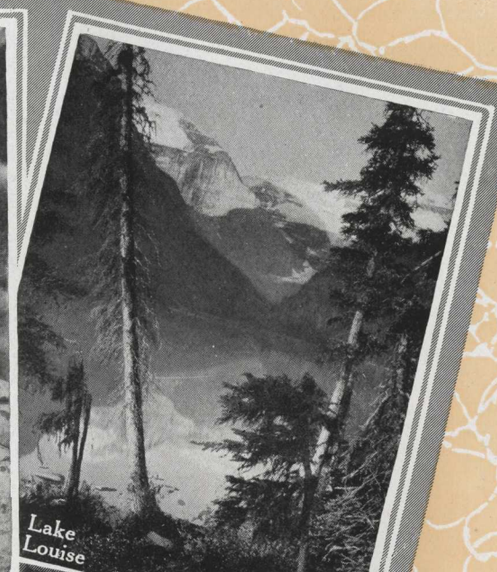
Chateau Lake Louise



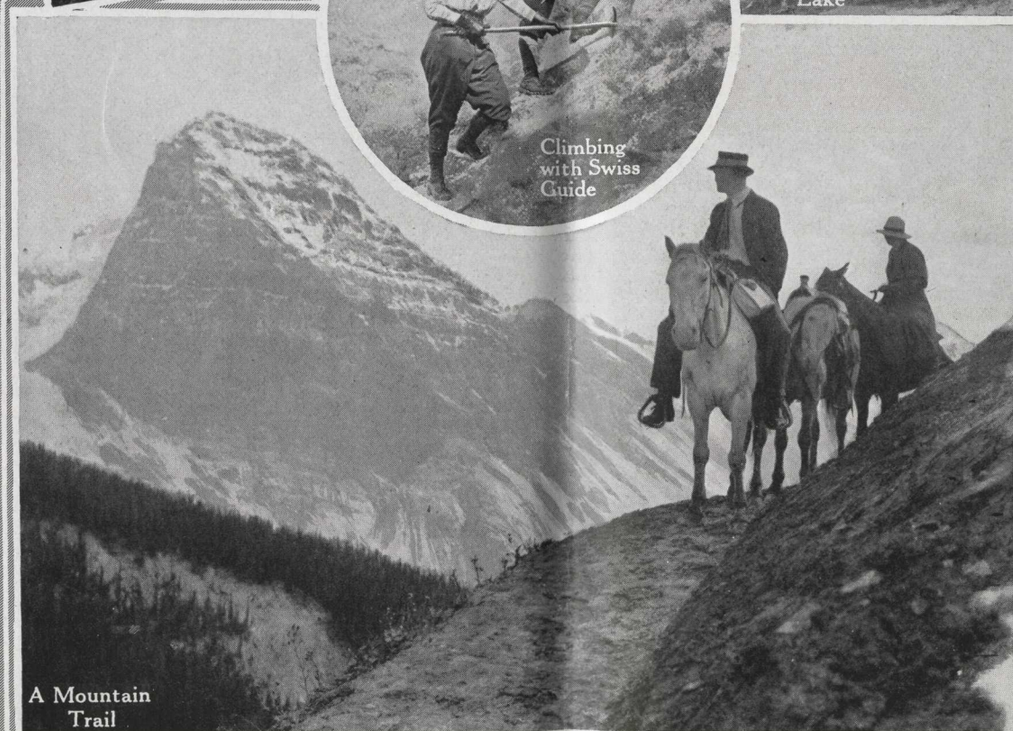
Climbing with Swiss Guide



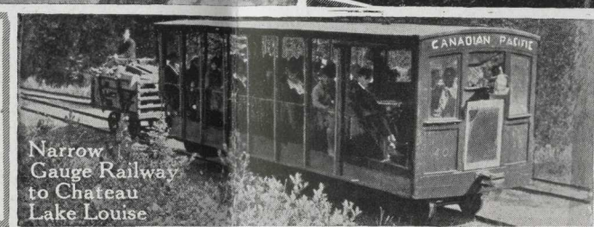
A Mountain Lake



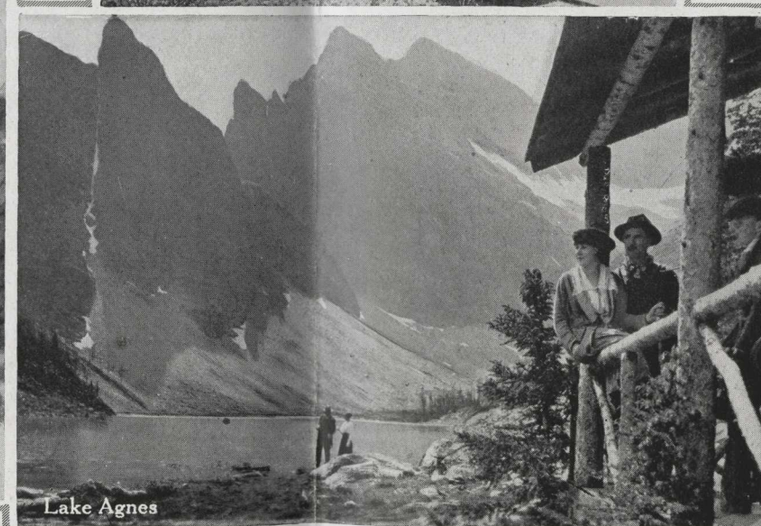
Lake Louise



A Mountain Trail



Narrow Gauge Railway to Chateau Lake Louise

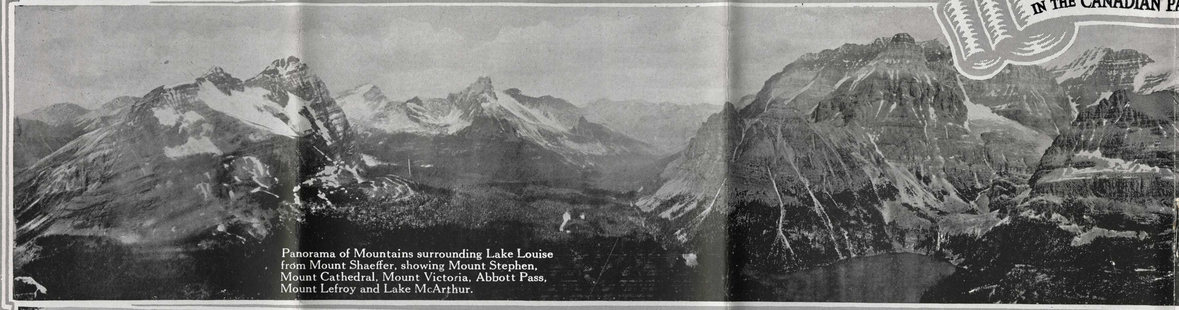


Lake Agnes

PANORAMAS
IN THE CANADIAN PACIFIC ROCKIES

Panorama from Burgess Pass, near Field, B. C.
Mount Burgess in centre.

Moraine Lake and Valley of the Ten Peaks.



Panorama of Mountains surrounding Lake Louise
from Mount Shaeffer, showing Mount Stephen,
Mount Cathedral, Mount Victoria, Abbott Pass,
Mount Lefroy and Lake McArthur.

Paradise Valley, showing (left to right) Mount Temple,
Mount Sheol and Mount Aberdeen.

Alpine Club of Canada starting out on a Climb.

via Winnipeg to Montreal. If desired, tickets will be routed via Winnipeg and St. Paul. Certain tickets allow stop-over privileges at all the large cities in Canada, and the option of at least two different routes, but routes must be selected prior to purchasing ticket. From Spokane another route is through the beautiful Kootenay and Arrow Lakes, via Kingsgate, Nelson, West Robson and Arrowhead, to Revelstoke, on the main line of the Canadian Pacific Railway.

