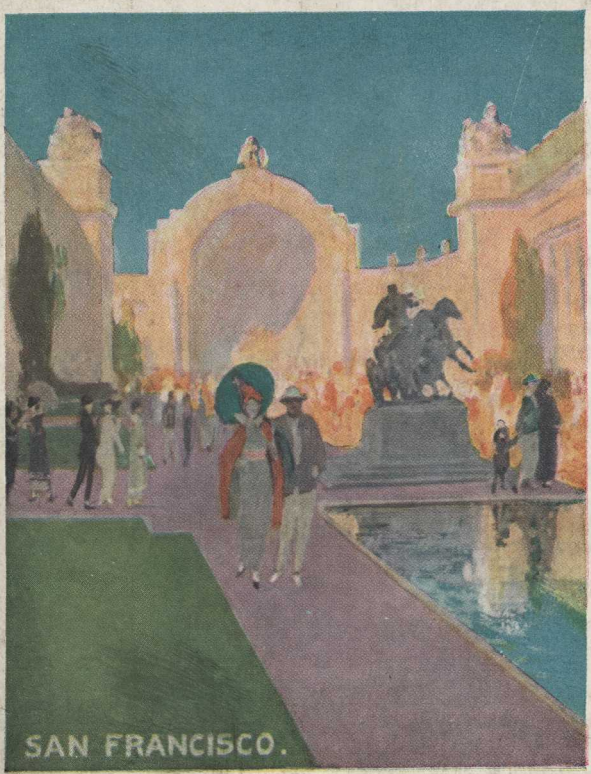
PACIFIC COAST TOURS····1915



THROUGH THE CANADIAN ROCKIES

1915

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CANADIAN PACIFIC RAILWAY

CANADIAN PACIFIC HOTEL SYSTEM

NAME OF HOTEL, PLAN, DISTANCE FROM STATION AND TRANSFER CHARGE	ALTITUDE	SEASON	NO. ROOMS	RATE PER DAY	SINGLE MEALS
St. Andrews, N. B.					
The Algonquin—A. 1 mile—25 cents.	23	June 15-Sept. 15	196	$3.50 up	$1.00
The Inn—A. 100 yards.	...	July 1-Sept. 30	19	2.50 up	.50
McAdam Junction, N. B.					
McAdam Station Hotel—A. At Station.	445	All year	16	3.00 up	B. .50 L. .75 D. .75
Quebec, Que.					
Chateau Frontenac—A. 1 mile—50 cents.	19	All year	364	5.00 up	B. 1.00 L. 1.50 D. 1.50
Montreal, Que.					
Place Viger Hotel—A. At Place Viger Station. 1½ miles from Windsor Station—50 cents.	109	All year	114	4.00 up	B. 1.00 L. 1.00 D. 1.50
Caledonia Springs, Ont.					
Caledonia Springs Hotel—A 200 yards.	168	All year	150	2.50 up	B. .75 L. .75 D. 1.00
Winnipeg, Man.—Extension	under	completion.			
The Royal Alexandra—E. At Station.	761	All year	463	2.00 up	a la carte
Calgary, Alta.					
Palliser—E. At Station.	2251	All year	315	4.00	B. 1.00 L. 1.25 D. 1.50
Victoria, B. C.					
Empress Hotel—E. 100 yards—25 cents.	20	All year	300	2.00 up	a la carte
Vancouver, B. C.—Extension	under	completion.	554		
Hotel Vancouver—Old Wing ½ mile—25 cents.	11	All year	170	2.00 up	a la carte
Penticton, B. C.					
Hotel Incola—A. Near Steamer Wharf.	...	All year	....	on appl	ication
Cameron Lake, B. C.					
Cameron Lake Chalet—A. Vancouver Island.	...	All year	....	3.50	....
Sicamous, B. C.					
Hotel Sicamous—A. At Station.	1147	All year	70	3.50 up	B. .75 L. .75 D. 1.00
Balfour, B. C.					
Kootenay Lake Hotel—A. ¼ mile.	1700	June 1-Oct. 15	50	3.50 up	B. .75 L. .75 D. 1.00
Revelstoke, B. C.					
Hotel Revelstoke—A. At Station.	1492	All year	57	3.50 up	.75
Glacier, B. C.					
Glacier House—A. At Station.	4086	May 1-Oct. 31	90	4.00 up	1.00
Emerald Lake (near Field), B. C.					
Emerald Lake Chalet—A. 7 miles—$1.00.	4066	June 15-Sept. 30	15	3.50 up	1.00
Field, B. C.					
Mt. Stephen House—A. At Station.	4066	All year	75	4.00 up	1.00
Lake Louise, Alta.					
Chateau Lake Louise—A. 2½ miles—50 cents. Narrow Gauge Railway.	5032	June 10-Oct. 15	375	4.00 up	P. 1.00 L. 1.50 D. 1.50
Banff, Alta.					
Banff Springs Hotel—A. 1½ miles—25 cents.	4521	May 15-Oct. 15	375	4.00 up	B. 1.00 L. 1.50 D. 1.50

A—American E—European. Rates subject to alteration.

THE PACIFIC COAST

AMONG the Indians of the Coast of British Columbia there is a legend of the coming of the Santiago, a Spanish vessel captained by Juan Perez in 1774. The vessel was seen far at sea from the Indian village known as Oum-Mis, near what is shown on the chart as "Hole-in-the-Wall". On first sighting her the Indians thought it was an enormous bird, but when she came nearer and they could see people on board it seemed to be "some wonderful and very large canoe come back from the land of the dead with their bygone chiefs."

The colonization of the Pacific Coast dates back four hundred years from the day when Balboa first gazed on this Western Sea, but it was not till 1769—just ten years after Wolfe captured Quebec and France handed over her Empire in North America to the British—that any serious movement was made by Spain towards the Northern Pacific Coast. The cross accompanied the sword, and the history of California became the history of the religious settlements founded by Fray Junipero Serra and his brave Franciscan brothers. From San Diego de Alcala up north, at intervals of forty miles, the bells of their simple round-arched missions tolled the knell of paganism and carried the gospel of faith and irrigation along the sun-kissed shores of the Pacific. Captain Vancouver, in 1792, voyaging from England in the "Discovery" to settle the claims of Spain and England to this Northern Coast describes the Mission San Buenaventura, as he found it at Santa Barbara, with a garden "far exceeding anything I had before met within these regions—not one species having yet been sown or planted that had not flourished."

The "Discovery" had sailed on the Pacific on an earlier voyage. This was in 1778 with the redoubtable Captain Cook in command under instructions from the British Admiralty to search for the North West passage—a passage for which the expedition of the Hudson's Bay Company had vainly explored from the Atlantic side.

The Gospel of Faith which had heralded this settlement of the Pacific Slope yielded place the farther North it went to the trade in furs, for Juan Perez, Captain Cook, and Commander Vancouver found the Indians willing to barter the precious skins of the Farther North for goods from the Old World. So too it was the furtraders who blazed the trail over the Canadian Rockies for the overland route of the Pacific.

Alexander Mackenzie, for the North West Company of furtraders, reached the Pacific on July 20, 1793, at a time when Captain Vancouver was cruising on that self same coast. He found the natives hostile, owing, as he said, to having been fired at by Vancouver.

David Thompson, also sent by the North West Company, crossed the Canadian Rockies by the Howse Pass and discovered the Columbia River.

Simon Fraser, another emissary of the Nor' Westers, shot the rapids of the Fraser River to reach the shores of the Pacific in 1806.

John Jacob Astor, a German merchant of New York, organized the Pacific Fur Company in 1810. The expedition, which founded Astoria, March 22, 1811, had hardly driven the last pallisade when the news came that the North West Company was erecting a fort at Spokane. The Canadian traders eventually bought out the Pacific Fur Company in 1813. In 1820 the North West Company amalgamated with the Hudson's Bay Company. The fort at Astoria was transferred to Fort Vancouver, near the present Portland, six miles above the junction of the Willamette with the Columbia River. Neighboring land was put under cultivation to supply food for the furtraders at Alaska. Anticipating a change in the International Boundary, a new headquarters for the Hudson's Bay Company was established at Victoria on March 1, 1843.

The gold rush accelerated the development of the Pacific Coast. From May to July 1858 over 30,000 miners left San Francisco in search of gold along the Fraser and Thompson Rivers. The invasion of this populace required a stronger rule, so it was natural that the political privileges of the Hudson's Bay Company were taken over by the British Government and the colony of British Columbia was founded on August 2, 1858.

When the various independent provinces had been united under the Dominion of Canada nine years later, British Columbia agreed to come in on condition that a railway should be constructed to link Atlantic with Pacific. The Canadian Pacific Railway was the result, being built, so far as possible, along the lines of the old furtraders' route and the trails taken by the seekers after gold along the Fraser Canyon.

Thus are the Spanish explorers, the pious colonizing Franciscans, the dauntless English Sea Captains, the furtraders, the goldseekers, and the builders of the Canadian Pacific Railway linked together in the history of this lovely and romantic Coast. The furtrader is now overshadowed by the tourists who pour in countless thousands through the precipitous passes of the titanic snowcapped Canadian Rockies. Past the glaciers where grey-green cliffs overshadow the transcontinental train, they speed to the palm trees of Los Angeles, lingering perhaps at the Lakes in the Clouds, six thousand feet above the sea, before they bathe their eyes on the azure bay of San Francisco or gaze into the submarine depths of the Pacific through the glass bottomed boats of Catalina Island.

The year 1915 should be a red letter year in the calendar of the Pacific Coast. Two of the most interesting Expositions ever organized are being held in two of the most interesting cities—San Francisco and San Diego. Each of these Expositions has its particular characteristics. San Francisco exhibits the manufactures and civilization of the United States and of the World, San Diego reproduces in its architecture the Missions of the Pacific Coast and illustrates the art of the Indians of the West.

THE CANADIAN ROCKIES

FOLLOWING a stretch of rolling, wheat-bearing prairie land, where new towns are springing up almost daily, the Canadian Pacific Railway winds for some distance through the foothills before plunging into the fastnesses of the mighty Rockies. Then for over five hundred miles a continuous panorama of bewildering magnificence is presented, which no pen can adequately describe. Wondrous glacial fields, startling precipices, snow-capped peaks, wide forest areas, clear lakes and peaceful valleys combine in enchanting array. Add to this the delights of a 165-mile steamer trip from Vancouver to Victoria and Seattle, on Puget Sound, the most charming inland voyage known, and you have a pretty fair idea of what the Canadian Pacific has to offer the traveler to the Pacific Coast.

