1931 35.00

# Across Canada and Back

UNDER THE PERSONAL DIRECTION OF DEAN SINCLAIR LAIRD

From MONTREAL July 26, $371

From TORONTO July 27, $340

INCLUDING ALL EXPENSES

## Canadian Pacific

Joseph Patrick, Toronto
Sept. 16, 1981

## Application for Membership in "ACROSS CANADA AND BACK" TOUR

DEAN SINCLAIR LAIRD,
Box 226, Macdonald College P.O., Que.

Enclosed is cheque or money order for $.....($10.00 on each rail ticket as deposit) to hold reservation on your "Across Canada and Back" tour.

The following sleeping car accommodation is required:—

Lower ☐ Upper ☐ *Compartment ☐ *Drawing Room ☐

for.....persons.

(*Minimum two persons.)

| NAME | ADDRESS |
|---|---|
| | |
| | |
| | |
| | |

TERMS OF RESERVATION:—A deposit of $10.00 for each person is required to hold reservation. Should circumstances arise making it impossible for you to go, I shall return same to you. The balance of the cost of the trip is due ten days before departure of the tour.

# DIVERSITY

That those interested may know the distances covered in the tour and its diversity, the following details are given:—

| | |
|---|---|
| Land miles over which special train travels between Montreal and Vancouver | 5,235 |
| Water miles over which the party travels on Steamers— | |
| Vancouver to Victoria and return | 166 |
| Fort William to Port McNicoll | 550 |
| Motoring miles in Canadian Rockies | 192 |
| Motoring miles in sight-seeing drives in cities | 145 |
| Total mileage | 6,288 |

The picture on the front cover, reproduced from a painting in oils by Adam Sherriff Scott, shows the beautiful Bow River Valley in the Canadian Rockies. In the lower foreground is seen the baronial Banff Springs Hotel, a Canadian Pacific Hotel.

# FOREWORD

THE eyes of the world have been on Canada for some time, not only at the Imperial Conference of 1930, but also in connection with the wheat situation and world trade generally. This prominence is due to Canada's seniority and importance as a Dominion.

Furthermore, Canada is a real Empire in itself, with a history of romance, pioneering, exploration, settlement, and development. Its future progress will make it one of the fascinating countries of the world.

No education is complete without a tour across Canada, and no one can afford to remain unacquainted with the amazing development of Canadian industry, agriculture, mining, and water power. All should see for themselves the primary sources of our boundless material wealth and prosperity, the famous scenery of the Canadian Rockies, our noted summer resorts that attract thousands of travellers annually, our national parks, and our growing cities.

This tour "Across Canada and Back" will bring you in close contact with the West and its people, under exceptionally favourable auspices. Those who make their first visit will be amazed at its magnificent distances, fertile soil, splendid forests, mighty mountains, busy cities, and energetic people. Those who have previously visited the West will be surprised at the phenomenal growth of its cities, universities, harbours, and industries.

Improved from time to time by experience, the itinerary is delightfully balanced and complete. It comprises a variety of scenery, climate, amusements, and methods of travel. Numerous stops will be made for sightseeing in the many noted beauty spots, national parks, experimental farms and forestry stations, larger centres of population, and provincial capitals.

You will enjoy the luxury of making your home and travelling on the highest type of Canadian Pacific train, with refreshing changes occasionally to trips on lake and ocean steamship, motor car and bus.

The advantages of a personally conducted tour are obvious. Travelling in a special party reduces expense and obviates all trouble. Members will enjoy the companionship of congenial people from all professions. All burdensome details connected with tickets, baggage, transfers, reservations in hotels, steamships and motor cars are eliminated. Passengers are care-free, and can devote themselves to pleasure without a single worry. There is no waste of time, and yet no undue hurry.

The date is chosen, from experience, to secure the best weather and travelling conditions. I am certain that all the members of the party will return from this tour refreshed in body and mind, and with a new conception of Canada.