LAKE WINDERMERE DISTRICT

A NEW alternative route of exceptional beauty leaves the main line at Golden and goes south through the valley lying between the Rockies and the Selkirk Mountains to join the Crowsnest Branch at Colvalli. The Lake Windermere Bungalow Camp (opened last summer) is a centre in this valley for excursions up Toby Creek and Horse Thief Creek to the great glaciers of the Selkirks; there is also a comfortable tourist hotel at Invermere, near Lake Windermere Station. There are curative hot springs at Sinclair and Fairmount.

CONTINUING our journey across the prairies from Medicine Hat, the most important towns passed on the way to Winnipeg are: Swift Current, Moose Jaw, Regina, Indian Head, Brandon and Portage la Prairie.

WINNIPEG

SITUATED at the confluence of the Red and the Assiniboine rivers, both navigable by steamers, Winnipeg handles more wheat than any other port on the North American continent. It is the capital of the Province of Manitoba. Formerly it was the Hudson's Bay Company's chief trading post, Fort Garry. A network of rail lines connect Winnipeg with all parts of the continent in much the same way as Chicago is linked to all parts of North America. Here the Canadian Pacific Railway has the largest individual railway yards in the world, having nearly 300 miles of trackage. The Canadian Pacific Railway has a magnificent hotel at Winnipeg, the Royal Alexandra.

From Winnipeg a branch line of the Canadian Pacific Railway runs south, connecting at Emerson with the train service of the Soo Line to Minneapolis, St. Paul and Chicago. A through train is operated between Winnipeg and the Twin Cities.

Leaving the province of Manitoba at Telford, the Lake of the Woods district in Ontario is entered, where flour mills, pulp mills and sawmills are in operation day and night. The prairies are left behind and the traveller passes through a picturesque region of forests, lakes, rivers, rocks and ravines to Fort William and Port Arthur, at the head of the Great Lakes. Fort William is situated at the mouth of the Kaministiquia River, a broad, deep stream, with firm banks, affording extraordinary advantages for lake traffic. The fine steel lake steamships of the Canadian Pacific railway Company ply between here and Port McNicoll, thus giving the tourist practically a water route to Toronto. Conveniences to be found only on trans-oceanic steamers are to be had on these magnificent passenger steamships.

GREAT LAKES TRIP

BY BOARDING a Canadian Pacific Railway steamer at Fort William, the traveller may travel down the Kaministiquia River, passing Port Arthur on Thunder Bay, thence across the bay and rounding Thunder Cape, directly across Lake Superior to Sault Ste. Marie, a large manufacturing city. From here the route followed is down St. Mary's River, through the new channel of Hay Lake and across Lake Huron and Georgian Bay to Port McNicoll, where a transfer from boat to train is made, and the traveller reaches Toronto.

NIPIGON AND SUDBURY

FOLLOWING on by the main line, at Nipigon, situated at the mouth of the Nipigon River, fishermen from many, many miles gather yearly to capture the speckled trout, averaging from three to eight pounds.

Sudbury is the junction point, where the main line of the Canadian Pacific to Toronto leaves the main line to Montreal. This gives the third optional route from Winnipeg to Montreal, viz., one lake and one rail, via Toronto, and one direct via the Sudbury-Montreal main line. Within a few miles of Sudbury, and reached by two short lines of railway, are the most extensive copper and nickel deposits known in the world.

SOO LINE CONNECTION FROM TWIN CITIES

AT SUDBURY the important subdivision—which crosses the St. Mary's River on an immense steel bridge at Sault Ste. Marie, and which follows the north shore of Lake Huron—joins the main line. Through trains, having every modern improvement, are operated via this route from Minneapolis and St. Paul to Montreal. Connection is also made at Sault Ste. Marie with trains from Duluth.

TORONTO

WITH over 500,000 inhabitants, Toronto holds second place among the cities of Canada and is growing rapidly in population, wealth and industry. It is noted for its beautiful residential districts, its high buildings, its well-lighted and paved streets, spacious parks, excellent boulevards and also for its Fair, attended each year by nearly one million visitors. The Canadian Pacific Railway's office building here is one of the landmarks of the city.

From Toronto there are many short and very interesting trips to pleasure resorts and places of picturesque and historical interest.

Those who make their eastbound journey by way of Toronto have the option of travelling from Toronto by the Lake Ontario Shore Line of the Canadian Pacific Railway to Montreal, or via Peterboro. Tickets between Toronto and Montreal will be honored via Ottawa if desired.

OTTAWA

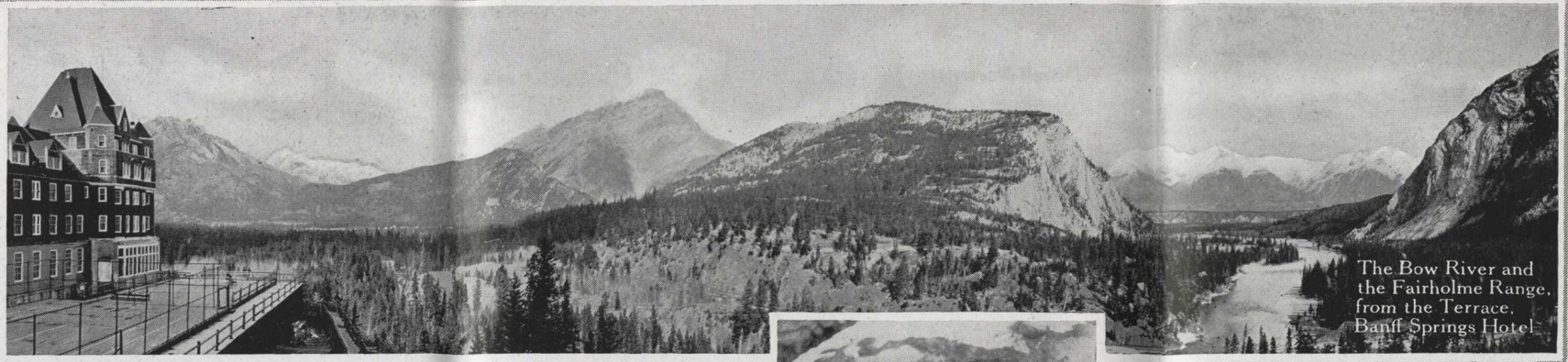
THE capital of the Dominion is picturesquely situated at the junction of the Rideau and Ottawa rivers. The residence of His Excellency the Governor-General, the Duke of Devonshire—Rideau Hall—is within the city limits. Very inspiring are the great Parliament Buildings, which have been reconstructed after their destruction by fire in 1916. A beautiful park and excellent motor roads make Ottawa a very attractive city for resident or tourist.