Banff, the gateway to the Canadian National Park, is the chief objective point for tourists. The scenery in the vicinity is incomparably grand and diversified. Banff Springs Hotel is situated on the south bank of Bow River. Its large, excellent hot sulphur and fresh water bathing pools are the especial delight of the guests. Excellent golf links have been laid out, and there are beautiful river trips, in addition to a wonderful diversity of drives and rides among the mountains. The Canadian Pacific has recently enlarged its hotel on such a scale that it can take care of a great many visitors.

DRIVES AND PONY TRIPS AT BANFF

There are numerous 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.

LAKE LOUISE

It is three miles from Lake Louise station to Lake Louise itself.

The *Chicago Evening Post* says:

"If one stops nowhere else in the Canadian Rockies one must stop here, for there, hidden off behind the mountains, is Lake Louise. Such glory of light and color, such a sparkling mirror water, such magnificence of evergreen mountains and rocky steeps, and snow and ice and clouds, may exist in other variations, but nowhere in the world can they be surpassed. Lake Louise is the gem for which the Canadian Rockies are the setting."

Picturesquely situated on the verge of the lake is the Chateau Lake Louise, where comfortable accommodations and excellent service are afforded.

From Lake Louise (altitude 5,645 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 6,820 feet), which literally nestle amid the clouds, encircled by majestic peaks. It is a three-mile trip to Saddleback Mountain, which commands an inspiring view of the famous 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 recently constructed. Good camping facilities are afforded on the shore of the lake in the midst of scenic surroundings of surpassing beauty and grandeur. The Victoria Glacier, a great palisade of hanging snow, Abbot Pass, a deep canyon between Mounts Victoria and Lefroy, O'Hara Lake, set amid surroundings of wild Alpine grandeur, Cataract Creek, Paradise Valley and the Ptarmigan Lakes are among the notable spots well worthy of a visit.

Between Hector, near the summit of the Rockies, and Field 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 modified, and two immense spiral tunnels have been driven through the solid rock.

FIELD

Surrounded by majestic peaks and tremendous glaciers, beautiful lakes and mighty waterfalls, Field is a veritable paradise for the mountain climber, sportsman and artist. The Canadian Pacific has erected here a comfortable mountain hotel.

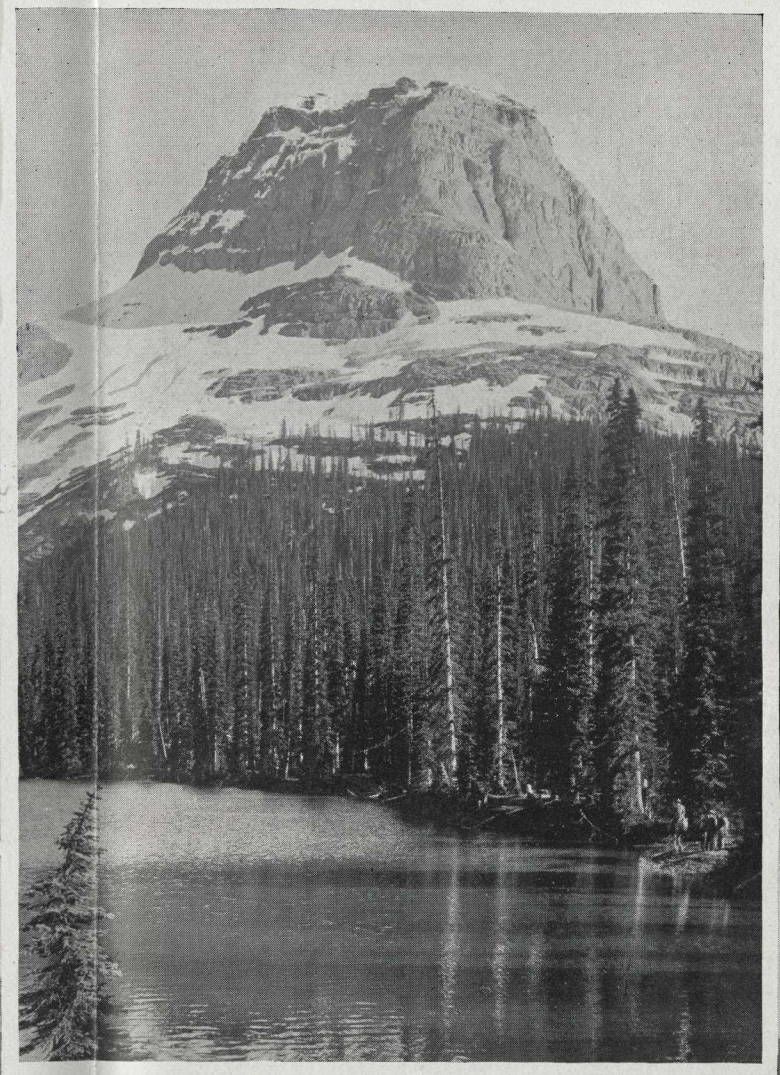
A variety of pleasant excursions may be made to the wonder spots so plentiful in this region. Emerald Lake, a delightful resort seven miles distant, is reached by a good carriage road down the bank of the Kicking Horse River and thence around the base of Mount Burgess. On the wooded shore of this beautiful lake the Canadian Pacific has built a picturesque Chalet Hotel. Summer camps at convenient points are maintained in the Yoho Valley so that two and three day riding trips may be made in great comfort.

It is an extremely beautiful fourteen-mile drive to the celebrated Takakkaw Falls, of the Yoho Valley, a remarkable cataract, making a descent of 1,200 feet. A trail continues up the valley, past Laughing Falls and the great Wapta Glacier, to the curious Twin Falls, whose divided waters unite in one stream before reaching the depths below. Other pleasant excursions may be made to points of interest within a short distance of Field—such as the Fossil Beds, Aerial Silver Mines, Natural Bridge, Monarch Mine Cabins and the Grade Reduction Loops.

At Golden one reaches the Columbia River which here flows north until it turns at the Big Bend for its Southward flow to the Pacific Ocean. Golden is the junction for a new branch line of the Canadian Pacific Railway which runs between the Rockies and the Selkirk Mountains and passes through highly picturesque scenery past Lake Windermere to the Crow's Nest line of the C. P. R.

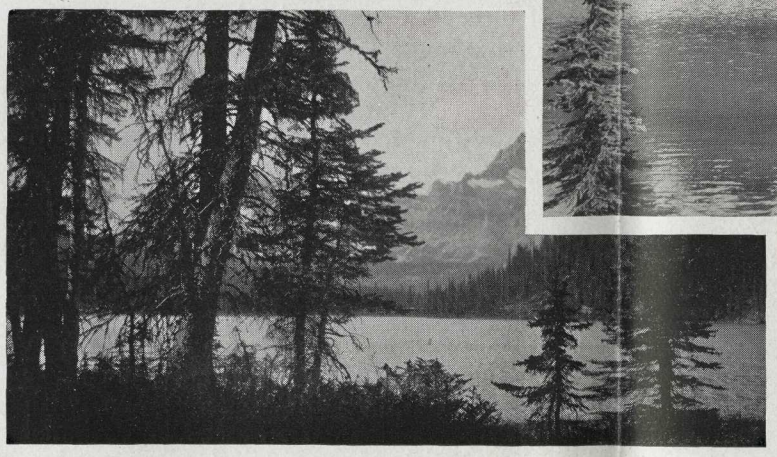
THE CANADIAN ROCKIES

Mt. Carnarvon

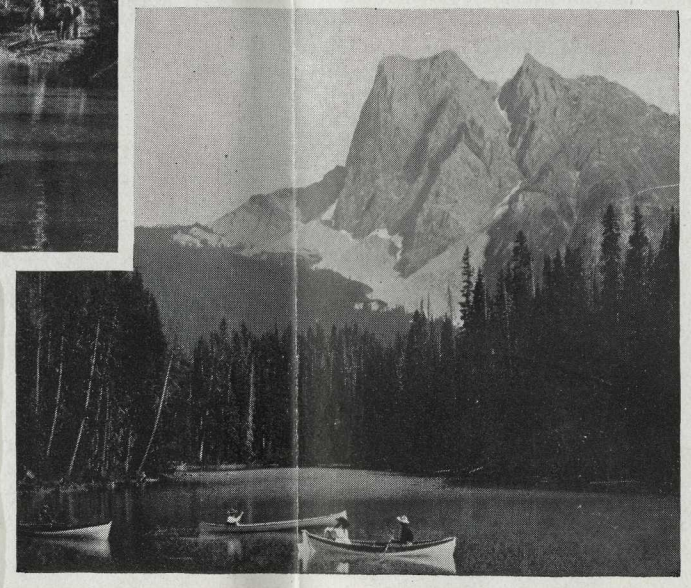


Mt. Wapta
Emerald Lake

Field and
Mt. Stephen



Lake Duchesnay



Emerald Lake, Yoho Valley

THE CANADIAN ROCKIES

GLACIER

Near the summit of the Selkirk Range lies Glacier, in the midst of a region of mighty peaks and glaciers, woods and waterfalls.

The mountains of Glacier take one's breath away. Seeming but a few hundred feet away, but in reality more than two miles, heap up and up the massive ice piles of the great Illecillewaet Glacier. To its left towers the naked pyramid of Mount Sir Donald to a height of a mile and a quarter above the railway. Here is one of the Canadian Pacific's mountain hotels.

PONY TRIPS AND MOUNTAIN CLIMBING

Leading from the station 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 Abbot 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 recently discovered Caves of Nakimu are only distant about seven miles from Glacier House by a good bridle path. These wonderful caverns have been formed by the action of water for ages upon the solid rocks, 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 from the darkness. At a short distance from Glacier the Canadian Pacific is boring a five mile tunnel through the Selkirk mountains, the longest tunnel in North America.

SWISS GUIDES

The Company's own Swiss Guides are stationed at Lake Louise, Field and Glacier, and may be engaged through the managers of the C. P. R. hotels.

THROUGH THE CANYONS

From Glacier, the route descending the western slope of the Selkirks follows the valley of the Illecillewaet through Albert Canyon, a marvelous gorge of great depth and startling fascination.

Revelstoke is an important centre, from which there is water communication with the rich Kootenay and Boundary districts. At Sicamous Junction an excellent hotel is operated by the Canadian Pacific Railway.

