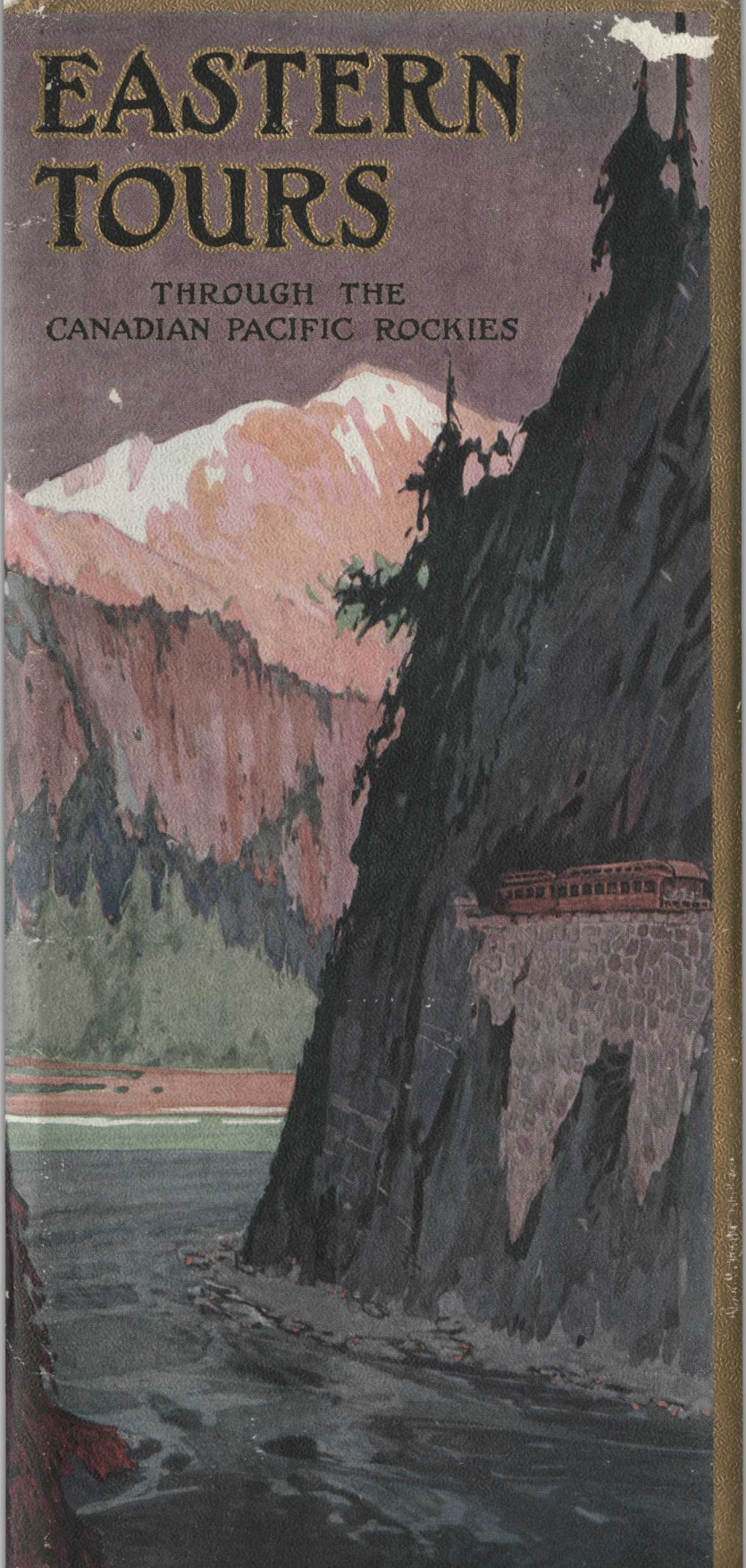
EASTERN TOURS

THROUGH THE
CANADIAN PACIFIC ROCKIES



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HOTEL SYSTEM

CANADIAN PACIFIC RAILWAY

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	150	June 20-Sept. 30	200	$5.00 up	B. $1.00 L. 1.25 D. 1.50
McAdam, 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	300	All year	375	5.00 up	B. 1.00 L. 1.00 D. 1.50
Montreal, Que. Place Viger Hotel.....A At Place Viger Station. 1½ miles from Windsor Station—50 cents....E	57	All year	125	3.50 up 1.50 up	B. .75 L. .75 D. 1.00 also a la carte
Winnipeg, Man. The Royal Alexandra..E At Station	760	All year	475	2.00 up	a la carte
Calgary, Alta. Palliser.....A At Station.....E	3425	All year	315	4.00 up 2.00 up	B. 1.00 L. 1.00 D. 1.25 also a la carte
Banff, Alta. Banff Springs Hotel....A 1¼ miles—25 cents	4625	May 15-Oct. 15	350	4.00 up	B. 1.00 L. 1.00 D. 1.50
Lake Louise, Alta. Chateau Lake Louise...A 2½ miles—50 cents Narrow Gauge Railway	5670	June 1-Oct. 15	365	5.00 up	B. 1.00 L. 1.00 D. 1.50
Field, B. C. Mt. Stephen House....A At Station	4066	All year	65	4.00 up	1.00
Yoho Valley Camp	.....	July 1-Sept. 15	.....	4.00 up	1.00
Emerald Lake (near Field B. C.) Emerald Lake Chalet..A 7 miles—$1.00	4066	June 15-Sept. 30	16	4.00 up	1.00
Glacier, B. C. Glacier House.....A At Station	4086	May 15-Oct. 15	90	4.00 up	1.00
Balfour, B. C. Kootenay Lake Hotel..A ¼ mile	1700	June 15-Sept. 15	55	3.50 up	B. .75 L. .75 D. 1.00
Sicamous, B. C. Hotel Sicamous.....A At Station	1146	All year	60	3.50 up	B. .75 L. .75 D. 1.00
Penticton, B. C. Hotel Incola.....A Near steamer wharf	.....	All year	62	3.00 up	.75
Cameron Lake, B. C. Cameron Lake Chalet..A Vancouver Island	.....	May 1-Sept. 30	.....	3.50	.....
Vancouver, B. C. Hotel Vancouver.....E ½ mile—25 cents	100	All year	650	2.00 up	a la carte
Victoria, B. C. Empress Hotel.....E 100 yards—25 cents	Sea Level	All year	320	2.00 up	a la carte

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

Empress Hotel, Victoria, B. C.

Eastern Tours

Through the Canadian Pacific Rockies

THE discovery of a route across the Rockies for the Canadian Pacific Railway took twelve years, but never was labor better rewarded. The last spike connecting East and West was driven thirty years ago, on November 7, 1885, and the millions who have since traveled 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 Canadian Pacific Railway is without rival.

It takes twenty-four consecutive hours on an express train to cross the Canadian 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 prick the sky in such profusion. 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, the bread-basket of the British Empire. 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 for 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 vital 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 five beauty spots of the mountains—Glacier, Field, Lake Louise, Banff and Balfour—should be arranged.

Travelling over the Canadian Pacific during the summer is most delightful, because of the

Eastern Tours

uniformly cool temperature in the mountains north of the international boundary line.

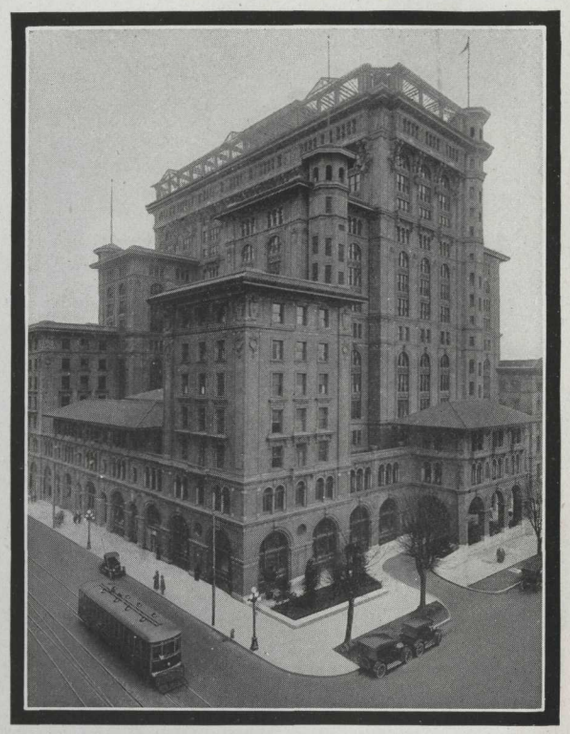
PASSENGERS from California have the choice of either an overland trip or a sea voyage to Portland or Seattle. From San Francisco, the picturesque Shasta Route of the Southern Pacific, or the San Francisco & Portland Steamship Company, or the Pacific Coast Steamship Company's steamers, or the Great Northern Pacific steamers may be used.

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 inland water trip in America, and passengers travelling eastward via the Canadian Pacific Railway may include this delightful steamer trip without additional expense. The scenery is of ever-changing beauty.

At Mission the Canadian Pacific Railway rail connection from Seattle joins the main line. This line, operated in connection with the Northern Pacific Railway Company, gives the traveller the option of an all-water or all-rail route from Seattle to Vancouver.

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.



Vancouver Hotel

The Empress Hotel, first of the chain of Canadian Pacific hostelries, 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.

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.

Vancouver rests on the shores of Burrard Inlet and has an excellent harbour nearly land-locked 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.

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.