MONTREAL

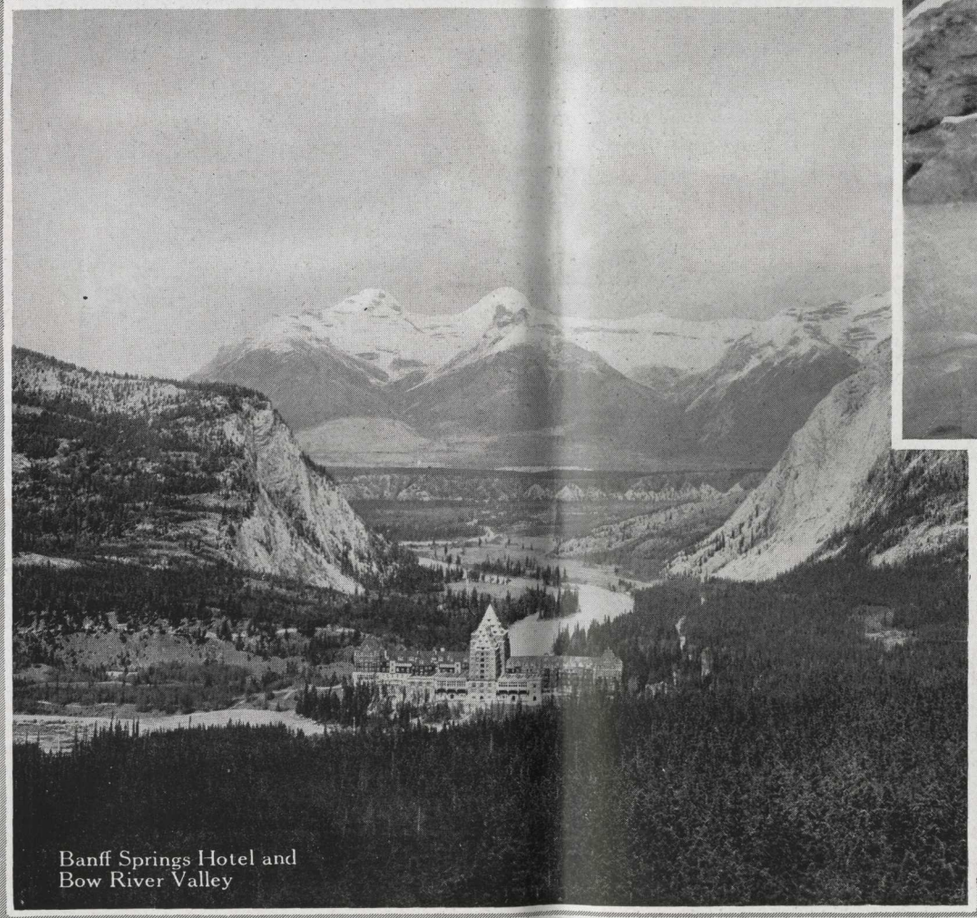
FAST trains connect Toronto, Ottawa and Montreal, the largest city of Canada. Montreal has a population of nearly 900,000 and is the headquarters for the Canadian Pacific Railway. From Mount Royal, after which the city was named, Montreal appears spread out like an immense relief map. One may spend hours on the summit of this mountain gazing on the magnificent panorama of the city and the St. Lawrence River. The Canadian Pacific Place Viger Hotel is one of the city's best.

QUEBEC

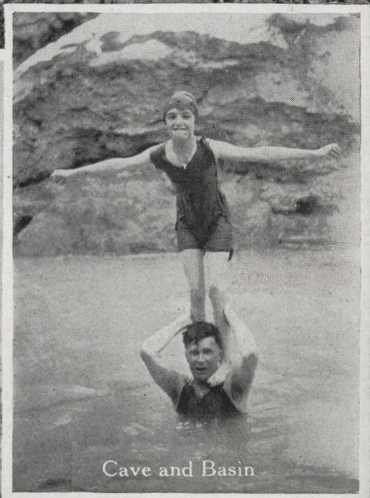
FROM Montreal it is but a few hours' ride over the Canadian Pacific Railway to Quebec, which, with its old-time walled city, its Chateau Frontenac, the excellent Canadian Pacific hotel, its French-speaking population, crooked streets, curious vehicles, and its enchanting atmosphere, is easily the most romantic place in Canada. The Chateau Frontenac, built on the site of the old Chateau St. Louis, is a modern hotel built on the pattern of an old chateau, commanding magnificent views of the great St. Lawrence River.



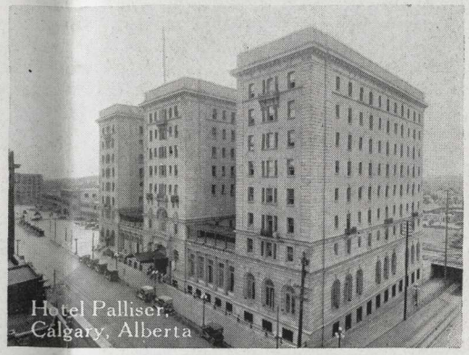
The Bow River and the Fairholme Range, from the Terrace, Banff Springs Hotel



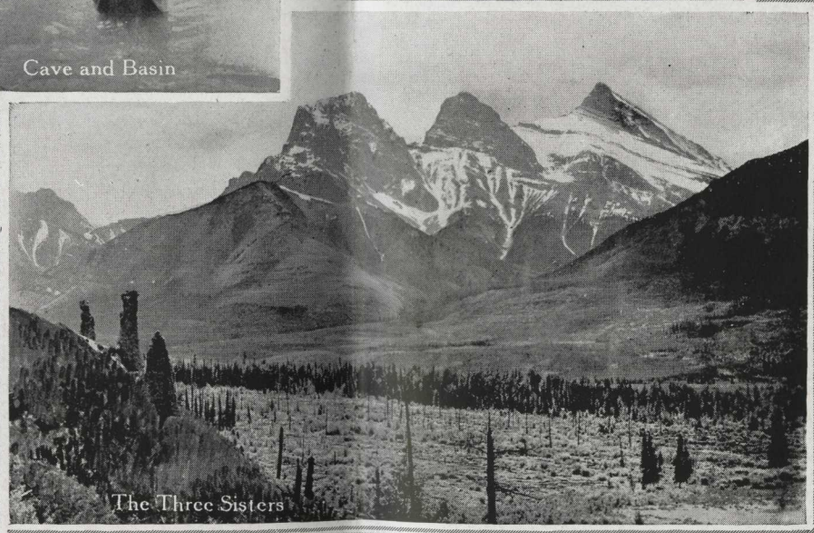
Banff Springs Hotel and Bow River Valley