The Canyon of the Thompson is entered beyond Ashcroft. Its angry waters rush along in a perfect maelstrom, and after the junction with the Fraser at Lytton the scenery assumes an even wilder aspect. North Bend is situated in the heart of the Fraser Canyon, amid awe-inspiring surroundings.

Forty-two miles beyond Mission Junction is Vancouver. (See page Pacific Coast cities.)

PRINCESS STEAMSHIPS BETWEEN VANCOUVER, VICTORIA AND SEATTLE

The short but interesting trip on Puget Sound, should not be omitted from the itinerary. If requested when purchasing, it will be included in through tickets without additional charge.

(See ticketing route No. 1, on map.)

The Company's Princess steamships, operating on this route, are the fastest and best equipped in the Pacific coastwise trade.

ALL-RAIL ROUTE TO SEATTLE

From Mission a branch line runs southward to the International Boundary, connecting at Huntingdon with the Northern Pacific Railway. The St. Paul-Seattle through trains are operated over this route, and connection is made at Seattle for Tacoma, Portland, San Francisco, Los Angeles and other Pacific Coast points. (Route No. 2, on map.)

ALTERNATIVE ROUTE VIA THE KOOTENAY

Diverging from the main line of the Canadian Pacific at Medicine Hat, an attractive alternative route, between Medicine Hat and Revelstoke, is offered via the Crowsnest Pass Route, affording a most delightful steamer trip on the Kootenay River from Kootenay Landing to Nelson, continuing by rail to West Robson, from which point another steamer trip may be enjoyed through the beautiful Arrow Lakes to Arrowhead, joining the main line at Revelstoke for continuance of trip to Vancouver.

A new route is under construction which will take the traveler from Nelson via Grand Forks and Penticton and the orchard districts of the Okanagan Valley over the Kettle Valley Railway, rejoining the main line at Hope. Grand Forks is the location of the largest copper smelter in the British Empire, and is the gateway city to the Boundary mining district. It is the centre of a fertile apple country. The Kettle Valley Railway will traverse scenery of great beauty.

TO CALIFORNIA

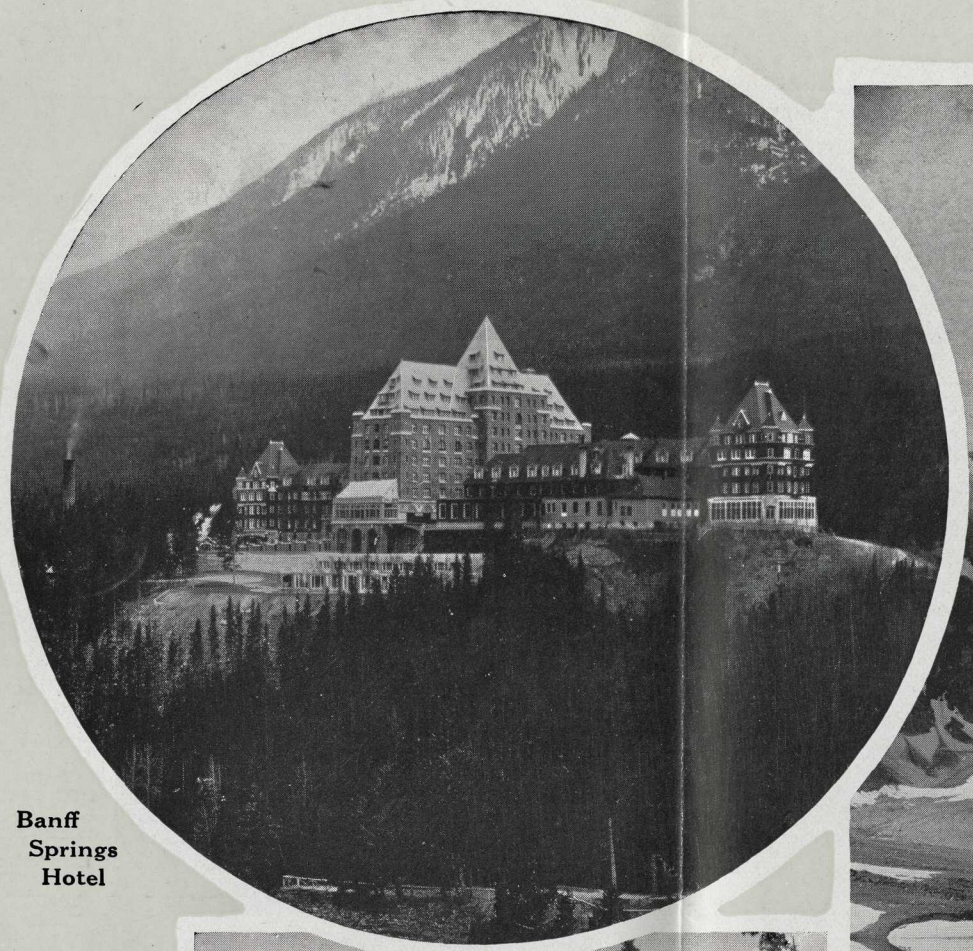
Passengers en route to California have the choice of either an overland trip or sea voyage from North Pacific Coast points.

From Portland to San Francisco the picturesque Shasta Route, of the Southern Pacific, or the San Francisco and Portland Steamship Company may be used; from Victoria or Seattle, steamers of the Pacific Coast Steamship Company maintain a regular service to San Francisco and Los Angeles.

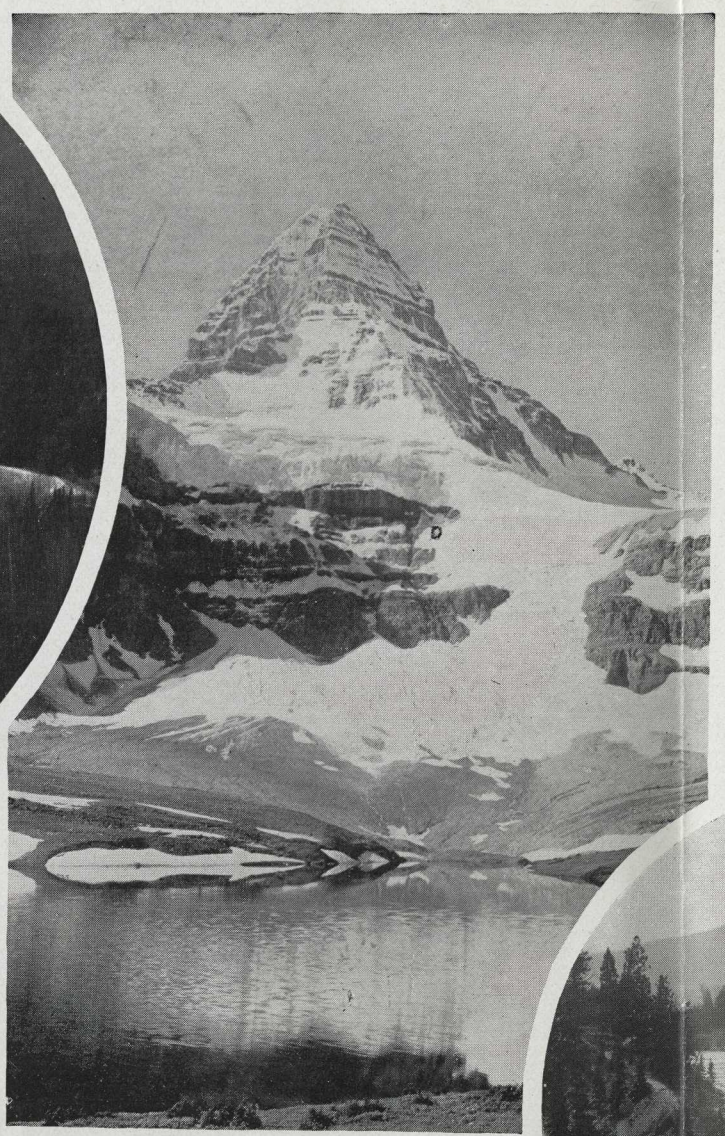
ALASKA

The Canadian Pacific Railway operates a weekly service between Victoria, Vancouver and Skagway during the summer season, with its own Princess steamers, especially designed and equipped with Marconi wireless telegraphy.