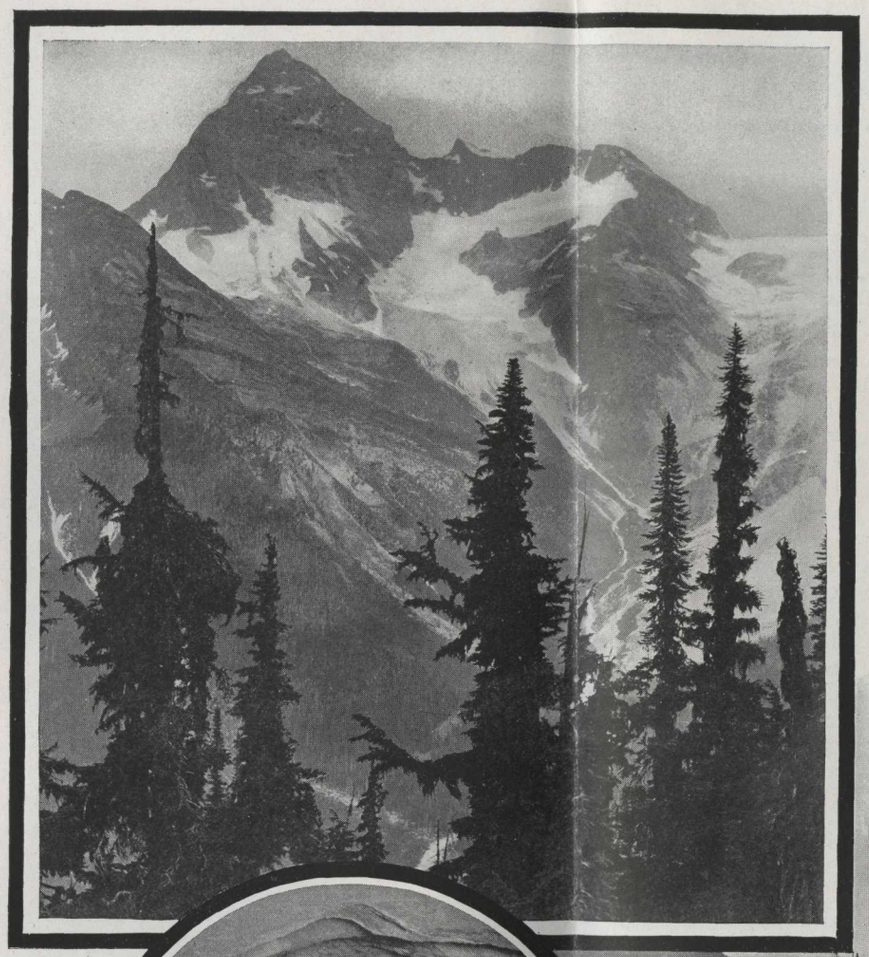
Hotel Vancouver, of the Canadian Pacific Hotel System, is second to none on the Pacific Coast, and has a high reputation for the excellency of its service. Wonderful views can be had from the roof of this great hotel.

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

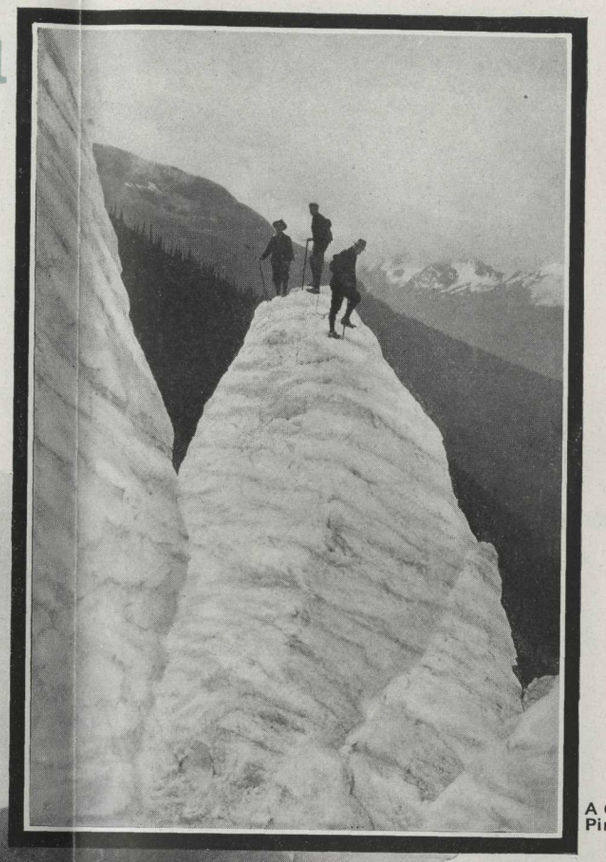
From Vancouver the Company's famous "Princess" steamships offer splendid service to Victoria, Seattle, northern British Columbia, and Alaska; the "White Empresses" cross the Pacific to Japan and China. The Canadian-Australasian Line runs regularly from Vancouver to Honolulu, Suva (Fiji), New Zealand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

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. But 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

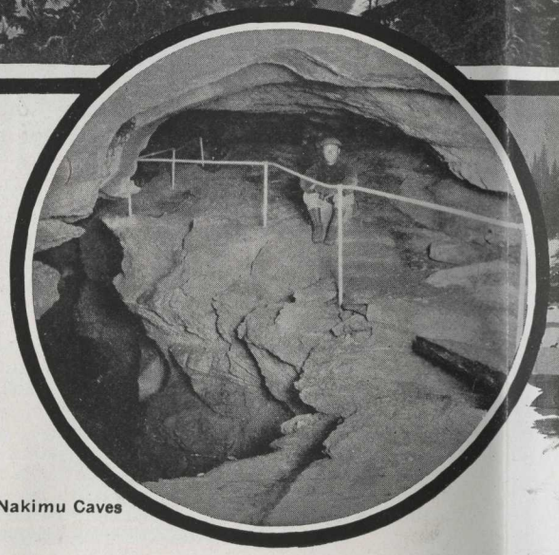
Canadian Pacific Rockies



Mt. Sir Donald, Glacier, B. C.

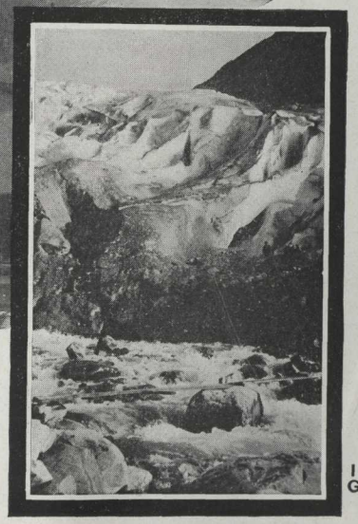


A Glacier Pinnacle



Interior, Nakimu Caves

Canadian Pacific Hotel at Glacier



Illecillewaet Glacier

Eastern Tours

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.

The first station on the way up from Hope, just north of the Coquihalla River Canyon, is named Othello, the beauty of which it is difficult to describe, while there is good trout fishing and shooting in its vicinity. 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 being much lighter, 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 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 motor-boating, sailing, fishing, and, at the proper seasons, for hunting, combine to make this an ideal holiday resort. Penticton is in the center 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 Balfour and 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 beyond Ashcroft. Its angry waters rush along in a perfect maelstrom. After the junction with the Fraser, at Lytton, the scenery assumes still wilder aspect.

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

From Revelstoke (see page 18 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, woods and waterfalls. Seeming but a few hundred feet away, but in reality more than two miles, heap up the massive ice piles of the great Illicillewaet Glacier. To its left towers the monolith of Mount Sir Donald to a height of a mile and a quarter above the railway. Another of the Canadian Pacific's mountain hotels, here, affords an opportunity for a delightful sojourn.

Leading from the station a good trail follows the turbulent course of the Illicillewaet River to the Great Illicillewaet 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 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.

Over Selkirk Summit, through Rogers' Pass, the train passes through a marvelous district of wooded mountains, deep ravines and tempestuous streams. From the train one can see the ends of the great tunnel now being pierced through the mountains.

FIELD AND THE YOHO VALLEY

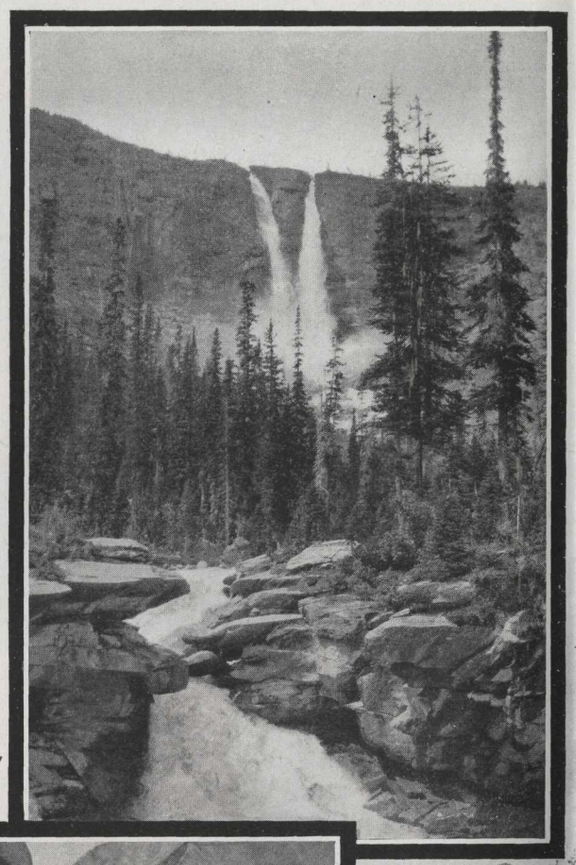
A STOP-OVER for the night at the Mount Stephen House at Field, another of the Canadian Pacific's mountain hotels, gives one the opportunity of seeing one of the most picturesque districts in the Canadian Rockies.

DRIVES AND PONY TRIPS

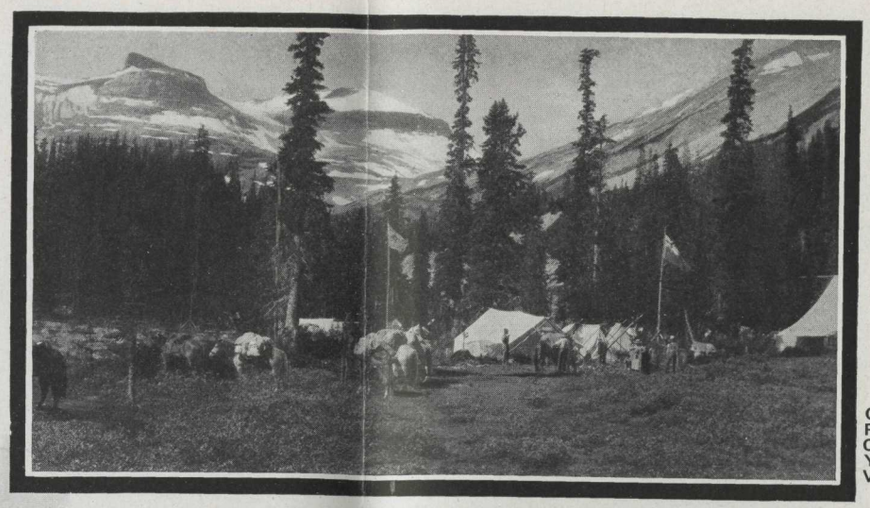
EMERALD LAKE, seven miles distant, is reached by a good carriage road down the bank of the Kicking Horse River and thence around the base of Mount Burgess. On the wooded shore of this beautiful lake the Company has built a picturesque Swiss chalet.