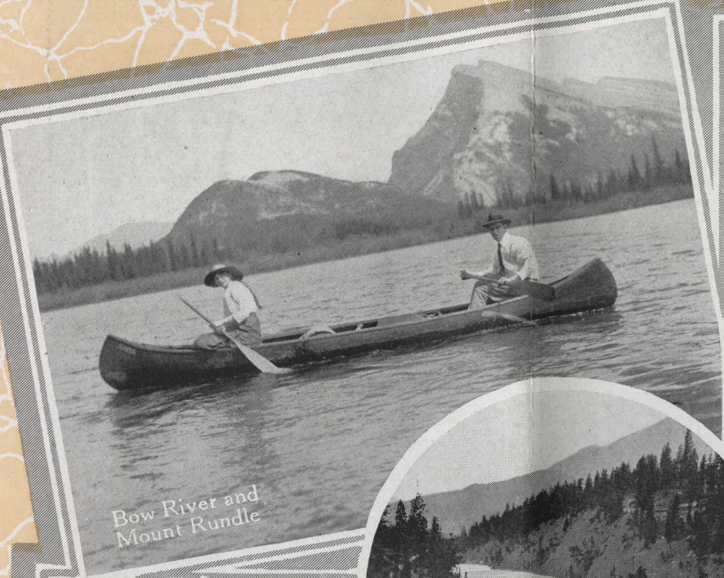
Cave and Basin



Hotel Palliser, Calgary, Alberta

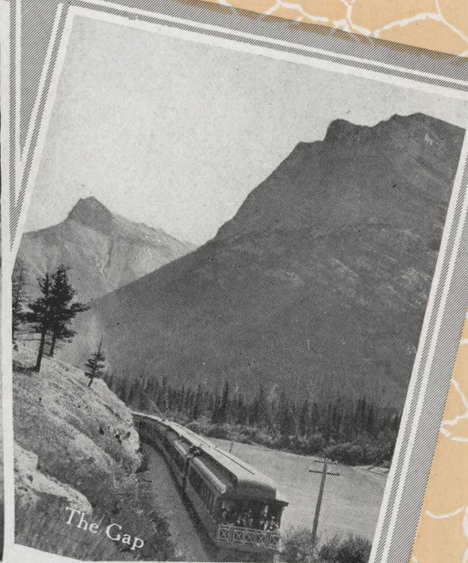


The Three Sisters

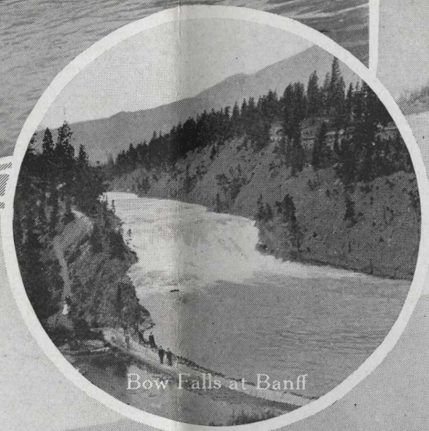


Bow River and Mount Rundle

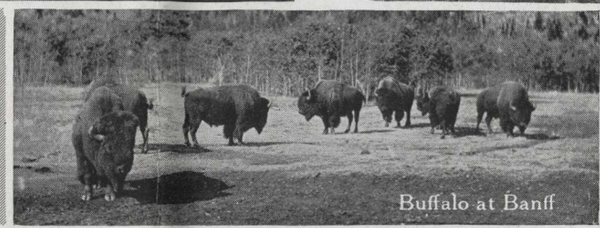
Golf at Banff



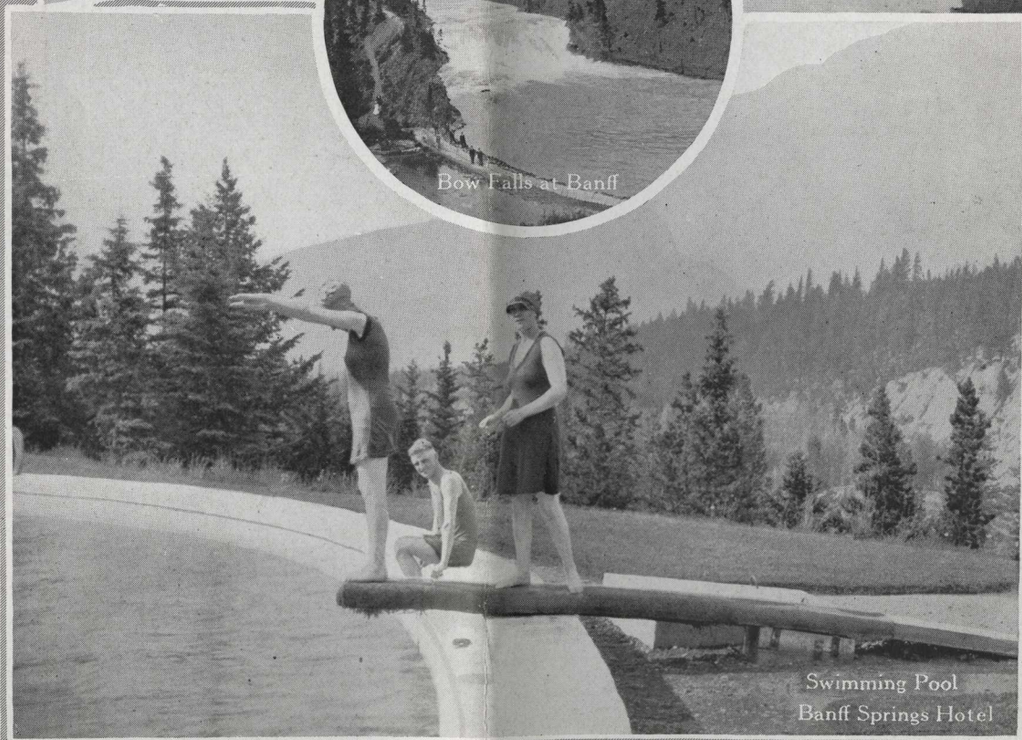
The Gap



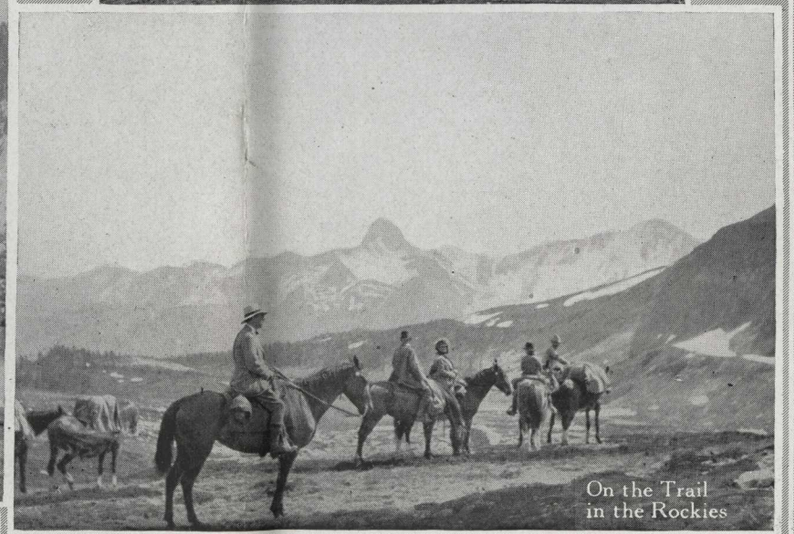
Bow Falls at Banff



Buffalo at Banff

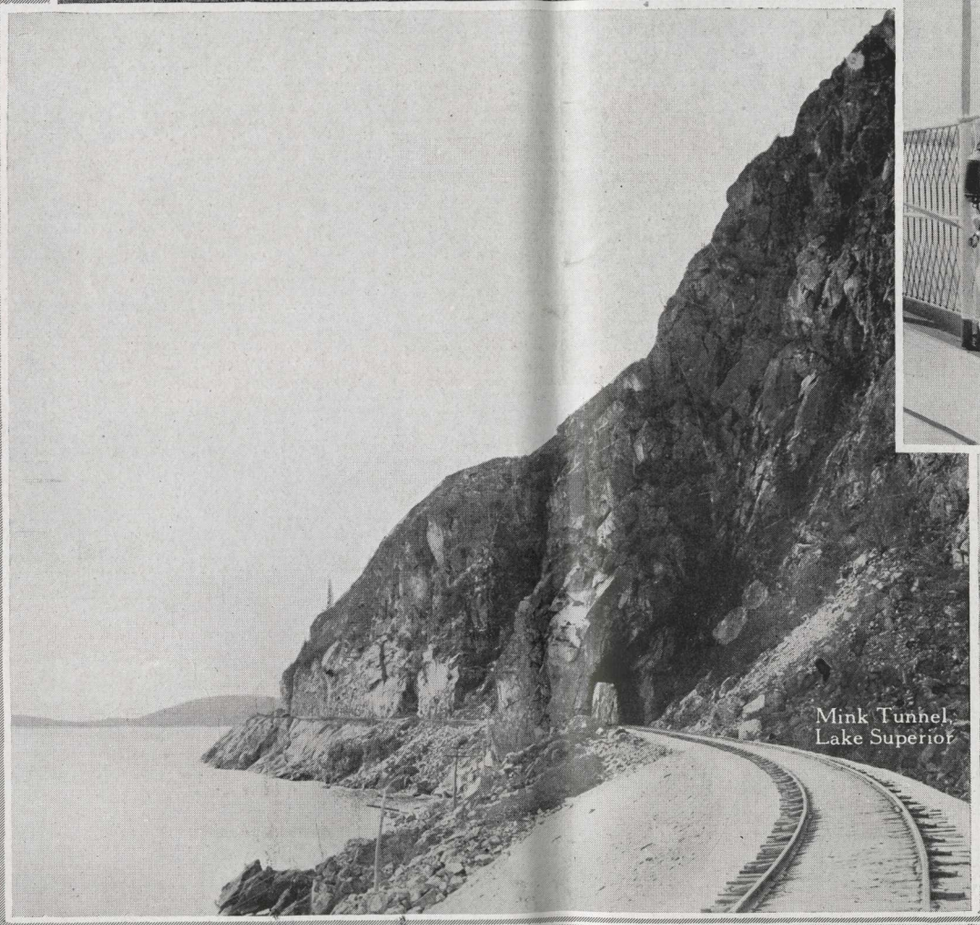


Swimming Pool
Banff Springs Hotel



On the Trail
in the Rockies

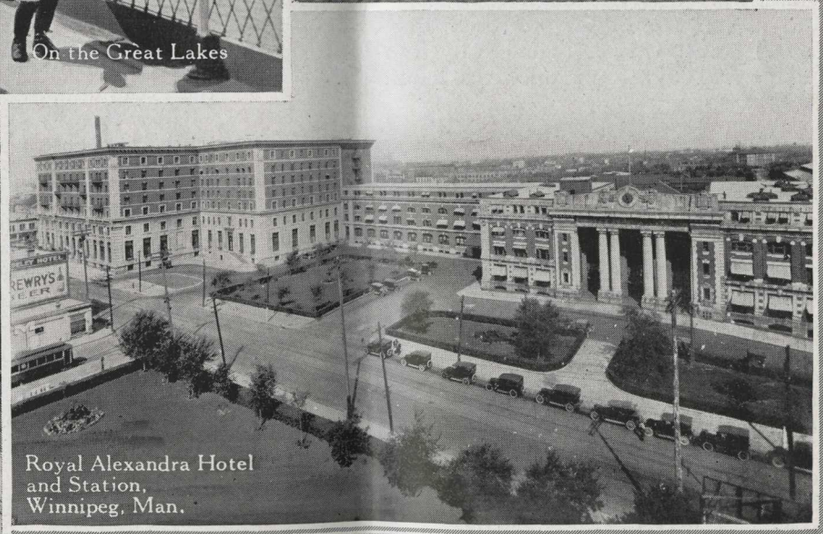
Harvest Time on the Prairies of Western Canada



Mink Tunnel, Lake Superior

On the Great Lakes

Reaping in Saskatchewan



Royal Alexandra Hotel and Station, Winnipeg, Man.

EASTERN TOURS *through the* CANADIAN PACIFIC ROCKIES

ST. JOHN—HALIFAX

SCENERY made up of wooded hills, well-kept farming districts and country filled with charming lakes, brooks and streams is to be seen on both sides of the track in travelling from Montreal to St. John and Halifax, or any of the other pretty cities or towns of the maritime provinces. St. Andrews-by-the-Sea is one of the most attractive seashore and golfing resorts in America. Here the Canadian Pacific has built a charming fireproof summer hotel, the Algonquin, much frequented by Americans as well as by the leaders in Canadian society. It has one of the best golf courses in North America. St. John and Halifax are both busy, progressive seaports. In Nova Scotia, along the Dominion Atlantic Railway, "Evangeline Land" and Acadia attract thousands every year.

Three routes from Montreal to New York present themselves: The tourist may continue by way of Lakes Champlain and George and by the Hudson River, or via the all-rail routes through the Adirondacks, through the State of Vermont, or along the shore of Lake Champlain.

Those en route to Portland, Me., or Boston, Mass, may travel through the interesting White and Green Mountains to their destination on the Atlantic Coast, reached by the Canadian Pacific and its connections from Montreal.

EVANGELINE LAND, NOVA SCOTIA