Our usual hearty welcome awaits us in the West. I can assure a pleasant and profitable holiday to all who join me on my eighth annual Tour "Across Canada and Back" in 1931.

Postal Address:
Dean Sinclair Laird,
Box 226, Macdonald College, P.Q.

Sinclair Laird
Dean.

PRINTED IN CANADA 1931

# GENERAL INFORMATION

## CHARGES

The following charges shown hereunder apply from Toronto and Montreal, and include transportation, steamers and sleeping car accommodation, rooms in hotels, meals in diners, hotels, bungalow camps and on steamers, and sightseeing drives at points visited, and as detailed in itinerary.

| | One Person in Lower | One Person in Upper | Two Persons in Lower (each) | Three Persons in Section (each) | Two Persons in Compartment (each) | Two Persons in Drawing Room (each) | Three Persons in Drawing Room (each) |
|---|---|---|---|---|---|---|---|
| Toronto | $340.00 | $326.00 | $306.00 | $313.00 | $370.00 | $392.00 | $353.00 |
| Montreal | 371.00 | 357.00 | 337.00 | 344.00 | 401.00 | 423.00 | 384.00 |

The charges shown hereunder cover railway fare from the points named for the tour and the inclusive charges from Montreal or Toronto. Note references marked alongside each place with footnote.

| | One Person in Lower | One Person in Upper | Two Persons in Lower (each) | Three Persons in Section (each) | Two Persons in Compartment (each) | Two Persons in Drawing Room (each) | Three Persons in Drawing Room (each) |
|---|---|---|---|---|---|---|---|
| *Halifax | $414.00 | $400.00 | $380.00 | $387.00 | $444.00 | $466.00 | $427.00 |
| *Charlottetown | 412.00 | 398.00 | 378.00 | 385.00 | 442.00 | 464.00 | 425.00 |
| *Saint John | 406.00 | 392.00 | 372.00 | 379.00 | 436.00 | 458.00 | 419.00 |
| *Quebec | 385.00 | 371.00 | 351.00 | 358.00 | 415.00 | 437.00 | 398.00 |
| *Sherbrooke | 381.25 | 367.25 | 347.25 | 354.25 | 411.25 | 433.25 | 394.25 |
| *Boston | 388.00 | 374.00 | 354.00 | 361.00 | 418.00 | 440.00 | 401.00 |
| †Ottawa | 356.75 | 342.75 | 322.75 | 329.75 | 386.75 | 409.25 | 369.75 |
| †Oshawa | 342.50 | 328.50 | 308.50 | 315.50 | 372.50 | 394.50 | 355.50 |
| †Belleville | 347.50 | 333.50 | 313.50 | 320.50 | 377.50 | 399.50 | 360.50 |
| †Kingston | 350.00 | 336.00 | 316.00 | 323.00 | 380.00 | 402.00 | 363.00 |
| †Hamilton | 340.00 | 326.00 | 306.00 | 313.00 | 370.00 | 392.00 | 353.00 |
| †Brantford | 340.00 | 326.00 | 306.00 | 313.00 | 370.00 | 392.00 | 353.00 |
| †London | 340.00 | 326.00 | 306.00 | 313.00 | 370.00 | 392.00 | 353.00 |
| †Windsor | 340.00 | 326.00 | 306.00 | 313.00 | 370.00 | 392.00 | 353.00 |
| †Detroit | 340.00 | 326.00 | 306.00 | 313.00 | 370.00 | 392.00 | 353.00 |
| †Buffalo | 345.00 | 331.00 | 311.00 | 318.00 | 375.00 | 397.00 | 358.00 |
| †New York | 368.50 | 354.50 | 334.50 | 341.50 | 398.50 | 420.50 | 381.50 |
| ‡Sudbury | 328.00 | 314.00 | 294.00 | 301.00 | 358.00 | 380.00 | 341.00 |
| §Sault Ste. Marie | 328.00 | 314.00 | 294.00 | 301.00 | 358.00 | 380.00 | 341.00 |
| ‡North Bay | 331.75 | 317.75 | 297.75 | 304.75 | 361.75 | 383.75 | 344.75 |

*Includes transportation for the entire tour and all-inclusive features as detailed in itinerary of the tour commencing at Montreal. Rates do not include sleeping, parlor car accommodation or meals between starting point and Montreal, either going or returning.