It is an extremely beautiful fourteen-mile drive to the celebrated Takakkaw Falls, of 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

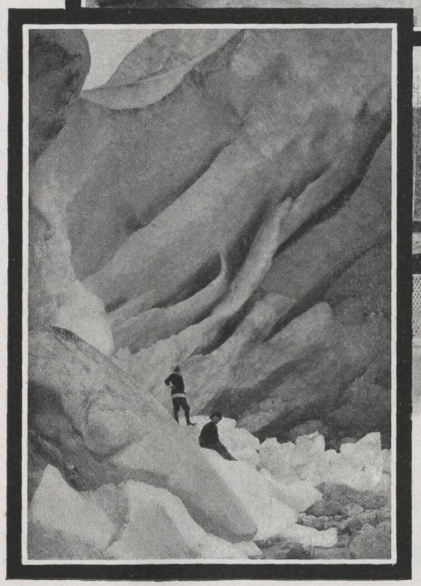
Canadian Pacific Rockies



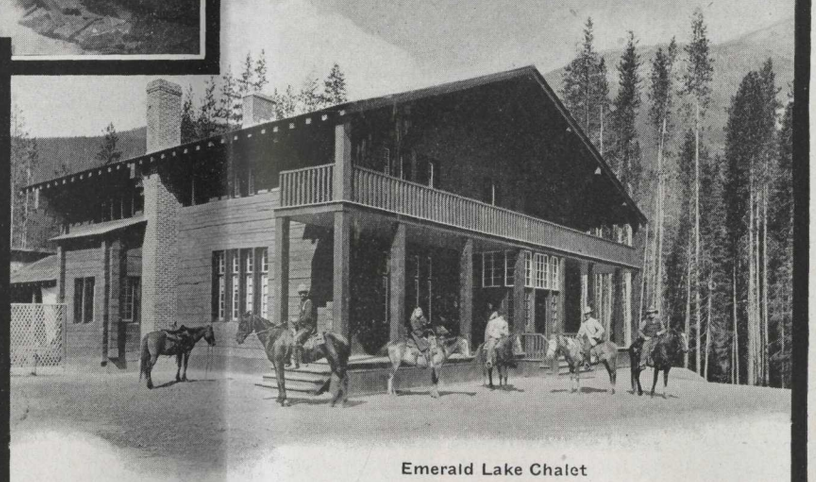
Twin Falls, Yoho Valley



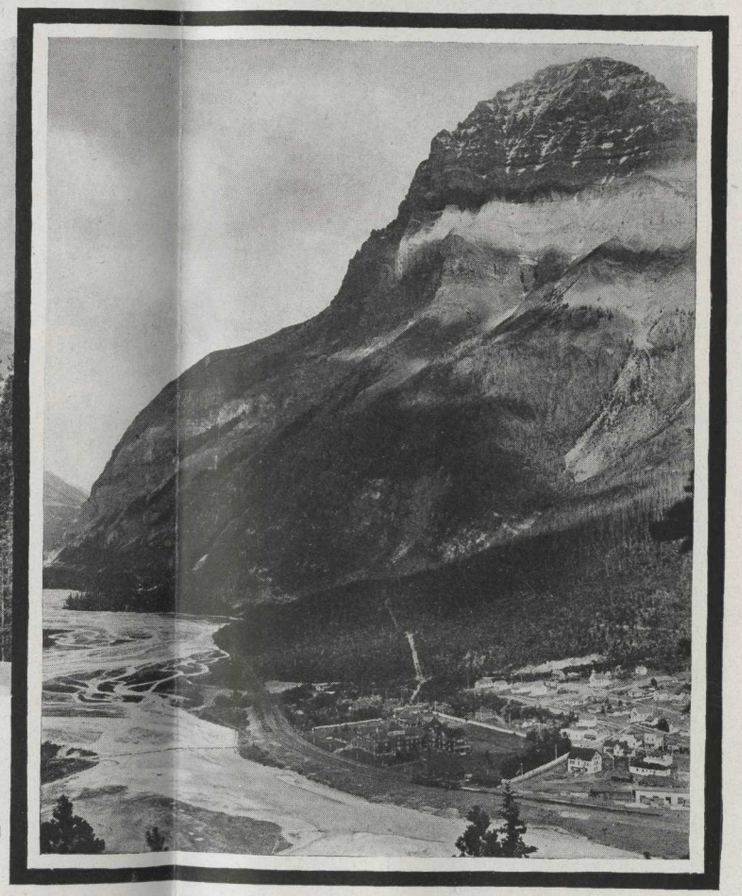
Canadian Pacific Camp, Yoho Valley



Yoho Glacier



Emerald Lake Chalet



Field, B. C., and Mount Stephen

Eastern Tours

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 miles by narrow-gauge motor line from the Canadian Pacific Railway station to Lake Louise.

The **Chicago Evening Post** says:

"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, one of the finest of the Canadian Pacific hotels, where excellent accommodation is afforded.

DRIVES AND PONY TRIPS AT LAKE LOUISE

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.

BANFF

FOR many years Banff, the gateway to the Canadian National Park, has attracted tourists and lovers of Nature from all corners of the earth. Situated in the heart of the Canadian 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 sportsman, the naturalist, and the mountain-climber welcome. The traveler 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 another 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.

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 immense 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 enterprising capital of Alberta.

At Calgary the Canadian Pacific Railway has completed 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

THOSE who leave the main line of the Canadian Pacific at Revelstoke, find a delightful and fascinating alternative route to Medicine Hat, via Arrowhead, at the head of the beautiful Arrowhead Lakes, by steamer to West Robson, thence by rail to Nelson, where steamer is again taken on the charming Kootenay River to Balfour, one hour's run, where the Canadian Pacific Railway has recently erected a very comfortable hotel, with magnificent views of lake and mountain.

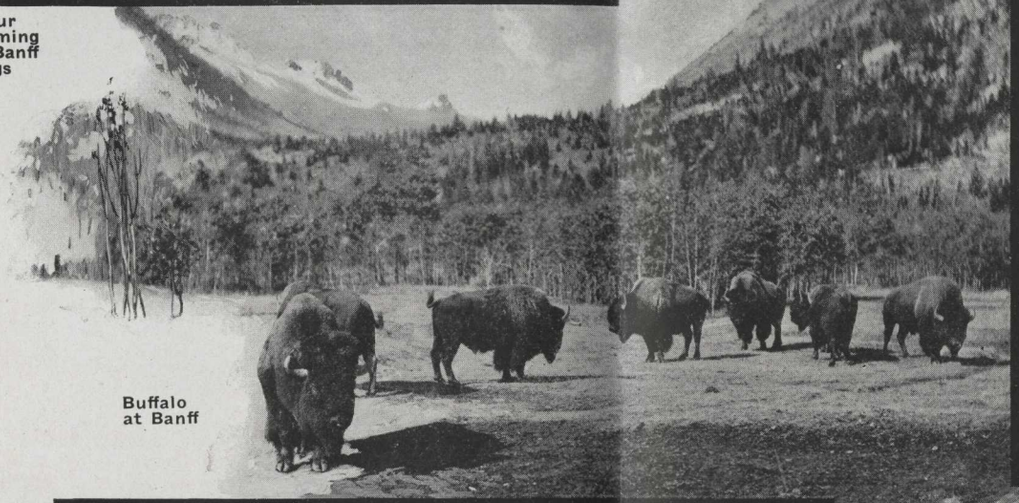
BALFOUR

SITUATED on the west arm of Kootenay Lake, midway between Nelson and Kootenay Landing, and directly opposite Proctor, Balfour is a delightful spot in the center of the Kootenay Country of lower British Columbia. It nestles amid snow-capped mountains in a country full of lakes and streams. The Canadian Pacific Railway has an excellent hotel, where the tourist or sportsmen can enjoy out-of-door life in his or her own particular way. There are five excellent tennis courts, and the annual tournaments draw visitors from all British Columbia. Fast boats, excellently furnished, ply Kootenay Lake and give easy connections with Nelson and Kootenay Landing.