ACROSS the Bay of Fundy from St. John, New Brunswick, lies the historic coast of Nova Scotia, so full of romance, so beautiful to the eye that the hearts of those who visit it are kept in one perpetual enchantment. Digby and the little fishing villages on this coast of giant tides, Annapolis Royal, with memories of Champlain and the first adventurous explorers from Old France, the orchard and dairy land of the Annapolis Valley, Evangeline's country of Grand Pré and Blomidon, and Minas Basin, the scene of the Great Banishment of the Acadians—these have a charm that well might draw the traveller across the continent from the Pacific.

All this country is served by the Dominion Atlantic Railway in connection with the Canadian Pacific Railway. Wolfville is the chief centre for visitors to the "Land of Evangeline." "Before the windows of Wolfville," says C. G. D. Roberts, the well-known writer, "enrolls superb view—marches of pale green, reclaimed from the sea by the spades of oldtime Acadian farmers; the long, low lines of green upland outstretching from either side to almost the centre of the picture—the delicious summer retreats of Starr's Point and Long Island; between them and beyond, away to the far blue barrier of the Parrsboro shore, the restless waters of Minas Basin, and in the middle distance, dominating all the scene with its mass of sombre indigo, the majestic bastion of Blomidon outthrust against the tides."

Three miles distant, to the east, is Grand Pré itself, now a rich but scattered farming settlement. It is on the line of the Dominion Atlantic, and travellers who are passing through obtain from the car windows a good view of the scene of the Great Banishment. There are the storied meadows, and there, close to the station, are willows planted by Acadian hands. On the slope behind the station are gnarled French apple trees and stiff French poplars, and a short way further on is the Gaspereau mouth, where the exiles embarked.

Close to the station is a row of gnarled willows, whose branches perchance tell over to the young leaves of each recurring spring what they saw of Evangeline and her sorrow. Here, suitably enclosed, is "Evangeline's Well", with a very beautiful statue of Evangeline herself.

A list of hotels and summer cottages available for visitors in this romantic country may be found in the folder "Vacation Days in Nova Scotia," obtainable from any Canadian Pacific Railway agent.

FOREST FIRES

The careless smoker on an idle trail,
The smouldering camp fire and a vagrant breeze,
Make all your ancient pride of what avail,
You sad grey ghosts that once were stately trees?