†Includes transportation for entire tour and all-inclusive features as detailed in itinerary of the tour commencing at Toronto. Rates do not include sleeping, parlor car accommodation or meals between starting point and Toronto, either going or returning.

‡Going—Joining special train at Sudbury. Returning via Great Lakes to Sault Ste. Marie, and rail to starting point.

§Going—Joining special train at Sudbury and returning via Great Lakes to Sault Ste. Marie.

## TICKETS, STOP-OVERS

Railway tickets issued in connection with the "Across Canada Tour" are first-class "Summer Tourist," and are valid for travelling from May 15. Those purchasing tickets outside of Toronto and Montreal, who desire to leave home in advance of the starting date of the Tour, can stop over at any intermediate point and join the Tour at Montreal or Toronto.

## CHILDREN

Rates for children under twelve years of age will be quoted on application. Those twelve years and over will be charged full adult fare.

## ACCOMMODATION ON GREAT LAKES STEAMER

Passengers are berthed two persons to a two-berth room and three persons to a three-berth room. When exclusive use of a room is desired, an extra charge is required. When two persons desire to occupy a three-berth outside room there is also an additional charge. For married couples occupying three-berth outside rooms there is no additional charge.

## ACCOMMODATION IN HOTELS

The rates quoted provide for rooms with bath in Hotel Vancouver, Vancouver, B.C., and Empress Hotel, Victoria, B.C., on basis of two persons to a room. Single rooms, if available, will be at an additional charge.

## RESERVATIONS

Reservations will be accepted on payment of $10.00 for each reservation made, for which a receipt will be given. **This amount is deducted from total cost when making final payment and on surrender to ticket agent of receipt showing initial payment.**

## THE SPECIAL TRAIN

Special cars will leave Montreal Windsor Street Station, July 26, and will be attached to the special train leaving from Toronto Union Station, July 27. The equipment of the special train from Toronto will consist of Baggage Car, Standard Drawing Room Sleeping Cars, Dining Car, Compartment Cars, Observation Car, and Special Open Observation Car in the mountains.

There will be a special baggageman, detailed to accompany the party for the entire tour, to supervise the baggage arrangements.

Daily news bulletin service and newspapers of the cities through which the tour passes will be supplied.

## BAGGAGE

Passengers should have their baggage checked to Toronto and marked for "Dean Laird's Special." Baggage tags will be furnished upon request.

## SPECIAL DRESSING ROOMS

Special ladies' and gentlemen's dressing rooms will be provided in the baggage car, with wardrobe accommodation and clothes hangers. This will enable members of the party to hang up their spare clothing from their trunks and travelling bags and have a convenient place for changing their clothes en route whenever desired. The porter of the Observation Car will press clothes at a nominal charge.

## WEARING APPAREL

As the evenings are sometimes cool in the mountains, it is advisable to bring a light overcoat, sweater or wrap. For hiking, a pair of heavy shoes will be found useful. Those who may wish horse-back riding, should take riding breeches. Smoked glasses for use against the sun's rays will be found helpful. Don't forget your camera.

## PERSONAL FUNDS

Passengers will find the use of Canadian Pacific Express Company's Travellers' Cheques the best method of providing personal funds for use at all points along the route. The cheques are issued for fixed amounts of $10.00, $20.00, $50.00 and $100.00. They may be obtained from any Canadian Pacific Agent either singly or in books, in any number required.

## ENTERTAINMENT ON TRAIN

The special train will be equipped with an orthophonic gramaphone and a piano. If you are musical, bring your music or musical instrument. There will also be opportunities for dancing, community singing, bridge and other social activities.