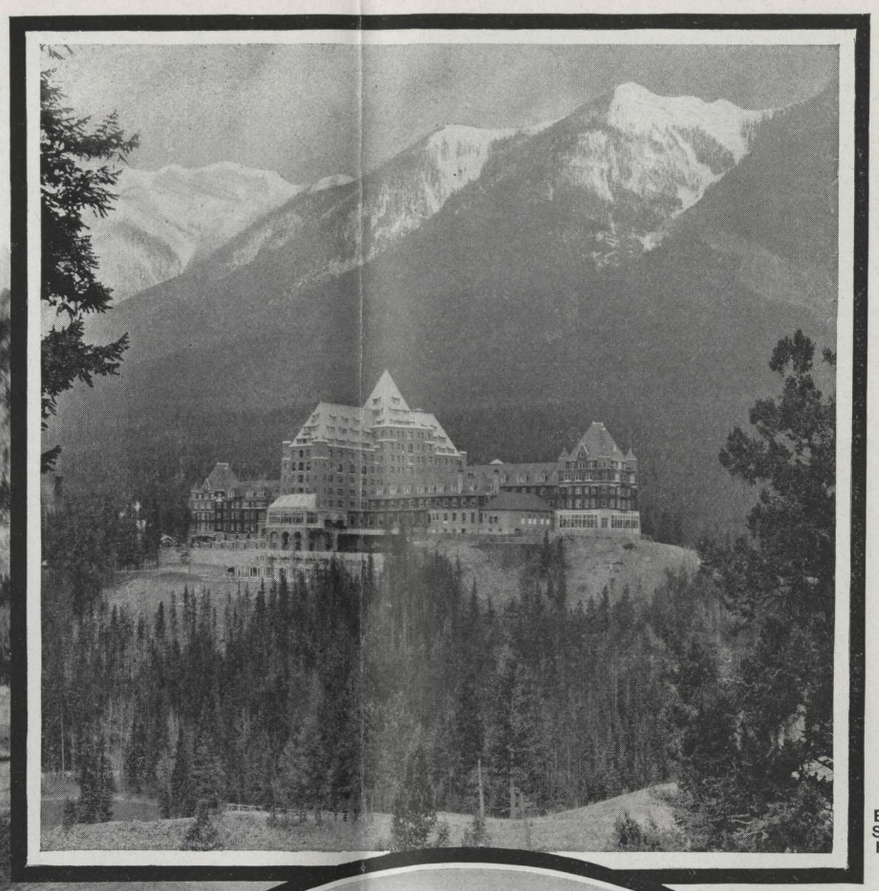
From Balfour one takes the Canadian Pacific Railway steamer to Kootenay Landing. From Kootenay Landing to Medicine Hat the route leads through the rich mining regions of the Kootenay and the vast agricultural districts

Canadian Pacific Rockies

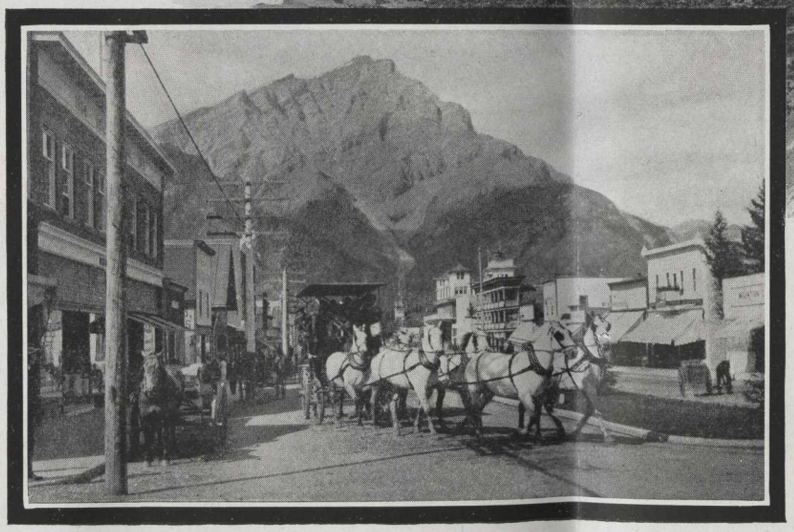
Sulphur Swimming Pool, Banff Springs Hotel



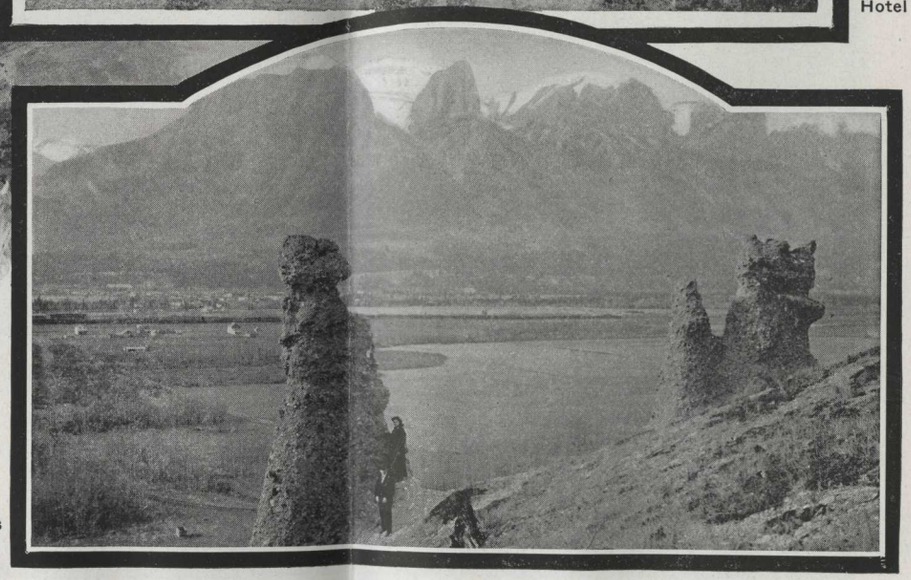
Buffalo at Banff



Banff Springs Hotel



Tallyho at Banff

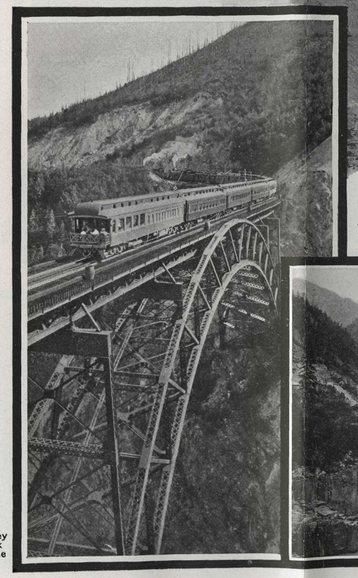


Hoodoos at Banff

500 Miles of Mountain and Canyon in the Canadian Pacific Rockies

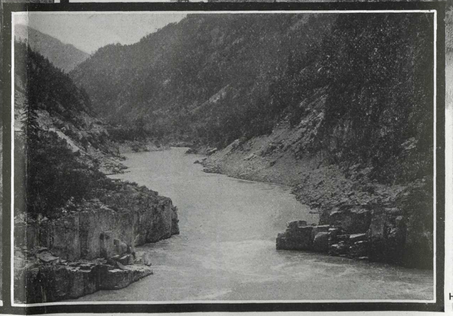
Seen from trains on the Main Line

Canadian Pacific Track West of Banff



Stoney Creek Bridge

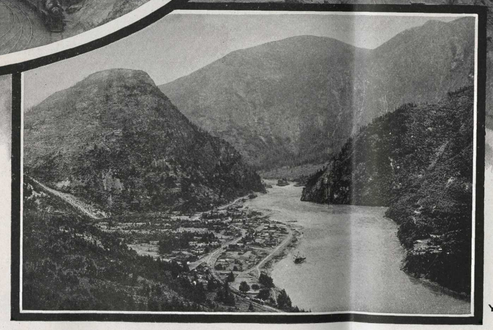
The Loop, Glacier, B. C.



Hell Gates

Imperial Limited at Glacier, B. C.

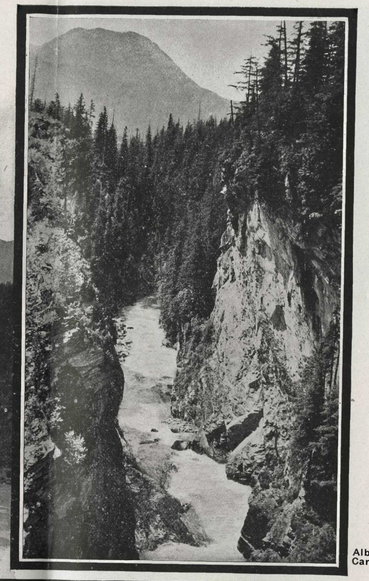
Sicamous Hotel



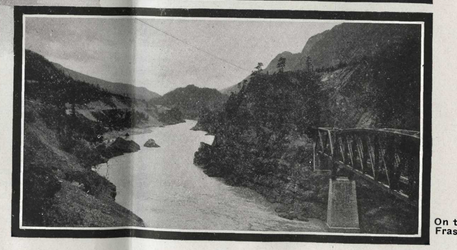
Yale, B. C.

Cisco Bridge

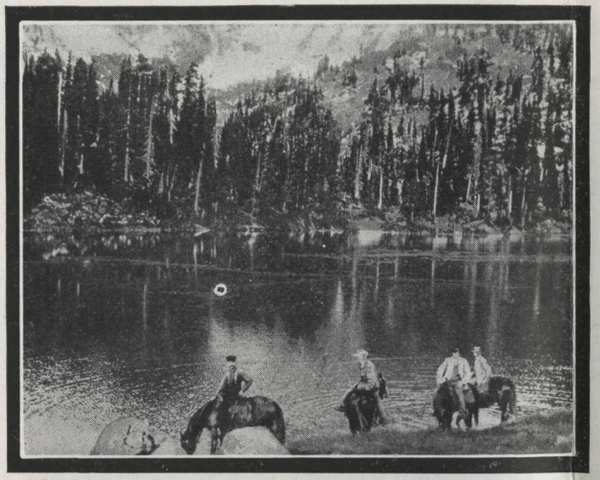
Albert Canyon



Albert Canyon



On the Fraser



Balsam Lake, Revelstoke

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 go to Chicago via St.Paul and Minneapolis, or via St.Paul and Sault Ste. Marie to Montreal, traveling over the Soo Line, or may continue over the main line of the Canadian Pacific to Montreal. If desired, tickets will be routed via Winnipeg and St. Paul without additional expense. 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. No matter what route is taken, the traveller has first-class accommodation—diners, observation and buffet cars. 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, with no additional cost.

KOOTENAY CENTRAL RAILWAY

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 Windermere district is a centre in this valley for excursions up Toby Creek and Horse Thief Creek to the great glaciers of the Selkirks, and has a comfortable tourist hotel at Invermere near Athalmer.

Eastern Tours

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. Regina is the headquarters of the Royal Northwest Mounted Police.

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 more than 130 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 Winnipeg and Manitoba at Ingolf, 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 Kaministikwia 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 Kaministikwia 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 for which this neighborhood is renowned.

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 (population, 7,061) 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.