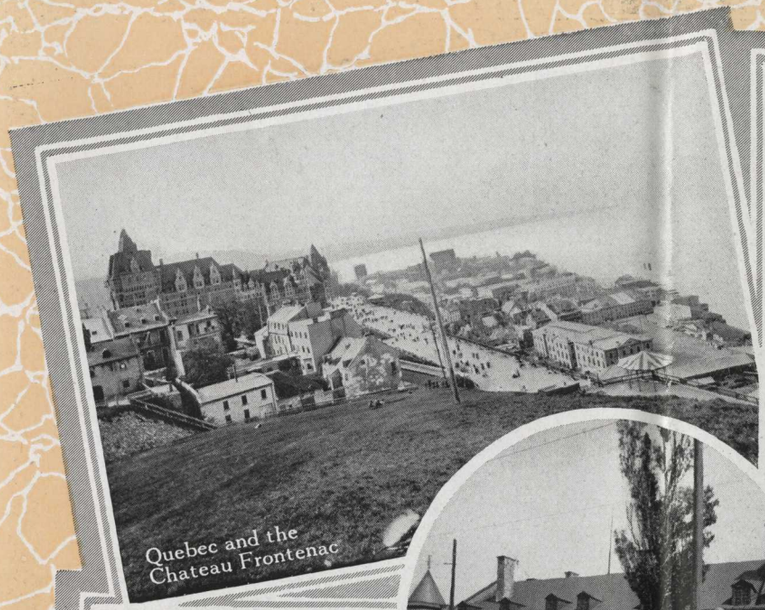
CANADIAN PACIFIC RAILWAY

OFFICERS OF THE PASSENGER TRAFFIC DEPARTMENT

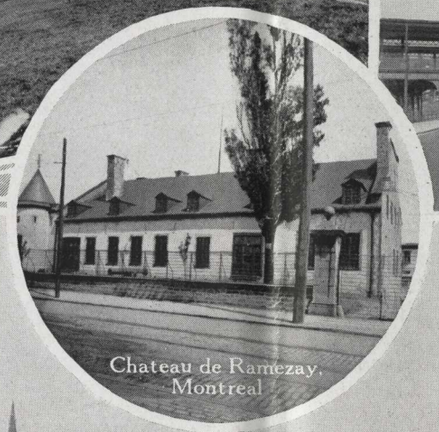
W. R. MacInnes....Vice President in Charge of Traffic.....Montreal
C. E. E. Ussher....Passenger Traffic Manager.....Montreal
Sir G. McLaren Brown, K. B. E., European General Manager
London, Eng.
C. B. Foster.....Assistant Passenger Traffic Manager.....Montreal
C. E. McPherson...Assistant Passenger Traffic Manager.....Winnipeg
W H. Snell.....General Passenger Agent.....Montreal
G. A. Walton.....General Passenger Agent.....Winnipeg
H. W. Brodie.....General Passenger Agent.....Vancouver
H. G. Dring.....European Passenger Manager.....London, Eng.
Geo. C. Wells.....Assistant to Passenger Traffic Manager....Montreal
A. O. Seymour.....General Tourist Agent.....Montreal
J. O. Apps.....General Agent Mail, Baggage and Milk Traffic
Montreal
J. M. Gibbon.....General Publicity Agent..... Montreal

PASSENGER AGENCIES

Adelaide.....Aus...Australasian United S. Nav. Co., Ltd.
Atlanta.....Ga...E. G. Chesbrough, Gen'l Agent . . 220 Healey Bldg.
Auckland.....N.Z...Union S.S. Co. of New Zealand, Ltd.
Banff.....Alta...G. D. Brophy, District Passenger Agent
Boston.....Mass...L. R. Hart, Gen'l Agent .....332 Washington St.
Brandon.....Man...R. Dawson, District Passenger Agent, Smith Block.
Brisbane.....Aus...Macdonald, Hamilton & Co.
Buffalo.....N.Y...Geo. O. Walton, Gen'l Agt.....11 So. Division St.
Calcutta.....India..Thos. Cook & Son, Gillanders, Arbuthnot & Co.
Calgary.....Alta...J.E. Proctor, District Passenger Agent, C.P.R.Station
Chicago.....Ill...T. J. Wall, General Agent .....140 So. Clark St.
Cincinnati....Ohio..M. E. Malone, Gen'l Agt.....430 Walnut St.
Cleveland.....Ohio..G. B. Burpee, General Agent....1040 Prospect Ave.
Colombo...Celyon..Bois Bros. & Co., Thos. Cook & Son.
Detroit.....Mich...W. McIlroy, General Agent.....1239 Griswold St.
Duluth.....Minn...D. Bertie, Trav. Pass. Agent, Soo Line Depot.
Dunedin.....N.Z...Union S.S. Co. of New Zealand, Ltd.
Edmonton...Alta...C.S. Fyfe. City Ticket Agent, 10012 Jasper Ave.,East
Fort William..Ont...A. J. Boreham, City Pass'r Agt....404 Victoria Ave.
Halifax.....N.S...R.U. Parker, Asst.District Pass'r Agt., 117 Hollis St.
Hamilton.....Ont...A. Craig, City Pass'r Agent.Cor. King and James St.
Hong Kong..China..P. D. Sutherland, Gen'l Pass'r Agt., C.P.O.S., Ltd.
Honolulu.....H.I...Theo. H. Davies & Co.
Juneau.....Alaska..R. F. Richardson, General Agent
Kansas City...Mo...R. G. Norris, Trav. Pass'r Agent,
.....614-615 Railway Exchange Bldg.
Ketchikan..Alaska..F. E. Ryus, Agent
Kobe.....Japan..A. M. Parker, Passenger Agent....C. P. O. S., Ltd.
London.....Eng...H. G. Dring, European Pass'r Mgr.
.....62-65 Charing Cross, S.W.
London.....Ont...H. J. McCallum, City Pass Agt. . 161 Dundas Street
Los Angeles...Cal...A. A. Polhamus, Gen'l Agent. . 605 South Spring St.
Manila.....P.I...J. R. Shaw, Agent.....Roxas Building
Melbourne....Aus...Union S.S. Co. of New Zealand, Ltd.
Minneapolis, Minn...A. G. Albertsen, General Agent. . 611—2d Ave.,South
Montreal.....Que. { R. G. Amiot, District Pass'r Agent, Windsor Station; F. C. Lydon, City Pass. Agt., 141-145 St. James Street
Moosejaw....Sask...A. C. Harris, Ticket Agent
Nagasaki....Japan..Holme, Ringer & Co.
Nelson.....B.C...J. S. Carter, District Passenger Agent
New York....N.Y...F. R. Perry, General Agent
.....Madison Avenue and 44th Street
Ottawa.....Ont...J. A. McGill, City Passenger Agent...83 Sparks St.
Philadelphia...Pa...R. C. Clayton, City Pass'r Agent. . 629 Chestnut St.
Pittsburgh.....Pa...C. L. Williams. Gen'l Agt.....340 SixthAvenue
Portland.....Ore...E. E. Penn, Gen'l. Agt.....55 Third St.
Prince Rupert, B.C...W. C. Orchard, General Agent
Quebec.....Que...C. A. Langevin, City Pass'r Agent....Palais Station
Regina.....Sask...J. A. McDonald, District Passenger Agent,
St. John.....N.B...N. R. DesBrisay, District Pass'r Agt., 40 King St.
St. Louis.....Mo...E. L. Sheehan, Gen'l Agent .....418 Locust Street
St. Paul.....Minn...B. E. Smeed, Gen. Agent Pass'r Dept., Soo Line
San Francisco.Cal...F. L. Nason, Gen'l Agent.....675 Market Street
Saskatoon....Sask...W. E. Lovelock, City Ticket Agent, 115 Second Ave.
Seattle.....Wash...E. F. L. Sturdee, General Agent...608 Second Ave.
Shanghai....China..A. H. Tessier, Gen. Agt. Pass'r Dept., C.O.P.S.,Ltd.
Skagway...Alaska..L. H. Johnston, Agent
Spokane.....Wash...E. L. Cardle, Traffic Manager
.....Spokane International Railway
Suva.....Fiji...Union S.S. Co. of New Zealand, Ltd.
Sydney.....Aus...Union S.S. Co., of New Zealand, Ltd.
Tacoma.....Wash...D. C. O'Keefe, City Pass'r Agt., 1113 Pacific Avenue
Toronto.....Ont. { W. B. Howard, Dist. Pass'r Agt.; Wm. Fulton, Asst. Dist. Pass'r Agt. } 1 King Street East
Vancouver....B.C...J. Moe, City Pass. Agt...434 Hastings Street, West
Victoria.....B.C...L. D. Chetham, City Pass. Agt., 1102 Government St.
Washington...DC...C. E. Phelps., City Pass. Agt., 1419 New York Avenue
Winnipeg....Man...J. W. Dawson, Dist. Pass'r Agent
.....Cor. Portage Ave. & Main St.
Yokohama...Japan..G. E. Costello, Gen'l Agent Pass'r Dept.
.....C. P. O. S., Ltd.