## PERSONALLY CONDUCTED

A special representative of the Canadian Pacific Railway will travel with the party to attend to all details.

## GRATUITIES

Gratuities on trains, steamers or at hotels are not included in rates.

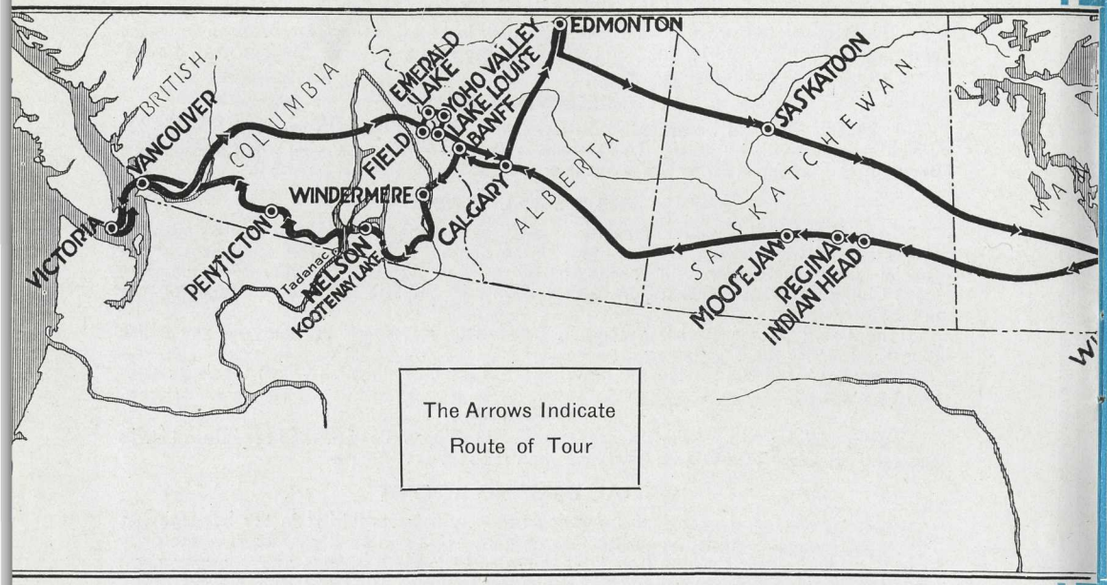
## LAUNDRY

Laundry service is available at Banff Springs Hotel and Hotel Vancouver.

## MAIL

Mail should be addressed "Care Dean Laird's Tour," to the following hotels, being mailed in sufficient time to permit of delivery on dates shown:—

| | | |
|---|---|---|
| Winnipeg | Royal Alexandra Hotel | July 29 |
| Calgary | Palliser Hotel | July 31 |
| Banff | Banff Springs Hotel | Aug. 1 |
| Vancouver | Hotel Vancouver | Aug. 5 |
| Lake Louise | Chateau Lake Louise | Aug. 10 |
| Banff | Banff Springs Hotel | Aug. 11 |
| Winnipeg | Royal Alexandra Hotel | Aug. 14 |
| Fort William | Care of Canadian Pacific Steamer sailing | Aug. 15 |