THE CANADIAN ROCKIES

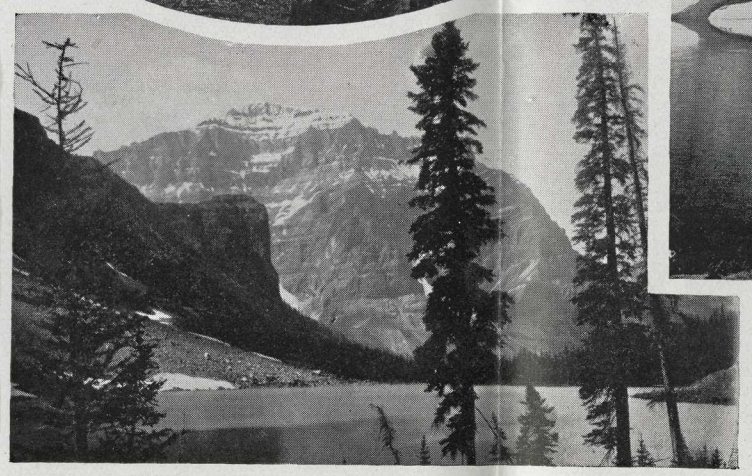


Banff Springs Hotel

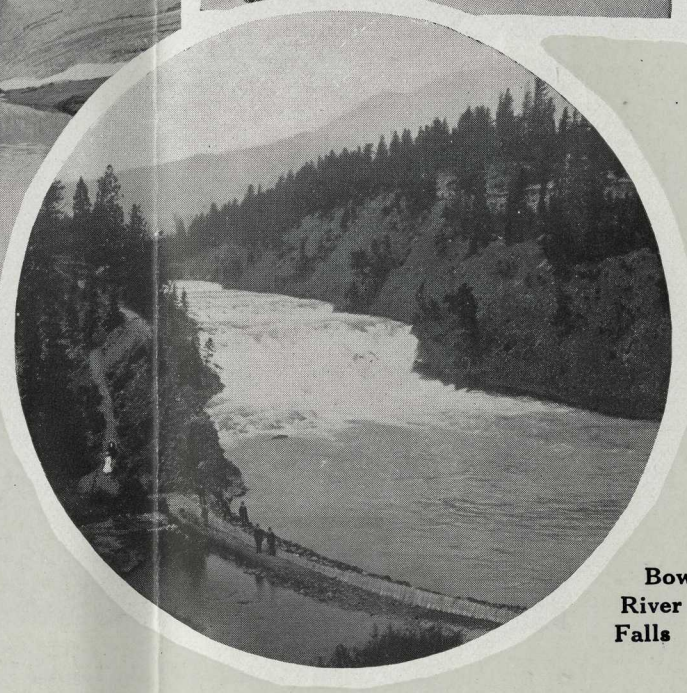


Mt. Assinaboine, Banff

Alpine Climbing



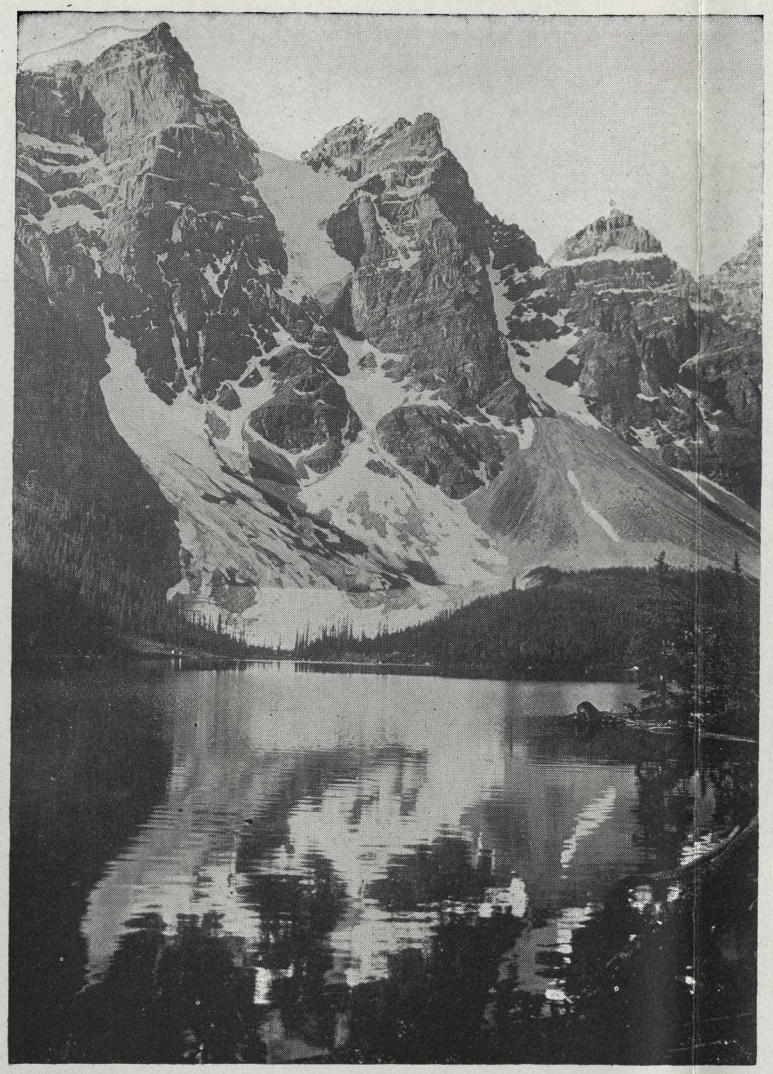
Lake Minnewanka



Bow River Falls

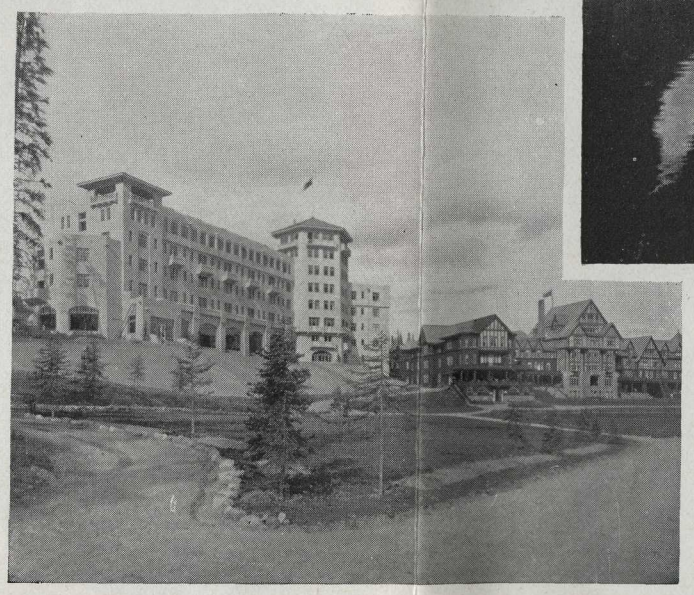
THE CANADIAN ROCKIES

On the Shores of Lake Louise

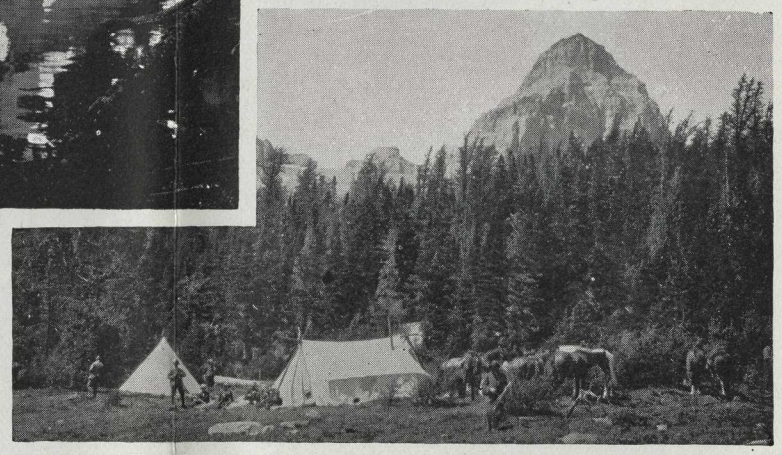


Moraine Lake, Valley of the Ten Peaks

Lake Agnes, Lakes in the Clouds



New Wing to Chateau Lake Louise



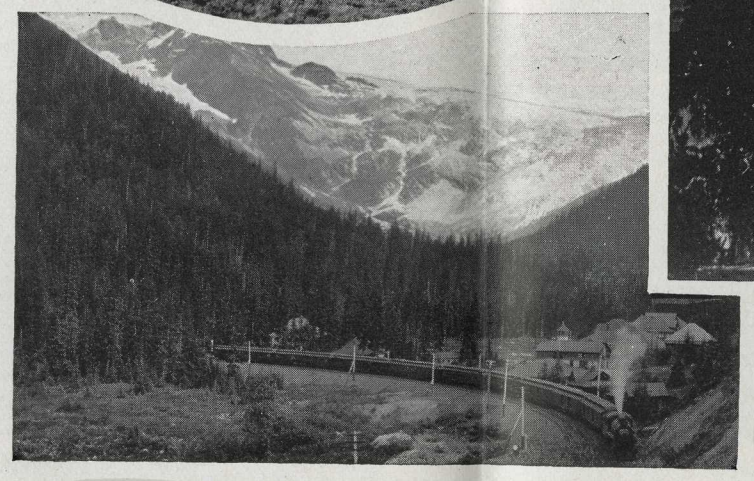
Camp in the Larch Valley

THE CANADIAN ROCKIES

Hermit Range
Near Rogers Pass,
B. C.

Sir Donald, Glacier, B. C.

Face of
Illicillewaet
Glacier,
Glacier, B. C.

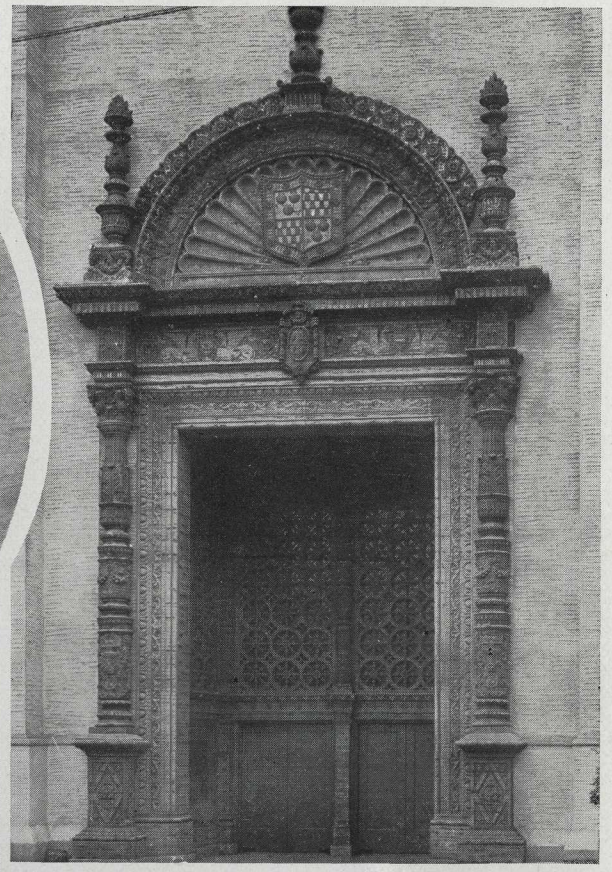


The Imperial Limited at Glacier Station

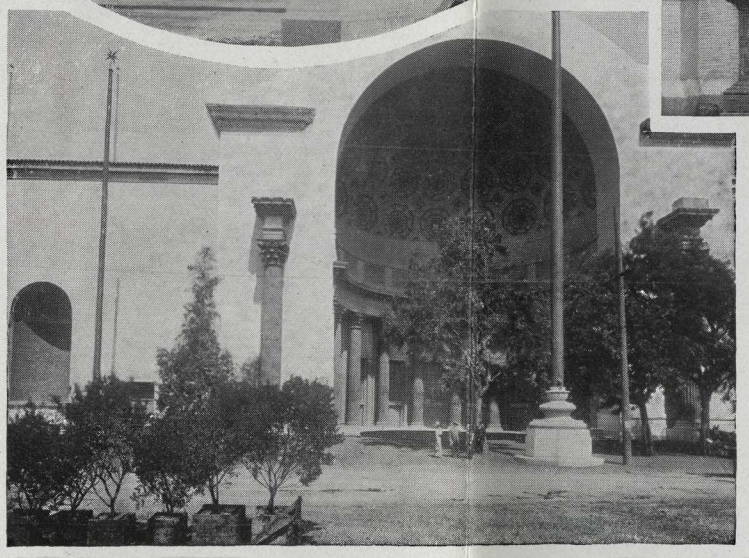
Kootenay,
Lake Hotel,
Balfour, B. C.