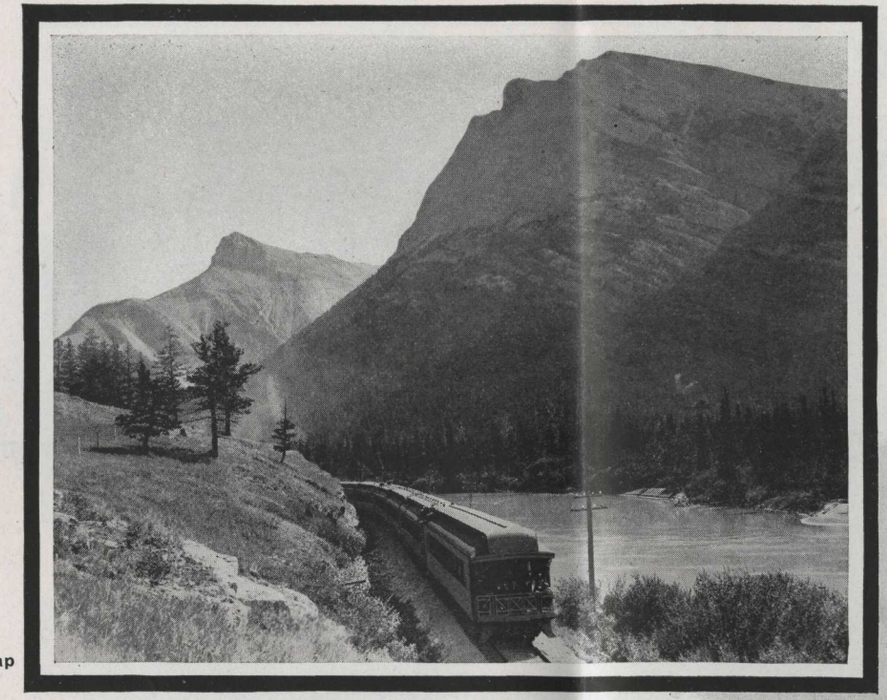
TORONTO

WITH over 400,000 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 splendid educational system. The Canadian Pacific Railway's new office building, here, is one of the landmarks of the city.

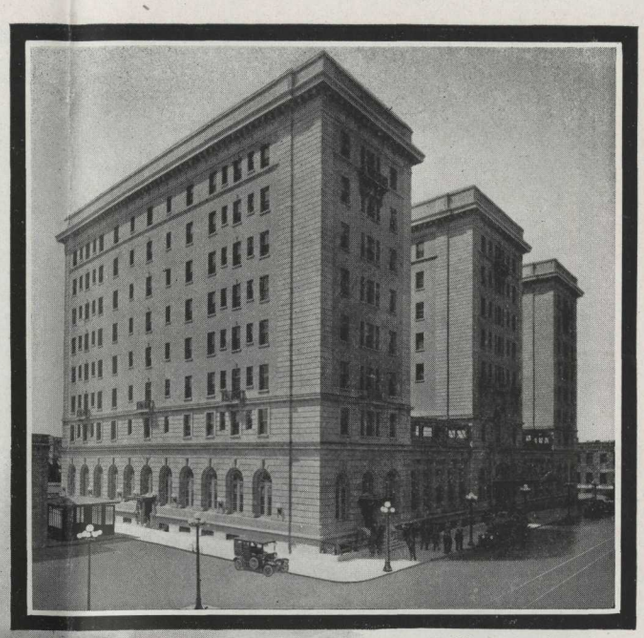
From Toronto there are many short and very interesting trips to pleasure resorts and places of picturesque and historical interest.

Unmatched Niagara is but eighty miles by rail, and thirty miles by water, away from Toronto. The Canadian Pacific gives a free trip to the Falls and return to all passengers over the Canadian Pacific Railway from Winnipeg or points west of points in the United States south or east of Sherbrooke, Que., Newport or Swanton, Vt., or Rouses Point, N.Y. Also to passengers en route to Europe holding transportation via the Canadian ports.

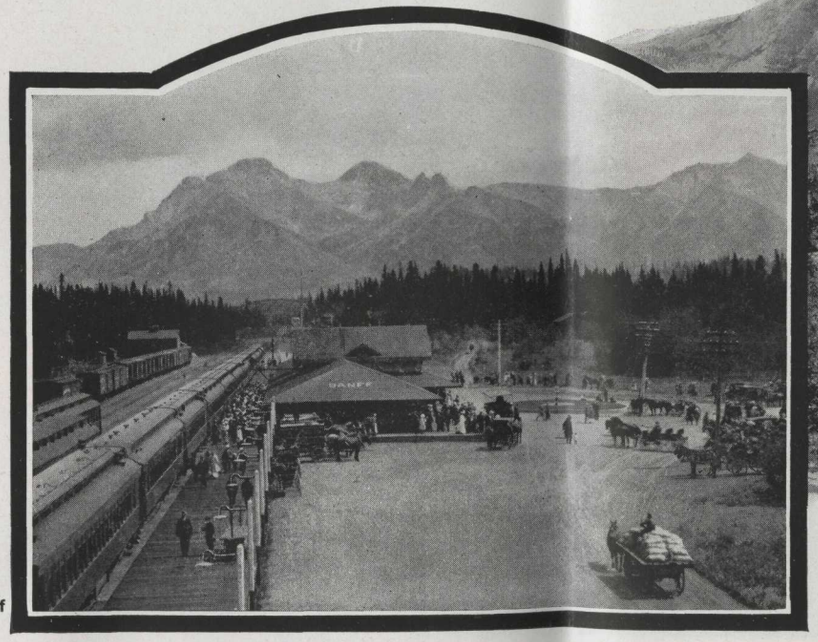
Canadian Pacific Rockies



The Gap



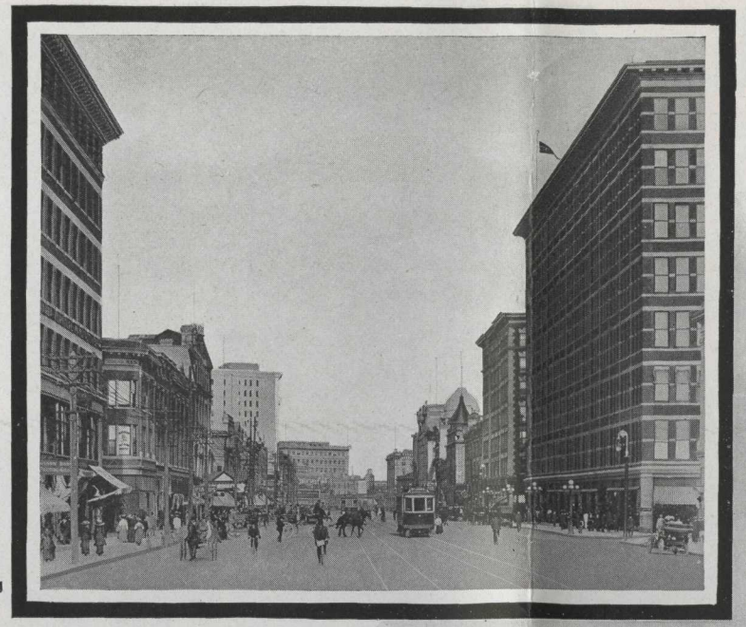
Palliser Hotel, Calgary



Station at Banff

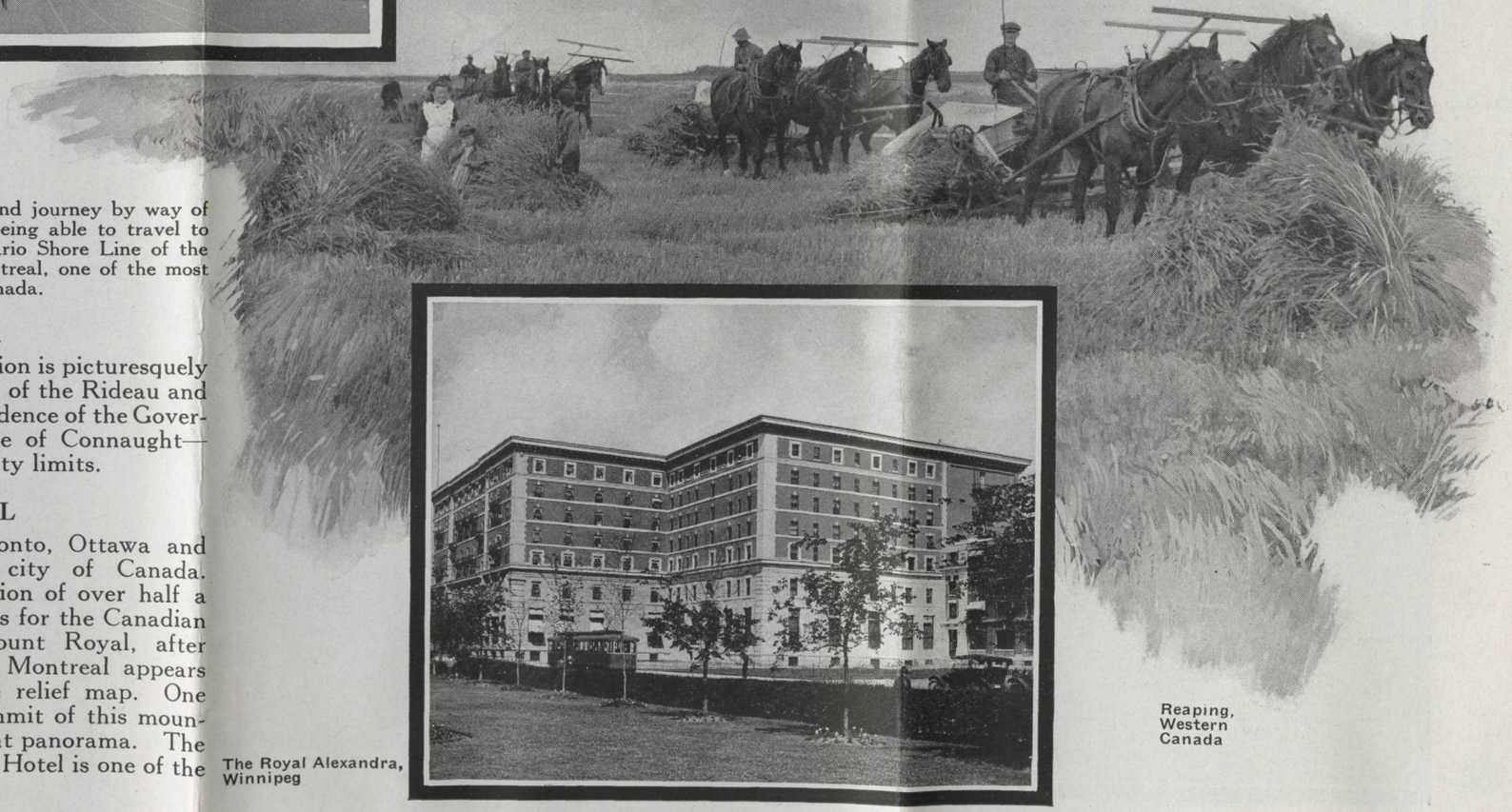
The Three Sisters, Canmore, Alberta

Eastern Tours



Street Scene in Winnipeg

Threshing, Western Canada



Reaping, Western Canada

Those who make their eastbound journey by way of Toronto have the advantage of being able to travel to Toronto over the new Lake Ontario Shore Line of the Canadian Pacific Railway to Montreal, one of the most picturesque regions in eastern Canada.

