Canada *since* Confederation

1867 ~ 1927

KICKING HORSE PASS

The Rockies Pierced with Spiral Tunnels

MENU

RELISHES

CHOW CHOW 15 OLIVES 20 MIXED PICKLES 15

READY TO SERVE

Sliced Tomatoes 35 Sliced Cucumbers 35
Radishes 15 Young Onions 15

Consomme, Hot or Cold 25 Cream of Chicken 25

Baked Whitefish, Espagnol 65
Broiled or Fried Lake Trout, Parsley Butter Sauce 65
Lake Winnipeg Goldeyes 65

Pineapple Fritters, Maple Syrup 20 Fricassee of Chicken 85
C. P. R. Mixed Grill 85
Roast Western Canadian Spring Lamb, Mint Sauce 85
With Browned Potatoes 95

Individual Pot Baked Beans (Hot or Cold) 35

Saute of Potatoes 20
French Fried Potatoes 25 Boiled or Mashed Potatoes 15
Spinach 20 New Turnips in Cream 20
Buttered New Beans 20 Stewed Tomatoes 20
Asparagus, Drawn Butter 45

Hot Tea Biscuits 15

Iced Melon 25 Cantaloupe (Half) 25
Berries with Cream 35 Tapioca Custard Pudding 20
Berry Pie 20, with Cream 30
Lemon Meringue Pie 20 Fresh Fruit Jelly with Whipped Cream 20
Ice Cream 25 Special Individual Cake Service 20

COLD DISHES, ETC.

LAKE TROUT MAYONNAISE 65 IMPORTED SARDINES 60
BEEF 75 OX TONGUE 75 HAM 75
ROAST LAMB 75 CHICKEN 80
WITH POTATO SALAD 15 CENTS EXTRA

SALADS

WITH FRENCH OR MAYONNAISE DRESSING
CHICKEN 60 COMBINATION 35
PINEAPPLE COTTAGE SALAD 35
HEAD LETTUCE 35 LETTUCE AND TOMATO 35
THOUSAND ISLAND DRESSING 10 CENTS

FRUITS

BANANAS, WHOLE (TWO) 25 PEACHES (THREE) 25 ORANGES (ONE) 15

CANADIAN PACIFIC
ROUTE TO
EUROPE

TWO DAYS
IN
SHELTERED
WATERS
OF THE
ST. LAWRENCE

FROM THE GRILL

Broiled or Fried Chicken (Half) 1.25 (20 Minutes)
Sirloin Steak 1.50 Small Steak 1.00
Lamb Chops (One) 45, (Two) 80
Bacon (Three) Strips 35, (Six) Strips 65 Broiled Ham 65
One Strip Bacon Served with Other Orders 15

EGGS, OMELETS, ETC.

BOILED (ONE) 20 (TWO) 35 SCRAMBLED 35 FRIED (ONE) 20 (TWO) 35
POACHED ON TOAST (ONE) 20 (TWO) 40
OMELETS: PLAIN 45 TOMATO OR CHEESE 50, JELLY OR SPANISH 60
HAM AND FRIED EGGS 65 BACON AND FRIED EGGS 65

PRESERVED FRUITS, MARMALADE, JAMS OR JELLIES 25

(IN INDIVIDUAL JARS)

PINEAPPLE RASPBERRIES CHERRIES STRAWBERRIES
BRAMBLEBERRY JELLY QUINCE JELLY CRABAPPLE JELLY
STRAWBERRY JAM RASPBERRY JAM
ORANGE OR GRAPEFRUIT MARMALADE

PRESERVED FIGS 35
INDIVIDUAL CANADIAN COMB OR STRAINED HONEY 25

BREAD AND BUTTER SERVICE PER PERSON

TOAST 15 HOT ROLLS, BROWN OR WHITE 15
WHITE, BROWN AND RAISIN BREAD 10
RY-KRISP HEALTH BREAD 10

CHEESE WITH CRACKERS 25

CANADIAN CHEDDAR LOAF "MACLAREN'S" IMPERIAL
SWISS "GRUYERE" KRAFT FRENCH ROQUEFORT

TEA, COFFEE, ETC.

COFFEE, POT 20 (SERVED WITH HOT MILK OR CREAM) TEA, POT 20
INSTANT POSTUM 20 COCOA, POT 25
INDIVIDUAL SEALED BOTTLE MILK 15 "HORLICK'S MALTED MILK" 20
NESTLES' MILK FOOD 25
ICED TEA 25 ICED COFFEE 25

FOR BOTTLED AND OTHER BEVERAGES SEE SPECIAL LIST

WAITERS ARE FORBIDDEN TO ACCEPT OR SERVE VERBAL ORDERS

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

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

1 D.W. 3-4 16-8-27-V.

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

The Spiral Tunnels

WHEN the original Canadian Pacific line was built through the Rocky Mountains, there was no time for elaborate construction. British Columbia had entered Confederation in 1871 on the Dominion of Canada's promise to establish railway communication between the Pacific Coast and Eastern Canada. To the officers of the Canadian Pacific, which was given the monumental task of building the promised railway, the elimination of heavy grades seemed less important than the speedy linking-up of Canada's isolated provinces.

The steep grades on the section between the Great Divide and Field, B.C., were successfully operated for 24 years without an accident to a passenger train, but by 1908 the increase in density of traffic across the mountains made a reduction of the grades a necessity. The problem was easy to propose — but harder to solve. There was no escape from the pass. Even if tracks could be hung on the precipitous walls of the Yoho Valley, they would be exposed to danger from snow-slides, and the construction and upkeep-cost would be prohibitive. Some other solution had to be found. It was in the famous Spiral Tunnels, opened in August, 1909,

The new line leaves the old a short distance west of Hector, and crosses the Kicking Horse River. Gradually it veers to the south-west, away from the river, and runs straight into the side of Cathedral Mountain. Within the rocky heart of the mountain it turns a circle to the left, passes under itself, and emerges 48 feet lower down, and pointed now towards the north. Past Yoho it turns slightly to the east and crosses the old line. Then it re-crosses the Kicking Horse River, and swings north into Tunnel No. 2 in the side of Mount Ogden. Again it turns, this time to the right, once more passes under itself and is 45 feet lower down when it emerges pointed towards the south-west. For the third time it crosses the Kicking Horse River, and just before it re-joins the old line near Field it passes through a tunnel 170 feet in length.

The old line was 4.1 miles in length and had a maximum grade of 4.5%. The new line is 8.2 miles in length with a maximum grade of 2.2%. Two locomotives of the same type and size as the four used previously can now haul a heavier train up the valley. The total cost of the grade-revision, tunnels and bridges was slightly more than $1,000,000. The abandoned line was given to the Dominion Government for use as a driving-road. With its superb vistas of the Yoho Valley, the snow-clad mountains and the glaciers, this drive along the rim of the canyon is as delightful as any in the Rockies.

The Spiral Tunnels bear mute but powerful witness to the resourcefulness of Canadian engineers and the never-ceasing efforts of the Canadian Pacific to improve its equipment.