PANAMA PACIFIC EXPOSITION

A Richly Decorated Portal



Portal to Palace of Various Industries



Gateway of Philosophy, Palace of Education

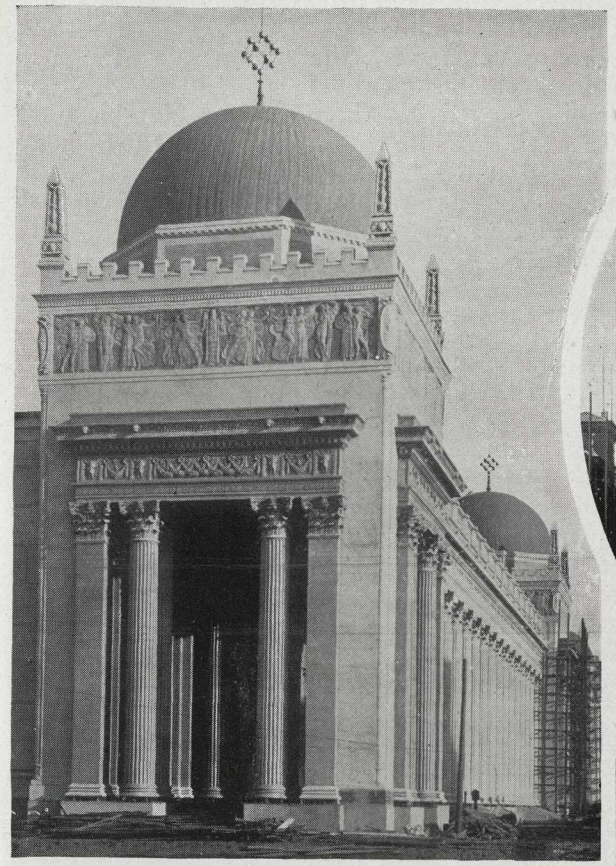
Palace of Food Exhibits

THE SAN FRANCISCO EXPOSITION

In the Panama-Pacific Exposition at San Francisco we have the concrete realization of an artist's dream. For many years the architectural drawings of Jules Guerin have been the delight of connoisseurs. His palette transformed the skyscrapers of Chicago into fairy palaces, and his visions of the temples of Egypt and of Greece clothed with imperishable glamour these age worn monuments. Here at the Golden Gate under a blue sky and backed by an azure sea a series of buildings has been grouped with the texture of travertine and the harmonies of tenderest colour.

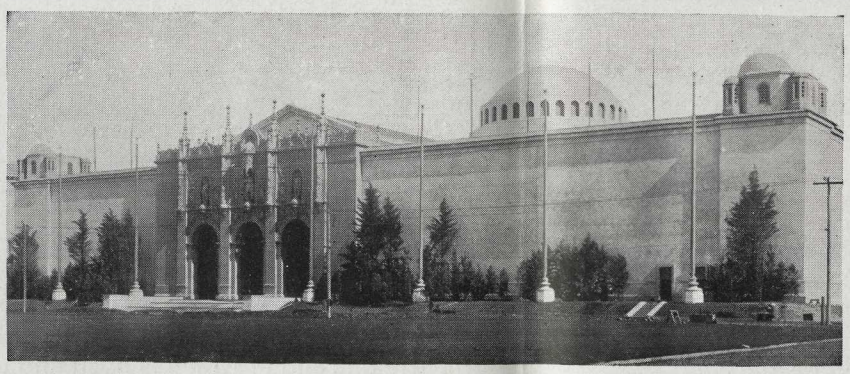
SAN FRANCISCO · 1915 ·

Fine arts, education, social economy, the Liberal arts, manufactures, machinery, tranportation, agriculture, horticulture, and mines, all have their palaces, and all the States of the Union have their own buildings. In spite of the War, the foreign nations are well represented. An aviation field, race track and live stock yards adjoin the Central buildings while in the Presidio will be held the competitive drills and army manoeuvers. The Tower of Jewels faces an exquisite garden, a magic carpet of flowers. Beautiful statuary adorns the courts and surmounts the triumphal arches. A flood of electric illumination will prevade and make beautiful the night.



Colonnade Court of the Universe

Avenue of Progress



Palace of Mines and Metallurgy

Court of the Four Seasons

PACIFIC COAST CITIES

THE phenomenal growth of the Pacific Coast is conspicuous in its cities—handsome well-built communities which have many lessons to teach to the older civilization of Eastern America.

VANCOUVER

The Terminal of the Canadian Pacific's transcontinental rail lines and its trans-Pacific steamship routes, is the largest commercial center in British Columbia with a population of about 200, 000.

Vancouver rests on the shores of Burrard Inlet and has an excellent harbor 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 harbor.

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

All kinds of water sports are possible at Vancouver, and are encouraged through a mild climate and extensive bodies of water. There are many bathing beaches, parks, boulevards, automobile roads and paved streets. Stanley Park, one of the largest natural parks in the world, is excellently maintained by the city.

Hotel Vancouver, of the Canadian Pacific hotel system, is conveniently located and has a high reputation for the excellency of its service. Wonderful views can be had from the roof of this great hotel.

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

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

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, speak 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, another of the chain of Canadian Pacific institutions, gives the guest attention and service, equalled only by the best in the land. It overlooks the inner harbour and is within a stone's throw of the Parliament buildings.

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 proves one of the best climbs 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 forests on this beautiful island and the balmy climate make it wonderfully attractive to the tourist.

SEATTLE

Splendidly located on Puget Sound, mountain girt and fringed with lakes, Seattle is the metropolis of the district she dominates . Situated on seven hills, many of which have been greatly altered by means of the steam shovel and the hydraulic plant to make highways for traffic, Seattle overlooks a beautiful harbour.

The gold fields of Alaska filter their treasure through her industries and her stores. The lumber camps and the farms of Washington add to her prosperity. In twenty-five years she has grown from a sawmill village to a city of skyscrapers. The tallest of her buildings is forty-two stories, exceeded only by those of New York City.

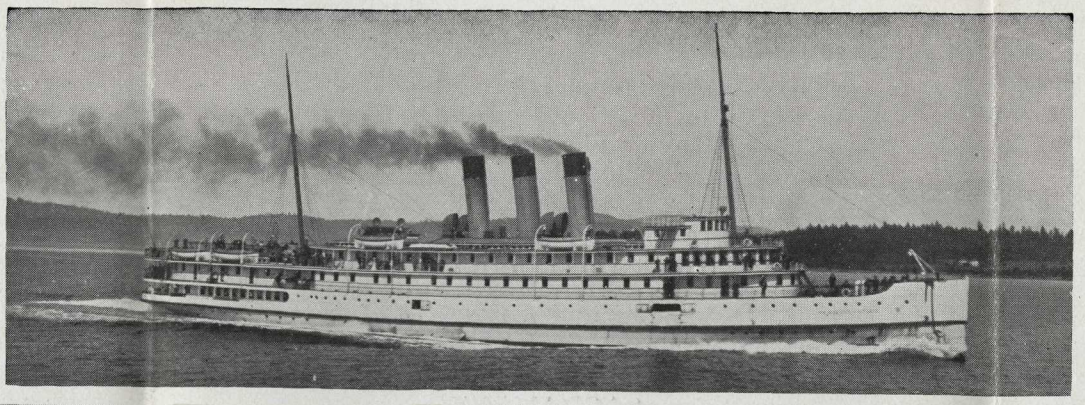
Her parks and boulevards, her playgrounds, libraries and educational institutions have been patterned after the world's best. Good roads throughout the State of Washington supplement the fifty-four miles of boulevards and the hundreds of miles of pavements. Street cars lead to every corner of her many square miles of territory. The University of Washington is located here.

TACOMA

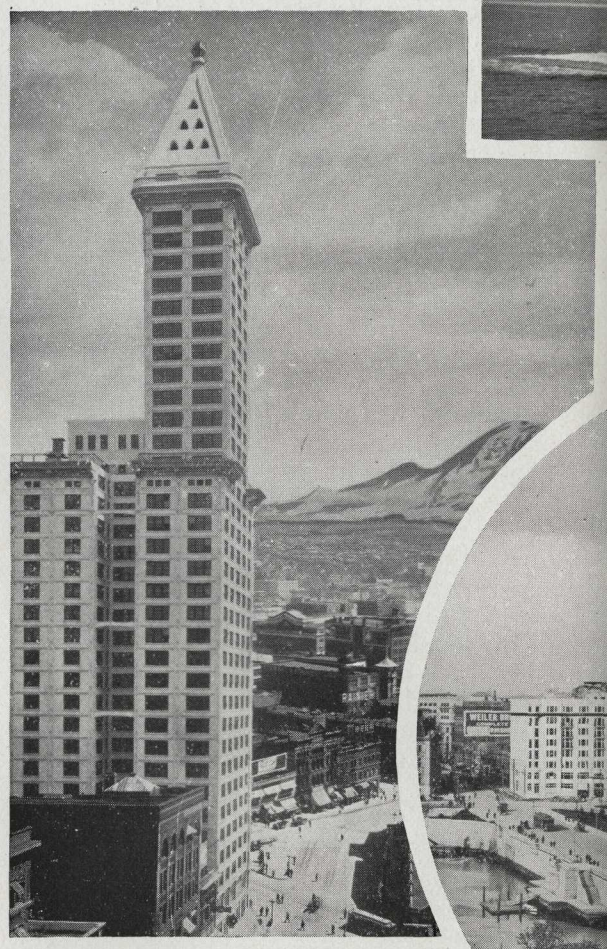
Tacoma is to-day the second city in population in the State of Washington. Situated on a fine harbour, within easy access of many lakes and mountains, Tacoma is many times blessed. Mount Rainier—is virtually in her door yards; this isolated peak is 14,444 feet in height, perpetually snow-capped and a dominating figure on the landscape.