OTTAWA

THE capital of the Dominion is picturesquely situated at the junction of the Rideau and Ottawa rivers. The residence of the Governor-General, H. R. H. Duke of Connaught—Rideau Hall—is within the city limits.

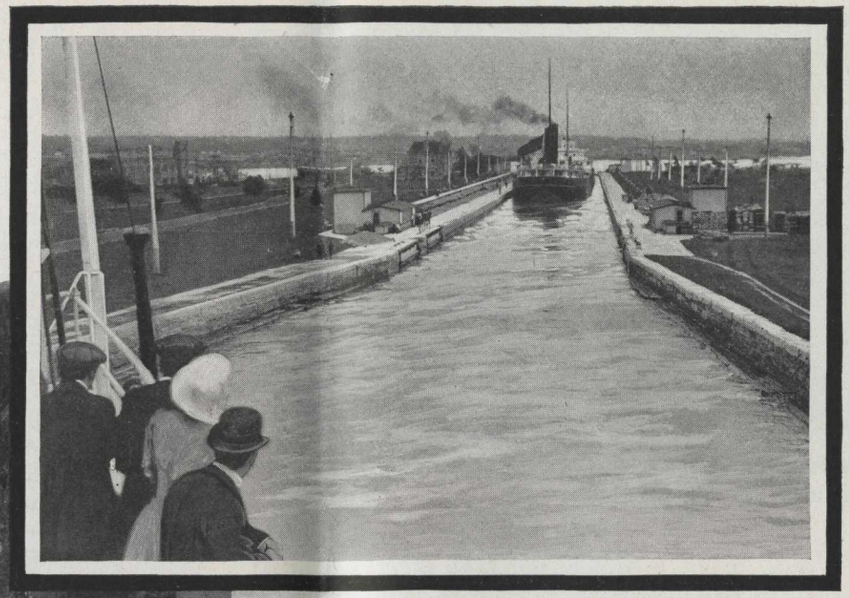
MONTREAL

FAST trains connect Toronto, Ottawa and Montreal, the largest city of Canada. Montreal has a population of over half a million and is the heaquarters 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. The Canadian Pacific Place Viger Hotel is one of the city's best.

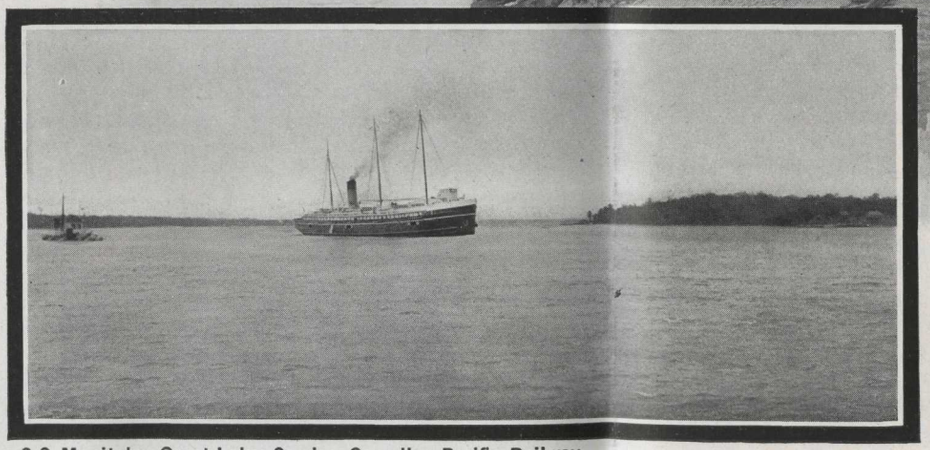
The Royal Alexandra, Winnipeg

Eastern Tours

Deck Scene on the Great Lakes



In the Sault Ste. Marie Locks



S.S. Manitoba, Great Lakes Service, Canadian Pacific Railway

On the Shores of Lake Superior

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, with all of the charm and none of the inconveniences.

ST. JOHN—HALIFAX

SCENERY through delightful hills, well-kept farming districts and country filled with bits of lakes, brooks, and streams is to be seen on both sides of the track in traveling 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 seaside resorts in Canada. Here the Canadian Pacific has built a charming summer hotel, the Algonquin, much frequented by Americans as well as by the leaders in

Place Viger Hotel, Montreal

Eastern Tours

Canadian society. 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, for time has been lenient in its treatment of these places, which have been themes for historians and poets for two hundred years.

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.

Cool, picturesque, hospitable and entirely unconventional, the "Land of Evangeline" is just the place where the average man who loves to bathe in salt water or angle in fresh water; who likes boating that is exciting, but not too hazardous; hill-climbing that is not too strenuous; hotel life that is not too fashionable, and farmhouse hospitality that is typically Canadian, can find his or her heart's desire.

This ocean-washed, breeze-caressed peninsula, that is almost an island, is big enough to accommodate ten million summer visitors without over-crowding. It is difficult to get away from the sight or smell of the salt water in any part of it. Even the atmosphere of the orchard-filled, blossom-scented valleys is tinctured with it. Nowhere is there ozone with the same subtle qualities.

And bathing, boating and fishing are by no means the whole story of Nova Scotia summer vacation life. The continent affords no finer facilities for driving, "camping-out," golfing and hunting, nor is there a better place on the "footstool" for the enjoyment of that simplest and most satisfying of all forms of summer "loafing," life on a farm.

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 a superb view—marshes, of pale green, reclaimed from the sea by the spades of old-time Acadian farmers; sharp strips of red or orange-tawny flats, where the retreating tide has left the beach uncovered; to the left front a well-grouped cluster of white cottages, spires and masts about a bridge—the shipping village of Port Williams; the long, low lines of green upland outstretching from either side to almost the center 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, yellow in the foreground, but in the distance purple, sapphire green, or silver, as changing hour and changing sky may decree; and in the middle distance, dominating all the scene with its mass of sombre indigo, the majestic bastion of Blomidon out-thrust against the tides. These are effects of full daylight; but by the aerial magic of sunrise (too seldom seen!) and the voluptuous sorcery of sunset such transformations are wrought as make the scene an ever-changing realm of faery."

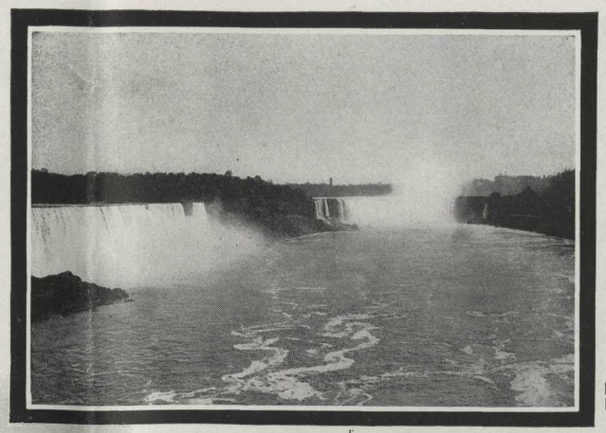
Three miles distant, to the east, is Grand Pré itself, now a rich but scattered farming settlement. It is on the line of the Dominion Atlantic, and travellers who are passing through obtain from the car windows a good view of the scene of the Great Banishment. There are the storied meadows, and there, 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.

The ancient Acadian village which Colonel Winslow and his New Englanders depopulated so effectually in that eventful Autumn of 1775 is supposed to have extended in a long, thin line from about where the Grand Pré station of the Dominion Atlantic now stands to somewhere near the next station of Horton Landing. Then, as now, the Acadians trailed their villages along a single street. 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."

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, or from R. U. Parker, General Passenger Agent, Dominion Atlantic Railway, Kentville, Nova Scotia.

Eastern Tours

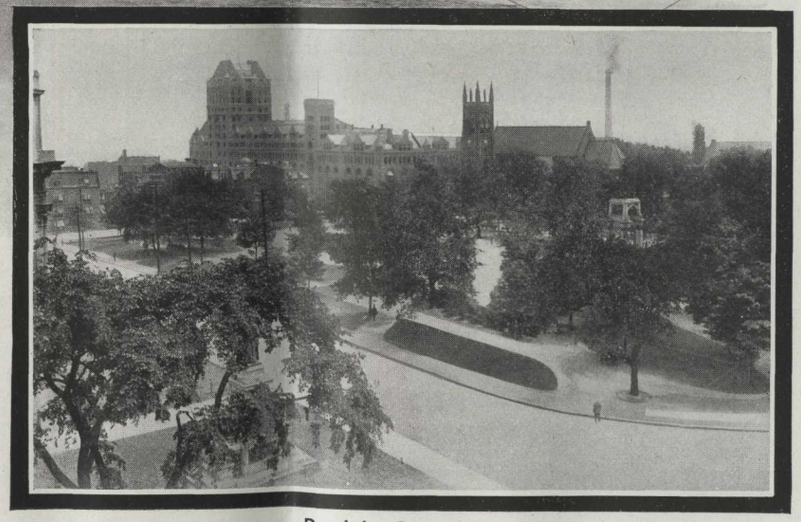
Chateau Frontenac, Quebec



Niagara Falls

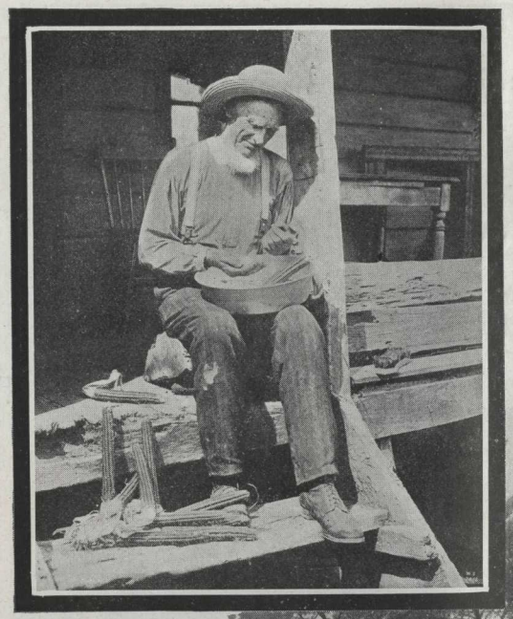
Government Library and Entrance to Rideau Canal, Ottawa