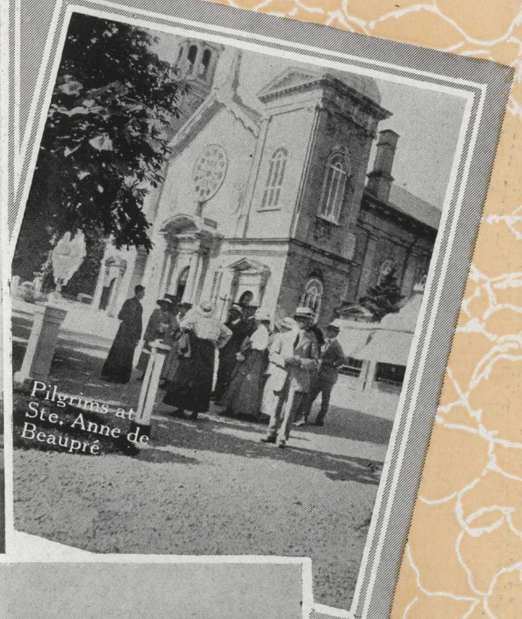


Quebec and the Chateau Frontenac

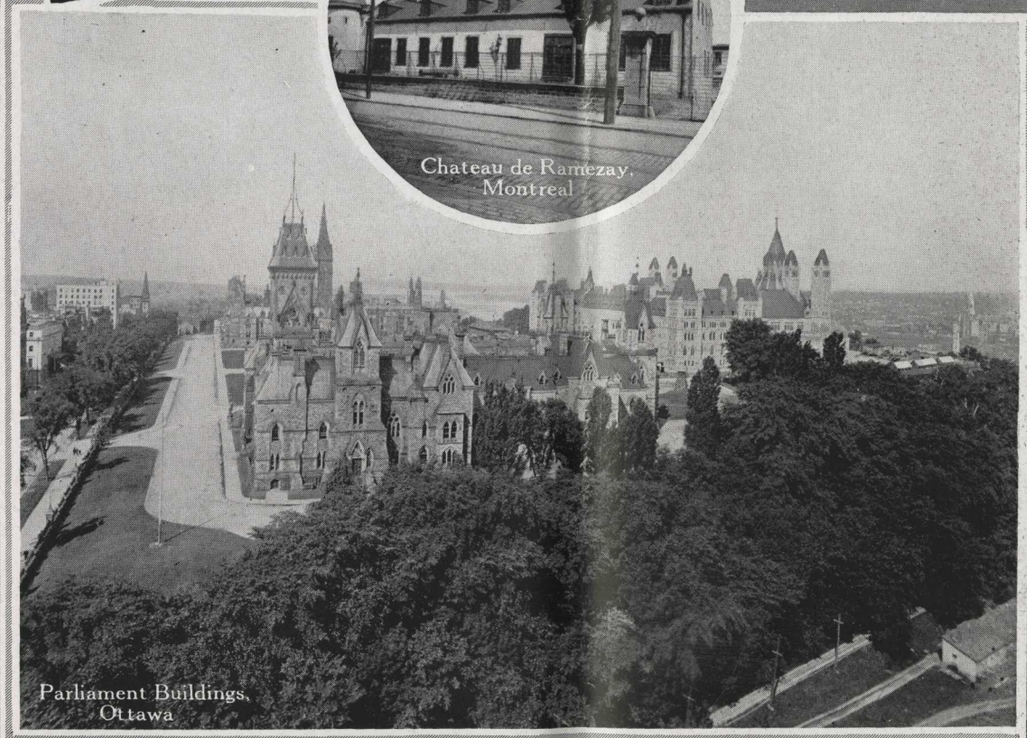


Chateau de Ramezay, Montreal

Yonge St. Station, Toronto, Ont.