Tacoma has one of the best botanical and zoological gardens on the Pacific Coast. Adjoining her main high school is a stadium which has a seating capacity of 40,000. In this huge amphitheatre one end of which is open and overlooks the harbour to the snow-clad Olympic

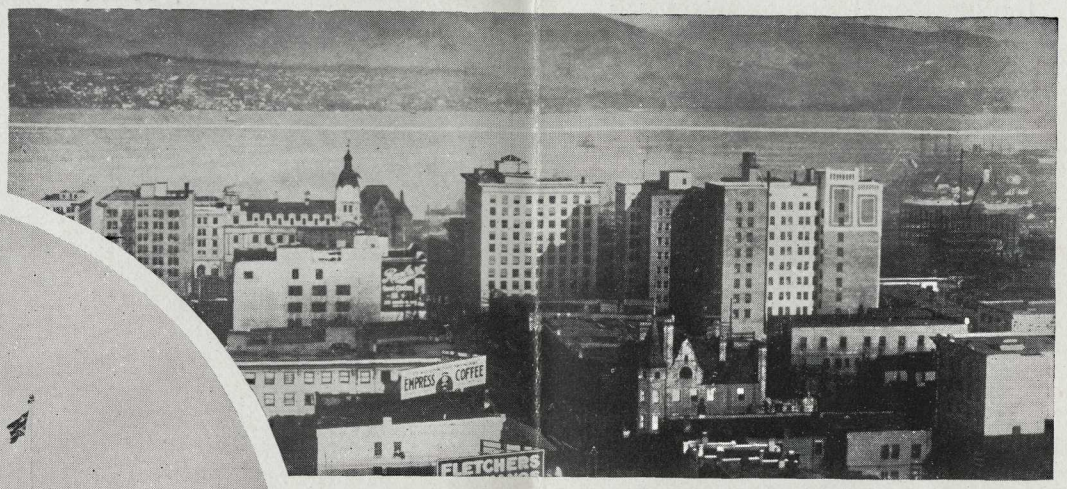
PACIFIC COAST CITIES



S. S. Princess Victoria,
B. C. Coast Service

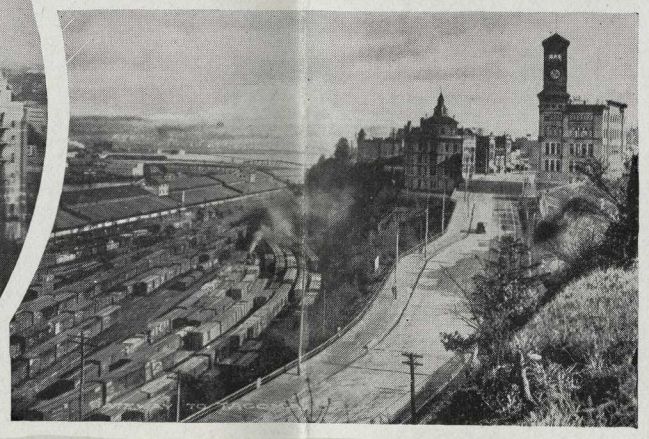


Seattle



Vancouver

Empress Hotel and Waterfront
Victoria, B. C.



Gateway to Tacoma, Wash.

PACIFIC COAST CITIES

mountains, Tacoma has staged some most inspiring spectacles, not the least of which was a huge military carnival.

SPOKANE

Originally Spokane was a trading post. Later it became the outfitting and supply point for the mining camps of Washington and British Columbia. It has been said that the wonderful mining resources of the huge province to the north made rapid prosperity and development possible for Spokane, like most of the cities of the Northwest, sprang into existence suddenly. It became, in the "twinkling of an eye," changed from a village to a city.

Spokane has for years enjoyed the reputation of being one of the best lighted and most prosperous cities in the West. To the tourist this city has an especial charm, for within but short distances from it are points of interest, including huge smelters, mines, waterfalls, power plants and delightful scenery. Spokane has excellent parks, well paved streets and a good street car system leading to the suburbs of the city.

PORTLAND

Portland, Oregon, offers double attraction to the tourist through having ample hotel accommodations, and because the city is so located as to permit trips of such widely diverse nature.

The steamer trip up the Columbia River into the Cascade Mountains, leaving at seven o'clock in the morning and costing $2.00 for round trip, is one of the most interesting. Many cascades of great height and beauty are seen from the steamer's deck. The Columbia Highway is a motor road leading along the bluffs overlooking the Columbia.

The ascent of Mount Hood requires only three or four days from Portland for the entire trip. This noble peak is one of the easiest and safest in America to climb.

One week in early June is devoted to the Rose Festival, and the tourist fortunate enough to be in Portland at this time carries away an impression of miles upon miles of rose-bordered streets, carriages and autos smothered in fragrant bloom. Three and four million blooms have been exhibited at a single Rose Show—one of the features of the Festival.

Trolley cars and sightseeing autos make trips several times a day over Portland, at cost of from 50 cents to $1.00. Details as to leaving time, etc., are obtainable at any hotel or at the Portland Commercial Club.

SACRAMENTO

In the gold days of '49 Sacramento was the rallying point for the soldiers of fortune and the hunters of the yellow metal. The boats in the early days plied between San Francisco and Sacramento carrying motley crowds of fortune hunters, successful miners, merchants, crooks, ne'er-do-wells and all the rest of the camp followers who strained and toiled in their mad scramble for easy wealth.

Sacramento is California's State capital. It has spacious stores, and a five million dollar state house. Plenty of excellent roads radiate from it and connect with the hundred miles of pavements of the city. Today it reaps a substantial gain from the mining, agricultural and manufacturing industries of the district.

SAN FRANCISCO

San Francisco is distinctive. Springing into prominence in the gold rush of '49, the "Golden Gate City" has managed in one way or another to remain in the limelight. Perhaps it is because the citizens of the city do things with a different touch—in a slightly peculiar way all their own. We are not surprised to hear of roses, geraniums and violets blooming in December when San Francisco is the location, nor were we startled when we learned that Tetrazzini, Bispham and Kubelik entertained a hundred thousand in the open air on Christmas Eve.

It seemed only natural that this typical city of the west, this metropolis of the Pacific coast, should be chosen to produce the biggest exposition ever held.

Not only does San Francisco offer the Exposition as a peerless attraction but submits that she has sights enough to occupy the average tourist a full year. She further boasts that she has plenty of lodgings for all her visitors. Upwards of 2,000 hotels and apartments are ready in this city of 500,000 persons.

San Francisco is the nucleus of a metropolitan district composed of a cluster of cities on the Bay. She possesses over 800 miles of streets and 300 miles of street railway. Large, modern theatres built by the best architects along the most approved and beautiful lines present all of the latest attractions of stageland almost as soon as they appear on Broadway, New York.

She revels in aquatic sports of all kinds which are made possible at any time of the year because of an equitable and delightful climate. History too has been kind to this city leaving relics of early Spanish settlements which will ever be sights of interest.

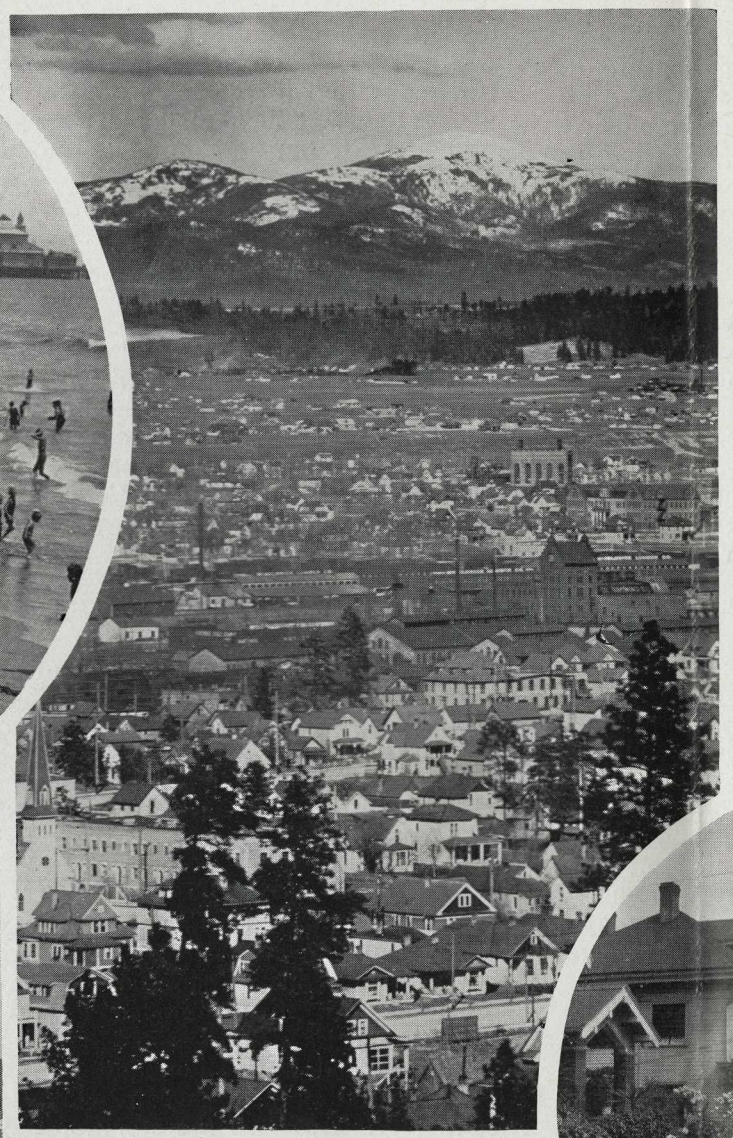
Her people are pleasure loving. They have provided their city with amusement places of all descriptions. Parks, elaborate and well designed, are thronged with people. The largest, Golden Gate Park, containing 1,013 acres is a veritable fairyland of loveliness. The cafes of which there are hundreds are famed for their Bohemian Life and their good cooking.

Boulevards through fragrant woodlands and skirting the blue waters of the Pacific supplement the system of roads for which California is justly famous. She is a delight to the motorist who finds a hearty welcome awaiting him.

Sightseeing tours, costing seventy five cents for three hours include trips through Chinatown—the largest and best in the United States—Little Italy, to the Cliff House, overlooking Seal Rocks; to the Presidio (1,542 acres) the largest military post in any American city; Sutro Heights Italian Gardens; the country club; and the mammoth ship building plants.