King Street, Toronto



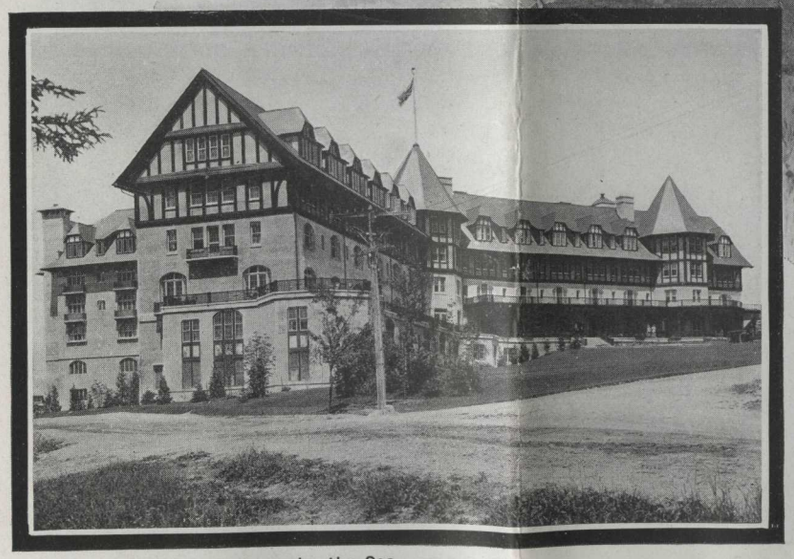
Dominion Square, Montreal, Showing Windsor Station

Eastern Tours



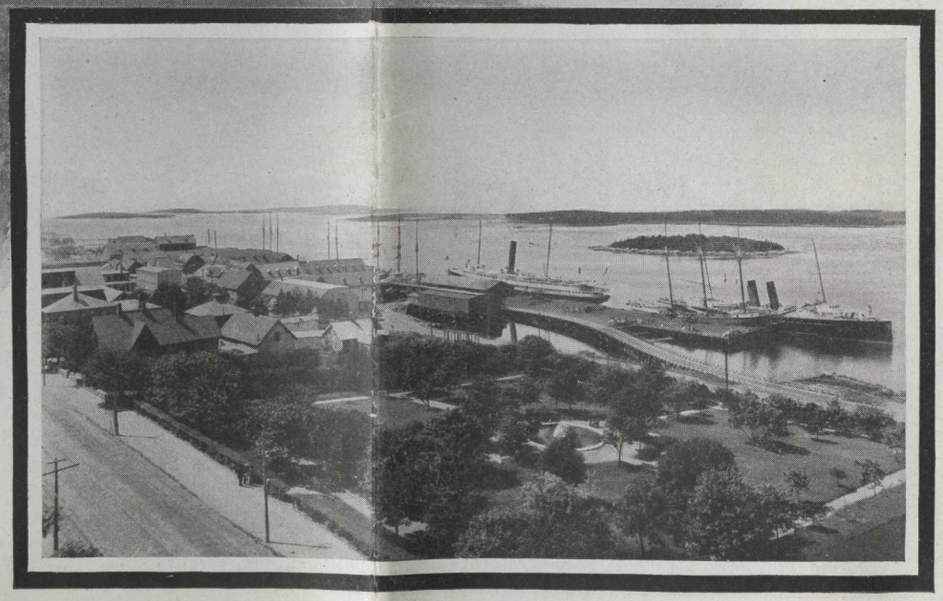
An Old Salt from Nova Scotia

Apple Orchard, Annapolis Valley, Nova Scotia



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

Evangeline's Well, Grand Pré, Nova Scotia



Digby Harbor, Nova Scotia

CANADIAN PACIFIC RAILWAY

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C. E. E. USSHER	Passenger Traffic Manager	Montreal
W. R. MACINNES	Freight Traffic Manager	Montreal
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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
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W. B. LANIGAN	Assistant Freight Traffic Manager	Winnipeg
H. G. DRING	General Passenger Agent	London, Eng.
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A. O. SEYMOUR	General Tourist Agent	Montreal
J. O. APPS	General Baggage Agent	Montreal
J. M. GIBBON	General Publicity Agent	Montreal

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Birmingham	ENG.	W. T. Treadaway, Agent	4 Victoria Square
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Brandon	MAN.	J. A. McDonald, District Passenger Agent	
Brisbane	QD.	McDonald, Hamilton & Co	
Bristol	ENG.	A. S. Ray, Agent	18 St. Augustines Parade
Brockville	ONT.	Geo. E. McGlade, City Ticket Agent	Cor. King Street and Court House Avenue
Buffalo	N.Y.	L. R. Hart, Gen'l Agent Pass'r Dept.	302 Main Street
Calcutta	INDIA	Thos. Cook & Son	9 Old Court House St.
		Gillanders, Arbuthnot & Co	
Calgary	ALTA.	Robert Dawson, District Pass'r Agent	113 Can.Pac.Stn. Bldg.
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Chicago	ILL.	T. J. Wall, Gen'l Agent Pass'r Dept.	224 South Clark Street
Cincinnati	OHIO	M. E. Malone, General Agent Pass'r Dept.	436 Walnut Street
Cleveland	OHIO	Geo. A. Clifford, Gen'l Agent Pass'r Dept	213 Euclid Avenue
Detroit	MICH.	A. E. Edmonds, Gen'l Agent Pass'r Dept	7 Fort Street West
Duluth	MINN.	Jas. Maney, G. P. A., D.S.S. & A. Ry.	Fidelity Building
Edmonton	ALTA.	Chas. S. Fyfe, City Ticket Agent	145 Jasper Ave. East
Everett	WASH.	A. B. Winter, Ticket Agent	1515 Hewitt Avenue
Fort William	ONT.	A. J. Boreham, City Passenger Agent	404 Victoria Avenue
Glasgow	SCOTLAND	Thos. Russell, Agent	120 St. Vincent Street
Halifax	N.S.	J. D. Chipman, City Pass'r and Frt. Agt.	37 George Street
Hamilton	ONT.	A. Craig, City Passenger Agent	Cor. King & James Sts.
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Kingston	ONT.	F. Conway, City Freight and Pass'r Agent	
Kobe	JAPAN	J. D. Abell, Agent, C.P.O.S.(Ltd)	1 Bund
Liverpool	ENG.	Thomas McNeil, Agent, C.P.O.S. (Ltd)	Royal Liver Bldg., Pier Head
London	ENG.	H. G. Dring, General Passenger Agent	62-65 Charing Cross, S.W., and 67-68 King William St., E.C.
		T. J. Smith, General Freight Agent	
London	ONT.	H. J. McCallum, City Passenger Agent	161 Dundas Street
Los Angeles	CAL.	A. A. Polhamus, Gen'l Agent Pass'r Dept	708 South Spring Street
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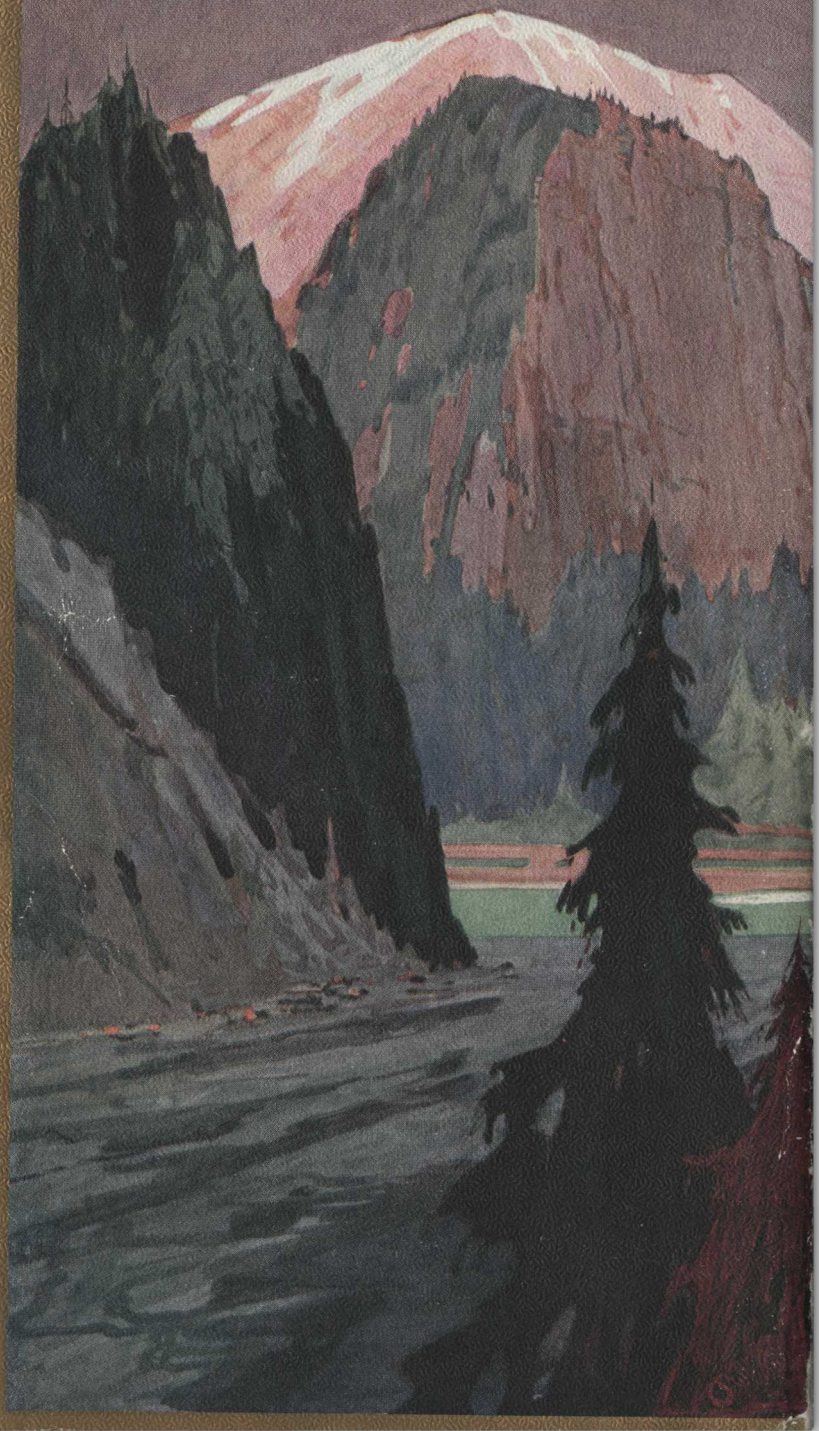
Milwaukee	WIS.	F. T. Sansom, Passenger Agent (Soo Line)	100 Wisconsin Street
Minneapolis	MINN.	R. S. Elworthy, Gen'l Agent Pass'r Dept.	402 Nicollet Avenue
Montreal	QUE.	A. E. Lalande, City Passenger Agent	141-145 St. James Street
Nagasaki	JAPAN	Holme, Ringer & Co	
Nelson	B.C.	J. S. Carter, District Passenger Agent	
New York	N.Y.	F. R. Ferry, General Agent Pass'r Dept.	1231 Broadway, Cor. 30th Street
		G. O. Walton, City Passenger Agent	
		International Sleeping Car Co.	281 Fifth Avenue, Cor. 30th St.
Ottawa	ONT.	T. Mullins, City Passenger Agent	42 Sparks Street
Paris	FRANCE	Aug. Catoni, Agent	1 Rue Scribe
Philadelphia	PA.	R. C. Clayton, City Passenger Agent	629 & 631 Chestnut St.
Pittsburg	PA.	C. L. Williams, Gen'l Agent Pass'r Dept	340 Sixth Avenue
Portland	ME.	Leon W. Merrit, T. A., Maine Cent. Rd	Union Depot
Portland	ORE.	J. V. Murphy, Gen'l Agent Pass'r Dept.	55 Third Street
Quebec	QUE.	G. J. P. Moore, City Passenger Agent	30 St. Johns Street, Cor. Palace Hill
Regina	SASK.	J. E. Proctor, District Passenger Agent	1812 Scarth Street
Sault Ste. Marie	ONT.	H. J. Moorehouse, City Passenger Agent	
Sault Ste. Marie	MICH.	W. J. Atchison, City Passenger Agent	224 Ashmun Street
St. John	N.B.	M. G. Murphy, District Passenger Agent	40 and 42 King Street
St. Louis	MO.	E. L. Sheehan, Gen'l Agent Pass'r Dept	725 Olive Street
St. Paul	MINN.	B. E. Smeed, City Pass'r Agent (Soo Line)	379 Robert Street
San Francisco	CAL.	F. L. Nason, Gen'l Agent Pass'r Dept.	645 Market Street
Seattle	WASH.	E. E. Penn, General Agent Pass'r Dept	713 Second Avenue
Shanghai	CHINA	A. J. Blaisdell, Gen'l Agent Pass'r Dept.	C. P. O. S. (Ltd.)
Sherbrooke	QUE.	E. H. Sewell, City Passenger Agent	74 Wellington Street
Spokane	WASH.	W. H. Deacon, City Passenger Agent	603 Sprague Avenue
Sydney	AUS.	Union S.S. Co. of New Zealand (Ltd.)	
Tacoma	WASH.	H. M. Beyers, City Passenger Agent	1113 Pacific Avenue
Toronto	ONT.	W. B. Howard, District Passenger Agent	1 King Street East
		Wm. Fulton, Asst. District Pass'r Agent	
Vancouver	B.C.	J. Moe, City Passenger Agent	434 Hastings St. West
Victoria	B.C.	L. D. Chetham, City Passenger Agent	1102 Government St.
Washington	D.C.	C. E. Phelps, City Passenger Agent	1419 N.Y. Avenue
Winnipeg	MAN.	A. G. Richardson, District Pass'r Agent	Main and Portage Ave.
Yokohama	JAPAN	G. M. Jackson, G.A.P.D., C.P.O.S.(Ltd.)	14 Bund