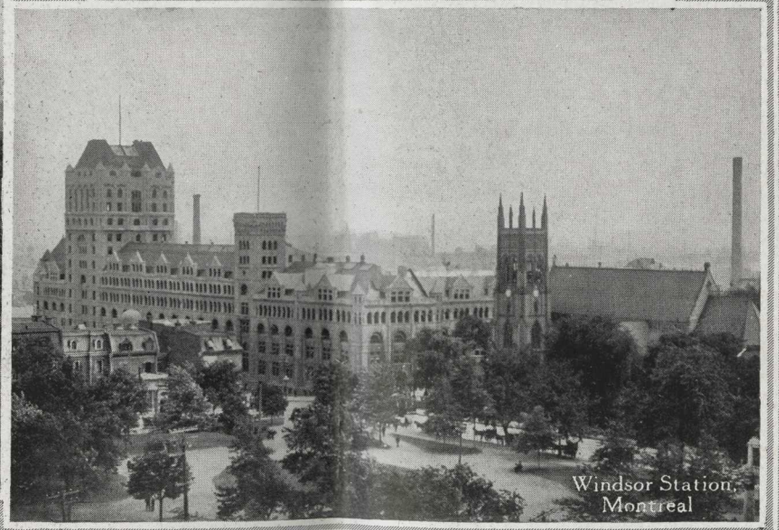


Pilgrims at Ste. Anne de Beaupré

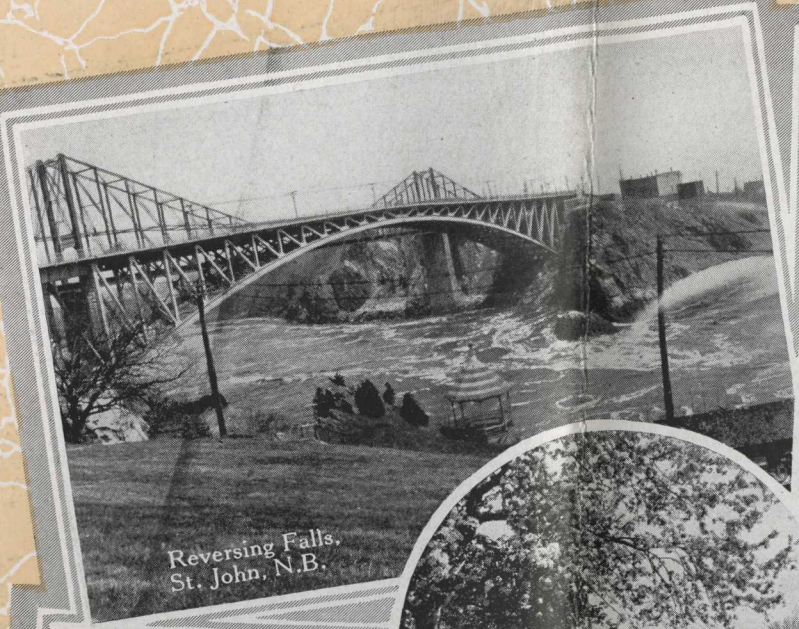


Parliament Buildings, Ottawa

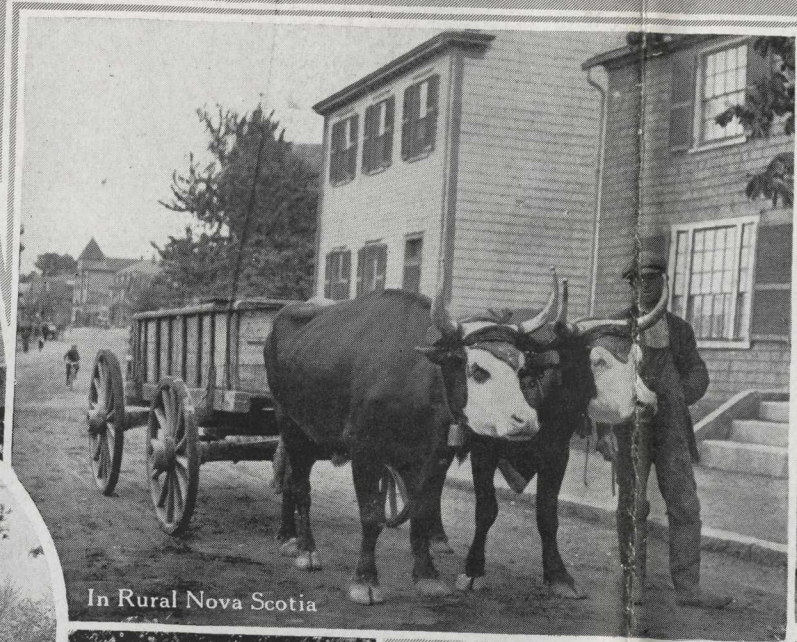
Niagara Falls



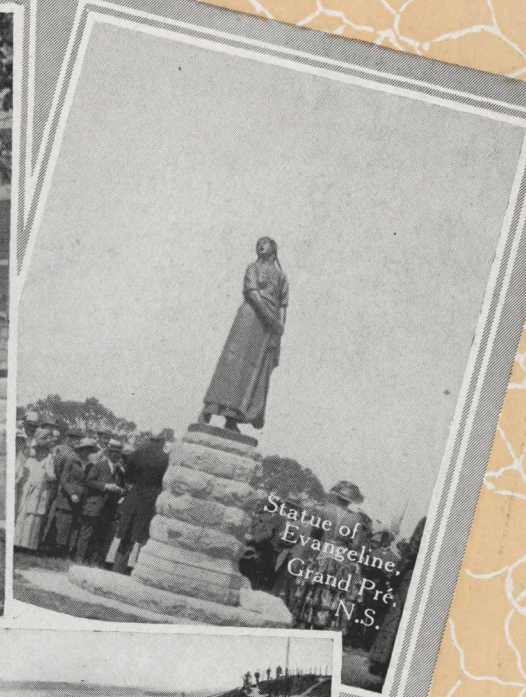
Windsor Station, Montreal



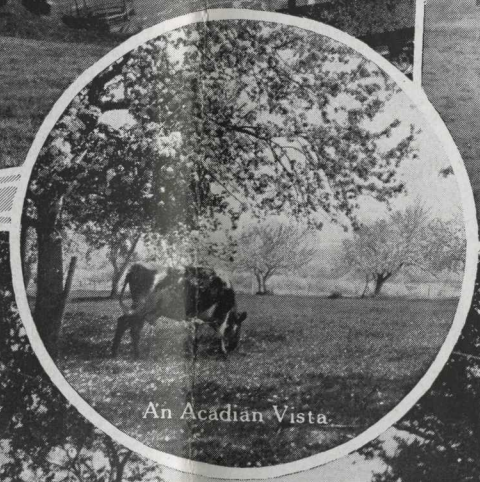
Reversing Falls, St. John, N.B.



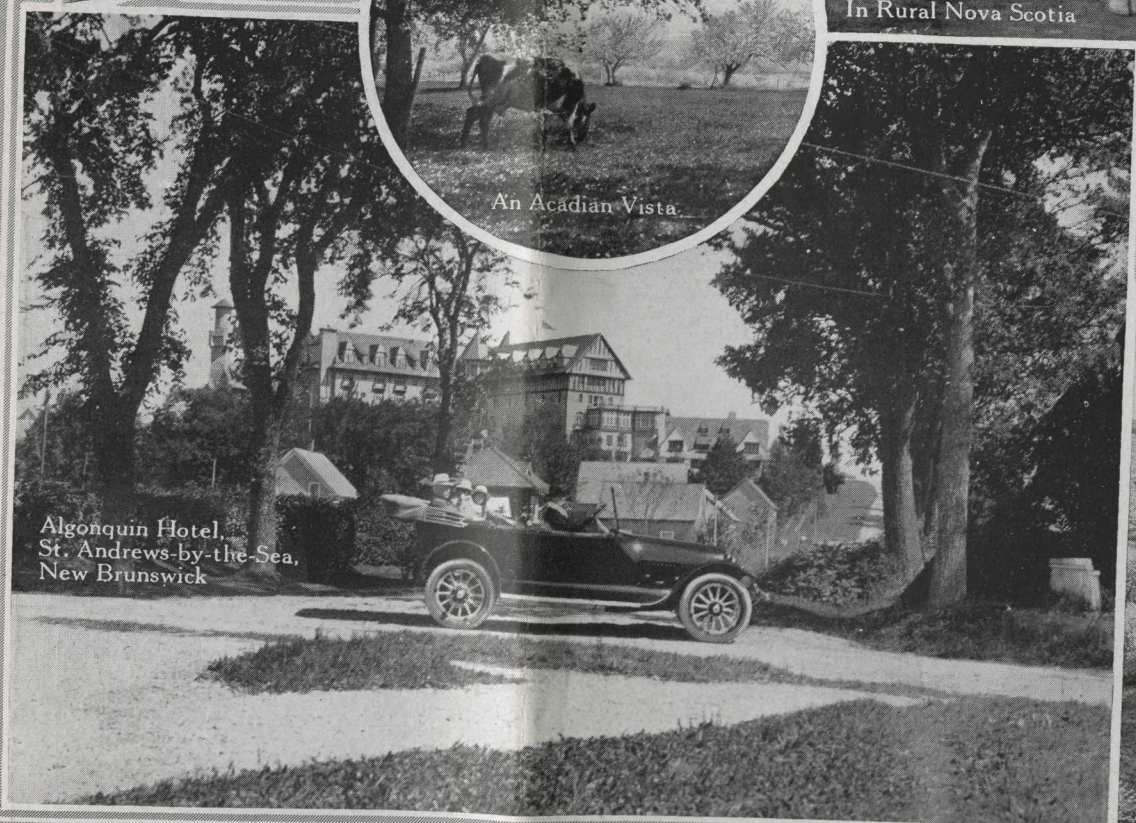
In Rural Nova Scotia



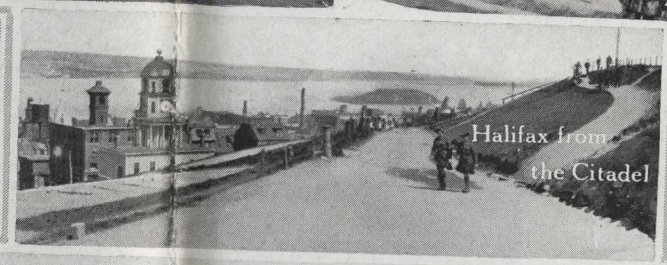
Statue of Evangeline, Grand Pré, N.S.



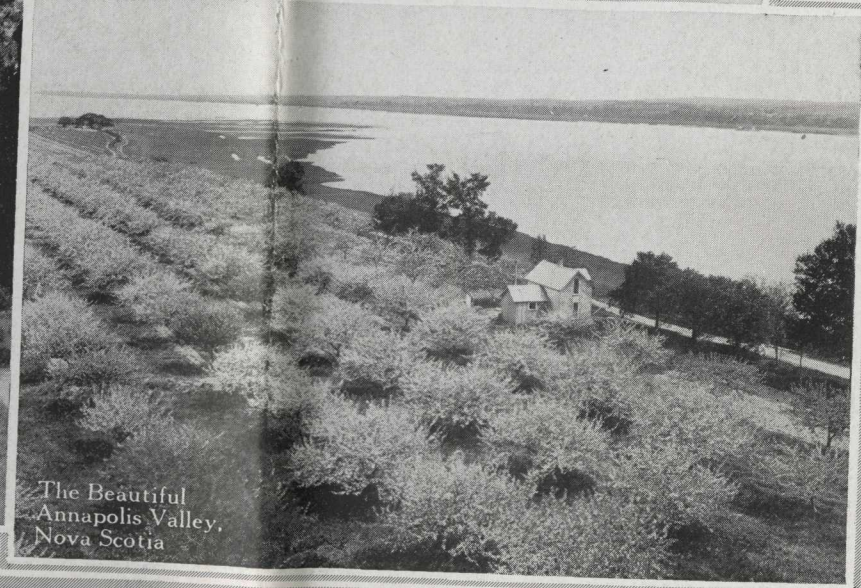
An Acadian Vista



Algonquin Hotel, St. Andrews-by-the-Sea, New Brunswick



Halifax from the Citadel



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