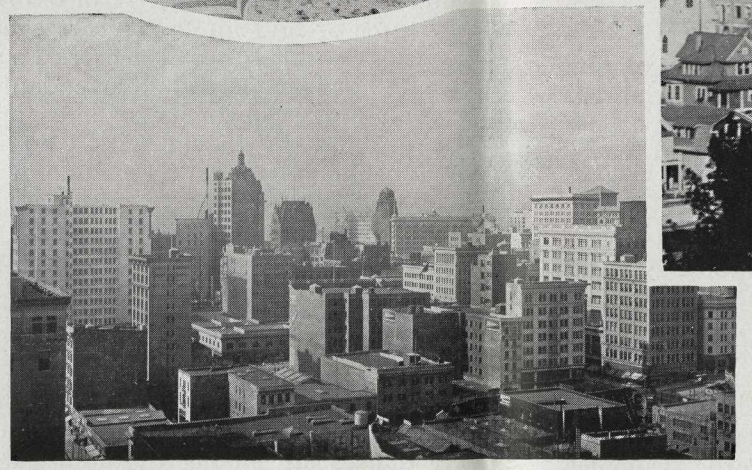
PACIFIC COAST CITIES

Long Beach,
Los Angeles, Cal.



Spokane

A Street in
Los Angeles



Business District, San Francisco

Rose Bordered Street, Portland, Ore.

SOUTHERN CALIFORNIA

SOUTHERN CALIFORNIA

Southern California is a fairy garden from the white surf of its bathing beaches to the skirts of its hills. The bright smile of a ten-acre field of carnations greets you on one side of the smooth road, and across the way the wondrous perfume of an orange grove invites you to note the trees in bud, blossom, and fruit at the same time.

SANTA BARBARA

Here wooded and flowered gorges, canyons, hills, and peaks boldly meet the irregular coves and points on the Pacific. Luxurious and artistic homes of noted people from many states, have given Santa Barbara wide fame.

Bathing is enjoyed all the year as at other southland resorts. The temperature of the water varies only from 74 to 60 degrees Fahrenheit, summer and winter. Summer lasts from April to October and winter from October to April. Both seasons are alike delightful.

LOS ANGELES

Los Angeles, like a jeweled hub in the golden wheel of southland resorts, is the starting place for many enjoyable trips. And like spokes, the railroads, steamship and electric lines and splendid roads diverge in all directions from this fascinating city of over 500,000 people, with its smart shops, theatres, hotels, and stores.

It is the center of the motion picture producing industry of the United States and the many studios of the large companies afford interesting glimpses of the art of filming stories. Several of these concerns have vast menageries here.

Los Angeles gladdens the eye with its twenty-three public parks containing 3,897 acres of lawns, flowers, hills, trees, and lakes. The architecture is varied and suggests the different parts of the world, from which its residents have come.

Los Angeles country has a thousand miles of excellently paved streets and roads, golf links, cosy inns, country clubs and large hotels.

At the ostrich farm you can see a 300-pound bird reach ten feet for an orange held by an attendant standing on a fence. A choice male is worth $2,000. The largest flock of pigeons on earth, makes a trip to the pigeon farm worth while. A thousand alligators of all sizes promises hand-bags and purses galore at the alligator farm.

Gigantic fields of roses, geranium bushes eleven feet high beside the homes, hedges of calla lilies and sides of houses covered with brilliant bougamvillia at Christmas, never fail to impress those who come from northern countries. The date palm, fan palmetto, and the graceful pepper divide favor with the orange, eucalyptus, and acacia as decorative trees. Fences entwined with roses of several colors are frequent. The jasmine, tuberose, and heliotrope perfume the air around many a dwelling.

Los Angeles is closely linked with three-score or more charming cities and towns by one of the finest interurban electric systems in the world. Large handsome comfortable cars fly over the 1,000 miles of track day and night.

The magical development of the surrounding country and the widespread cultivation of its rich soil in farms, truck gardens and orchards, are quite as wonderful as the growth of Los Angeles itself, which had a population of 11,000 in 1880, and now has a population of over half a million.

THE MISSIONS AND MISSION PLAY

The Mission Play of California in a unique theatre of its own at pretty San Gabriel, opposite the famous Mission, is worth a transcontinental trip. In its importance and power it suggests the Passion Play at Oberammergau. It is an annual institution, and in this rich, colorful, and dramatic pageant play, John S. McGroarty has written the story of California from the days of padres to the present.

SANTA CATALINA ISLAND

Rising abruptly from the ocean to mountainous heights, Santa Catalina Island is romantically beautiful. It lies off Los Angeles harbor about twenty-three miles westward. Colonies of friendly seals inhabit its rocky points. Glass-bottomed motor boats afford one astounding views of the strange marine gardens below the surface where vast ferns form a dense forest peopled with fish of many colors and shapes. The salt water gold fish are abundant, also the leaping tuna, swordfish, and giant seabass.

PASADENA, THE HANDSOME

Pasadena, the handsome, is ten miles from Los Angeles. Its numerous millionaires' homes, its remarkable Tournament of Roses each New Year's day, its botannical gardens, and great hotels have spread its name far and wide.

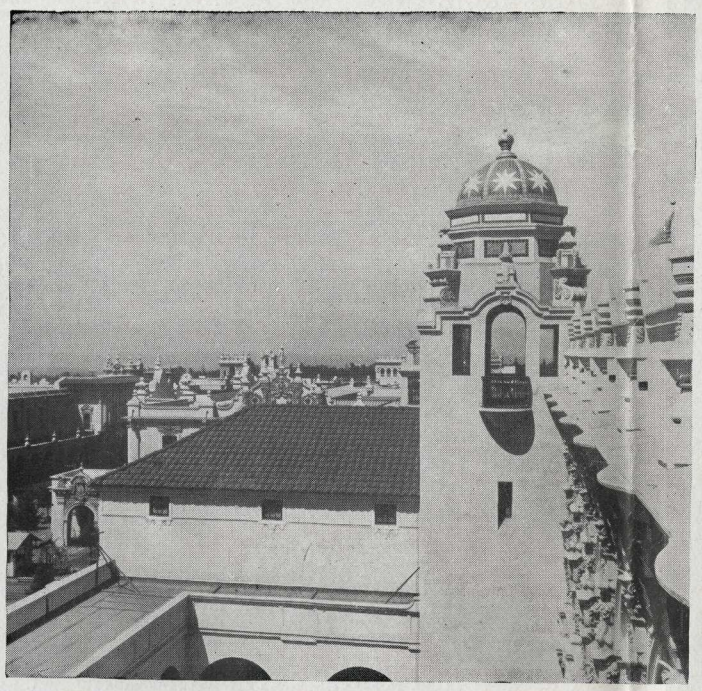
SAN DIEGO AND ITS EXPOSITION

At San Diego you walk or ride up the slope from the waterfront, burst through the border of trees along Balboa Park and come out at the end of a quarter-mile bridge whose seven white arches rise from a pool 135 feet below in the canyon. You walk the length of the bridge, passing a trellis of roses and come to a sombre memorial arch whose cartouche has been chipped and worn so that it looks as though it might have stood there for centuries. You pass through the arch and as though some magic wand was waved, you leave behind you the hum and rush and roar of a twentieth century tidewater city and find yourself back in a city of old Spain of two or three or four hundred years ago.

Spanish atmosphere has been carried out to the finest detail. The guards and attendants of the Exposition are garbed as caballeros and conquistadores and the dancing girls who move to the hum of the guitar and the mandolin and the click of the castanet, are Spanish girls in the bright costumes of old Spain.

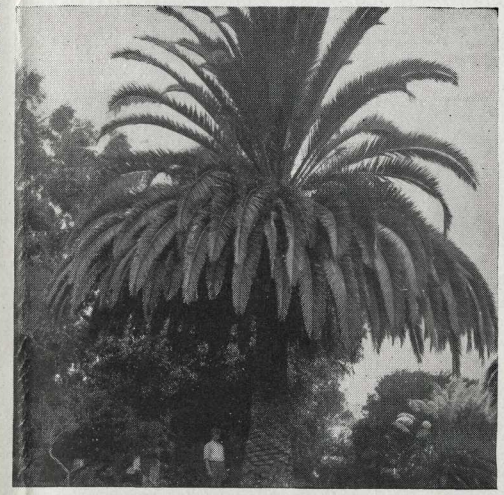
The Hotel del Coronado at San Diego occupies grounds of royal beauty on the peninsula between bay and sea. Polo tournaments in winter and summer with noted teams contesting for cups; yacht races, tennis, deep sea fishing contests under auspices of the Coronado Tuna club, motor picnics, golf handicaps, and semi-weekly dances are among the amusements.

SAN DIEGO EXPOSITION



From a Tower overlooking the Prado

Corner of the Science and Education Building



Palms at Coronado

Mission Architecture Prevails

Colonnade
Southern California Counties Building

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Sault Ste. Marie, Ont	H. J. Moorhouse, City Passenger Agent J. B. Way, Depot Ticket Agent
Sault Ste. Marie, Mich.	W. J. Atchison, City Pass'r Agent, 224 Ashmun Street W. C. Sutherland, Depot Ticket Agent
Saskatoon, Sask	W. E. Lovelock, City Ticket Agent, 102 Second Ave. R. Cushman, District Freight Agent
Seattle, Wash.	E. E. Penn, Gen'l Agt Pass'r Dept. F. C. Collins, Trav. Pass'r Agent, 713 Second Avenue J. W. Draper, District Freight Agt.
Shanghai, China	A. R. Owen, Agent
Sherbrooke, Que.	E. H. Sewell, City Pass'r Agent, 74 Wellington Street
Spokane, Wash.	W. H. Deakin, Gen'l Agent Pass'r Dept., 603 Sprague Ave. L. V. Blanchard, Traveling Passenger Agent " Geo. H. Martin, Gen'l Frt. Agt., Spokane Internat. Ry.
Stavanger, Norway	H. N. Pederson, Bredgaden 13
Stockholm, Sweden	Nordisk Resebureau, Royal Opera
Sydney, Australia	Union S. S. Co. of New Zealand (Ltd.)
Tacoma, Wash	H. M. Beyers, City Pass'r Agent N. Fleming, District Frt. Agent, 1113 Pacific Avenue
Toronto, Ont.	M. G. Murphy, District Passenger Agent E. F. L. Sturdee, Assistant Dist. Pass'r Agt I. E. Suckling, Assistant Dist. Pass'r Agt. T. Mullins, City Passenger Agent, Cor. King and Yonge Street George S. Beer, City Ticket Agent J. B. Tinning, Traveling Pass'r Agent W. T. Dockrill, Traveling Passenger Agt J. Campbell, Traveling Passenger Agent Wm. Corbett, Terminal Passenger Agent/ L. Mulkern, District Freight Agent C. W. McMullen, City Freight Agent, Union Station G. D. Robinson, Asst. Imp. and Exp. Frt. Agt.
Vancouver, B. C.	J. J. Forster, General Agent Passenger Department J. Moe, City Passenger Agent 434 Hastings Street, West Chas. Millard, Depot Ticket Agent F. H. Daly, Traveling Passenger Agent A. J. Cambie, District Freight Agent, Rail Traffic J. H. Fox, City Freight Agent
Victoria, B. C.	L. D. Chetham, City Pass'r Agt. W. H. Gardener, Dist. Frt. Agt. 1102 Government Street
Washington, D. C.	G. J. Weidman, City Pass'r Agt. 1419 New York Avenue
Westminster, B. C.	S. M. Andrews, City Freight Agent
Winnipeg, Man.	A. G. Richardson, City Passenger Agt R. A. Preston, Traveling Pass'r Agent T. F. Madden, Traveling Pass'r Agent A. T. McKean, City Freight Agent W. C. Casey, Gen'l Agent Pass'r Dept. 210 Portage Ave. Cor. Main and Portage Avenue
Yokohama, Japan	W. T. Payne, Manager Trans-Pacific Line H. T. Wilgress, Agent, 14 Bund