EASTERN TOURS

THROUGH THE CANADIAN PACIFIC ROCKIES



CANADIAN PACIFIC RAILWAY

And Connecting Lines

TICKETING ROUTES

FROM NORTH PACIFIC COAST

1—VIA STEAMSHIP AND VANCOUVER
Portland.....to Seattle.....N. P., G. N., or U. P. Sys.
Seattle.....to Victoria.....Can. Pac. S.S. Line
Victoria.....to Vancouver.....Can. Pac. S.S. Line
Vancouver.....to Portal.....Can. Pac.
Portal.....to St. Paul.....Soo Line

2—VIA ALL RAIL
Portland.....to Seattle G. N., N. P. or U. P. Sys.
Seattle.....to Sumas.....Nor. Pac.
Portland.....
Huntingdon.....
(Sumas) to Portal.....Can. Pac.
Portal.....to St. Paul.....Soo Line

3—VIA SPOKANE
Portland.....to Spokane.....U. P. Sys. or S. P. & S.
Spokane.....to Kingsgate.....Spokane Int.
Kingsgate.....to Portal.....Can. Pac.
Portal.....to St. Paul.....Soo Line

4—VIA KOOTENAY
Routes 1 or 2 to Vancouver or Huntingdon
Vancouver.....
Huntingdon.....to Arrowhead.....Can. Pac.
Arrowhead.....to West Robson.....C. P. S. S. Line
West Robson.....to Nelson.....Can. Pac.
Nelson.....to Kootenay Landing.....Can. Pac. S.S. Line
Kootenay Landing.....to Portal.....Can. Pac.
Portal.....to St. Paul.....Soo Line

5—VIA KOOTENAY AND KETTLE VALLEY
Huntingdon or Vancouver.....to Hope.....Can. Pac.
Midway.....to Nelson.....Kettle Valley Ry.
Nelson.....to Kootenay Landing.....Can. Pac.
Kootenay Landing.....to Portal.....Can. Pac.
Portal.....to St. Paul.....Soo Line

6—VIA WINNIPEG
Route 1, 2, 3, 4 or 5 to junction point, thence
Vancouver.....
Huntingdon or Kingsgate.....to Emerson.....Can. Pac.
Kootenay Landing.....
Emerson.....to St. Paul.....Soo Line

7—VIA DIRECT RAIL ROUTE
Route 1, 2, 3, 4 or 5 to junction point, thence
Vancouver.....
Huntingdon or Kingsgate.....to Toronto / Montreal.....Can. Pac.
Kootenay Landing.....
From Midway same as above.

8—VIA GREAT LAKES
Route 1, 2, 3, 4 or 5 to junction point, thence
Vancouver.....
Huntingdon or Kingsgate.....to Ft. William.....Can. Pac.
Kootenay Landing.....
Ft. William.....to Ft. McNicoll.....C. P. S. S. Line
Ft. McNicoll.....to Toronto / Montreal.....Can. Pac.

TO TORONTO OR MONTREAL

OPTIONAL ROUTES

The following optional routes are available, without additional expense, in connection with Eastern Tours round-trip tickets.

A—Tickets between Vancouver or Huntingdon and St. Paul or Minneapolis, routed Canadian Pacific and Soo Line, are good either via Portal or Winnipeg and Emerson. They must read via route used, however, and may be exchanged at C. P. R. office in Vancouver or Moose Jaw eastbound, or at Soo Line office in St. Paul or Minneapolis westbound. **No additional expense to travel via Winnipeg.**

B—Tickets reading via *Soo Line* between Portal or Emerson and Chicago or Sault Ste. Marie, will be honored via direct lines to St. Paul or Duluth, or through St. Paul to Duluth, thence direct line. Such tickets may be routed from Portal or Emerson via Duluth, thence via St. Paul, providing the route under which issued authorizes the route, and coupons are provided to cover.

C—Tickets reading via Birdtail Junction, Gretna or Emerson Junction to Vancouver and return, are applicable to eastbound Minnedosa, without additional charge.

D—Between Toronto and points east, tickets are honored via Main Line, (1) Trenton, Belleville, Smiths Falls and direct line. (2) Trenton, Belleville, Ottawa and Caledonia Springs, or (3) Trenton, Belleville, Ottawa and Lachute. (4) Peterboro, Smiths Falls and direct line. (5) Peterboro, Ottawa, and Caledonia Springs. (6) Peterboro, Ottawa and Lachute.

E—Between Sudbury and Montreal tickets are honored via Main Line, through North Bay and Ottawa, or via Mattawa Route and Toronto through Parry Sound.

F—Between Emerson or Portal and Calgary, tickets may be routed via direct line or via Lacombe, Wetaskiwin or Edmonton.

G—Between Revelstoke and Dunmore tickets are good:
Via Main Line through Banff, Alta., and Calgary.
Via Kootenay Line through Revelstoke, Arrowhead, West Robson and Nelson.
Via Kootenay Line through Revelstoke, Arrowhead, Nakusp, Rosebery, Slocan Junction and Nelson.

H—Between Bassano and Swift Current, via Medicine Hat or Empress.

The following optional routes are available upon payment of amounts shown.

I—Between Calgary and points west, and Portal or Emerson, via Calgary and Medicine, $2.25.

J—Between Macleod and points west, and Portal or Emerson, via Macleod and Calgary, $3.25.

No expensive side trips necessary.
The Canadian Pacific Railway is built directly through the Canadian National Park and the Canadian Pacific 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 Seattle, Victoria and Vancouver; no extra charge.