The Canadian Pacific Exhibit at San Francisco 1915

In a prominent position near the Ferry Slips the Canadian Pacific Railway has erected an attractive Pavilion at the Panama-Pacific Exposition, San Francisco. This illustrates the picturesque character and the natural resources of the country traversed by the railway, and includes among many other things a working model of the Bassano Dam constructed by the Canadian Pacific in Southern Alberta in connection with the greatest irrigation system on the North American Continent. Stretching as it does from the Atlantic to the Pacific, with vast fleets on both Oceans and its own hotel and telegraph system, the Canadian Pacific Railway holds a unique position among the railways of this hemisphere, and no one who visits the San Francisco Exposition should fail to pay a visit to this interesting pavilion. Moving pictures illustrating the life and resources of Canada will be displayed in the pavilion each day during the course of the Exhibition.

CANADIAN PACIFIC RAILWAY
And Connecting Lines
TICKETING ROUTES
FROM ST. PAUL
1—VIA VANCOUVER AND STEAMSHIP
St. Paul.....to Portal.....Soo Line
Portal.....to Vancouver.....Can. Pac.
Vancouver to Victoria.....C.P.S.S. Line
Victoria...to Seattle.....C.P.S.S. Line
Seattle...to Portland O-W.R.&N., G.N. or N.P.
2—VIA ALL RAIL
St. Paul.....to Portal.....Soo Line
Portal.....to Huntington.....Can. Pac.
Huntington..to Portland.....Nor. Pac.
or
Huntington..to Seattle.....Nor. Pac.
Seattle.....to Portland O.-W.R.&N., G.N. or N.P.
3—VIA SPOKANE
St. Paul...to Portal.....Soo Line
Portal.....to Kingsgate.....Can. Pac.
Kingsgate to Spokane.....Spokane Int.
Spokane to Portland.....O-W.R.&N.
4—VIA KOOTENAY
St. Paul.....to Portal.....Soo Line
Portal.....to Kootenay Landing...Can. Pac.
Kootenay Landing to Nelson.....C.P.S.S. Line
Nelson.....to West Robson.....Can. Pac.
West Robson to Arrowhead.....C.P.S.S. Line
Arrowhead..to Vancouver or Huntington.....Can. Pac.
Emerson...to Winnipeg.....Can. Pac.
Thence via...Routes 1 or 2.
5—VIA WINNIPEG
St. Paul...to Emerson.....Soo Line
Emerson...to Winnipeg.....Can. Pac.
Thence via...Routes 1, 2, 3 or 4.
FROM MONTREAL OR TORONTO
6—DIRECT
Montreal or Toronto to Vancouver or Huntington or Kingsgate or Kootenay Landing.....Can. Pac.
Thence via...Routes 1 2, 3 or 4.
7—VIA GREAT LAKES
Montreal or Toronto to Pt. McNicoll.....Can. Pac.
Pt. McNicoll to Pt. William.....C.P.S.S. Line
Ft. William..to Junction Point.....Can. Pac.
Thence via.....Routes 1, 2, 3 or 4.
OPTIONAL ROUTES
The following optional routes are available, without additional expense, in connection with Pacific Coast round-trip tickets.
A—Tickets between St. Paul and Vancouver or Huntington, routed Soo Line and Canadian Pacific, are good either via Portal or via Emerson and Winnipeg. They must read via route used, however, and may be exchanged at Soo Line office in St. Paul or Minneapolis westbound or at C. P. R. office in Vancouver or Moose Jaw eastbound. No additional expense to travel via Winnipeg.
B—Tickets reading via Soo Line between Chicago or Sault Ste. Marie and Portal or Emerson, will be honored via St. Paul or Duluth and direct lines; or those via St. Paul to Duluth, thence direct line. Such tickets may be routed via Duluth, thence via St. Paul to Emerson or Portal, providing the tariff under which issued authorizes the routing, and coupons are provided to cover same.
C—Tickets reading via Huntington are honored Mission to Vancouver and return, on application to consuming agent without additional charge.
D—Between Montreal and Toronto tickets are honored via direct line, Smiths Falls and Peterboro, or via Perth, Belleville and Trenton, or via Ottawa and Smiths Falls, and Peterboro or Belleville and Trenton.
E—Between Montreal and Sudbury tickets are honored via Main Line, through Ottawa and North Bay, or via Toronto and Muskoka Route, through Parry Sound.
F—Between Medicine Hat and Revelstoke tickets are good:
Via Main Line through Calgary and Banff, Alta.
Via Kootenay Line, Nelson, West Robson and Arrowhead.
Via Kootenay Line, Nelson, South Slocan, Rosebery and Arrowhead.
G—Between Swift Current and Bassano, tickets are honored via Main Line through Medicine Hat or via New Line through Empress.
The following optional routes are available upon payment of amounts shown.
H—Between Portal or Emerson and Calgary and points west, via Macleod and Calgary, $1.25.
I—Between Portal or Emerson and Macleod and points west, via Calgary and Macleod, $3.25.
J—Between Winnipeg and Edmonton, thence through Calgary, via Yorkton, or Kirkella and Lanigan, or Regina and Bulyea, or Regina and Colonsay, or Moose Jaw and Wilkie, or Macklin, or Lacombe, $6.25.
K—Between Winnipeg and Revelstoke—via routes shown in "J," thence via Macleod, Kootenay Landing and Nelson, $9.50.
L—Between Winnipeg and Spokane—via Calgary, Revelstoke, Nelson and Kingsgate, $13.15.
No expensive side trips necessary. The Canadian Pacific Railway is built directly through the Canadian National Park and the famous Canadian Rockies. Over 500 continuous miles of the most magnificent scenery in the world may be viewed from the trains.
See that your ticket includes coupons for the delightful 165-mile Puget Sound Steamship trip between Vancouver, Victoria and Seattle; no extra charge.
THE GREAT DIVIDE
The Great Divide
POINTS SHOWN ON MAP IN RED INDICATE LOCATION OF CANADIAN PACIFIC HOTELS
SCALE OF MILES
0 50 90 30 40 50 100 150 200 250
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8562 12-D-14
PANAMA-PACIFIC INTERNATIONAL EXPOSITION SAN FRANCISCO 1915
PANAMA-CALIFORNIA EXPOSITION SAN DIEGO 1915
CANADIAN PACIFIC RAILWAY
VANCOUVER ISLAND
VICTORIA
SEATTLE
TACOMA
PORTLAND
SPOKANE
BUTTE
HELENA
GREAT FALLS
MINOT
WINNIPEG
LAKE WINNIPEG
LAKE WINNIPEGOSIS
LAKE MANITOBA
LAKE OF THE WOODS
FORT WILLIAM
PORT ARTHUR
SAULT STE. MARIE
SUDBURY
NORTH BAY
TORONTO
OTTAWA
MONTREAL
QUEBEC
ST. JOHN
HALIFAX
ST. ANDREWS
MOOSE JAW
REGINA
SWIFT CURRENT
MEDICINE HAT
CALGARY
EDMONTON
LAKE LOUISE
FIELD
GLACIER
REVELSTOKE
ROSEBERY
NELSON
ARROWHEAD
KOOTENAY LANDING
KINGSGATE
WEST ROBSON
MISSION
SAN FRANCISCO
LOS ANGELES
SAN DIEGO
SALT LAKE CITY
DENVER
COLORADO SPRINGS
PUEBLO
CHEYENNE
OMAHA
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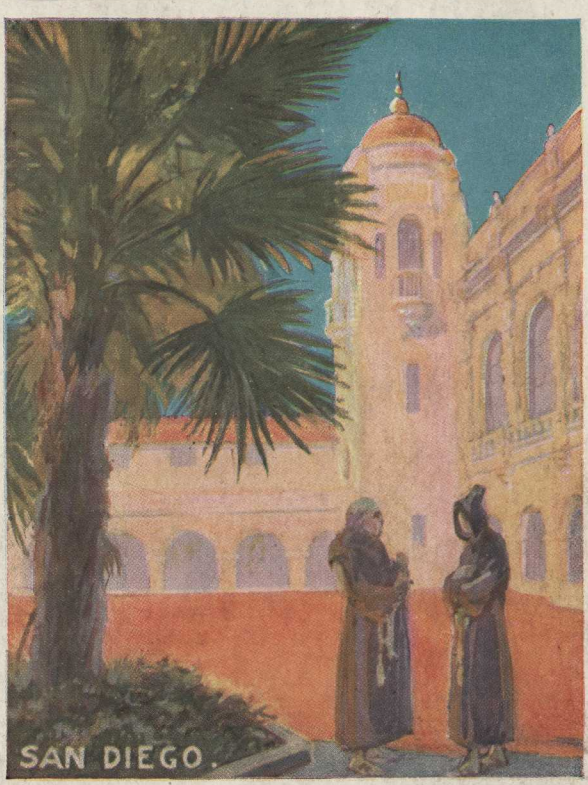
HOUSTON
SAN ANTONIO
EL PASO
PHOENIX
ALBUQUERQUE
SANTA FE
TUCSON
CHIHUAHUA
MEXICO CITY
GULF OF MEXICO
GULF OF CALIFORNIA
PACIFIC OCEAN
ATLANTIC OCEAN
GULF OF ST. LAWRENCE

PACIFIC COAST TOURS 1915



THROUGH THE CANADIAN ROCKIES

CANADIAN PACIFIC RAILWAY