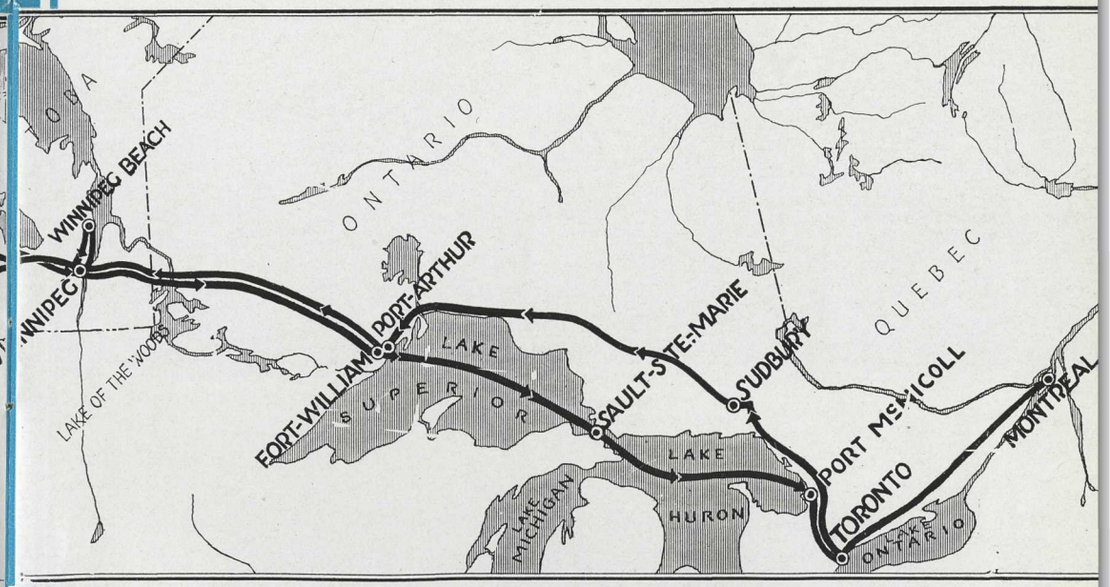



## DAILY ITINERARY

| | | | | | | |
|---|---|---|---|---|---|---|
| Leave | Montreal (Windsor Station) | Rail | 10.00 p.m.E.T. | Sunday | July | 26 |
| Arrive | Toronto (Union Station) | " | 7.00 a.m. | Monday | July | 27 |
| Leave | Toronto (Union Station) | " | 2.00 p.m. | Monday | July | 27 |
| Arrive | Port Arthur | " | 3.25 p.m. | Tuesday | July | 28 |
| Leave | Fort William | " | 6.45 p.m.C.T. | Tuesday | July | 28 |
| Arrive | Winnipeg Beach | " | 8.35 a.m. | Wednesday | July | 29 |
| Leave | Winnipeg Beach | " | 11.45 a.m. | Wednesday | July | 29 |
| Arrive | Winnipeg | " | 1.00 p.m. | Wednesday | July | 29 |
| Leave | Winnipeg | " | 11.50 p.m. | Wednesday | July | 29 |
| Arrive | Indian Head | " | 8.30 a.m.M.T. | Thursday | July | 30 |
| Leave | Indian Head | " | 10.00 a.m. | Thursday | July | 30 |
| Arrive | Regina | " | 11.25 a.m. | Thursday | July | 30 |
| Leave | Regina | " | 5.45 p.m. | Thursday | July | 30 |
| Arrive | Moose Jaw | " | 7.00 p.m. | Thursday | July | 30 |
| Leave | Moose Jaw | " | 8.00 p.m. | Thursday | July | 30 |
| Arrive | Calgary | " | 9.15 a.m. | Friday | July | 31 |
| Leave | Calgary | " | 3.00 p.m. | Friday | July | 31 |
| Arrive | Banff | " | 6.00 p.m. | Friday | July | 31 |
| Leave | Banff | Automobile | 9.00 a.m. | Sunday | Aug. | 2 |
| Arrive | Windermere | " | 5.00 p.m. | Sunday | Aug. | 2 |
| Leave | Windermere | Rail | 6.00 p.m.P.T. | Sunday | Aug. | 2 |
| Arrive | Nelson | " | 6.00 a.m. | Monday | Aug. | 3 |
| Leave | Nelson | " | 10.30 a.m. | Monday | Aug. | 3 |
| Arrive | Bonnington Falls | " | 11.00 a.m. | Monday | Aug. | 3 |
| Leave | Bonnington Falls | " | 11.30 a.m. | Monday | Aug. | 3 |
| Arrive | Tadanac | " | 1.10 p.m. | Monday | Aug. | 3 |
| Leave | Tadanac | " | 4.30 p.m. | Monday | Aug. | 3 |

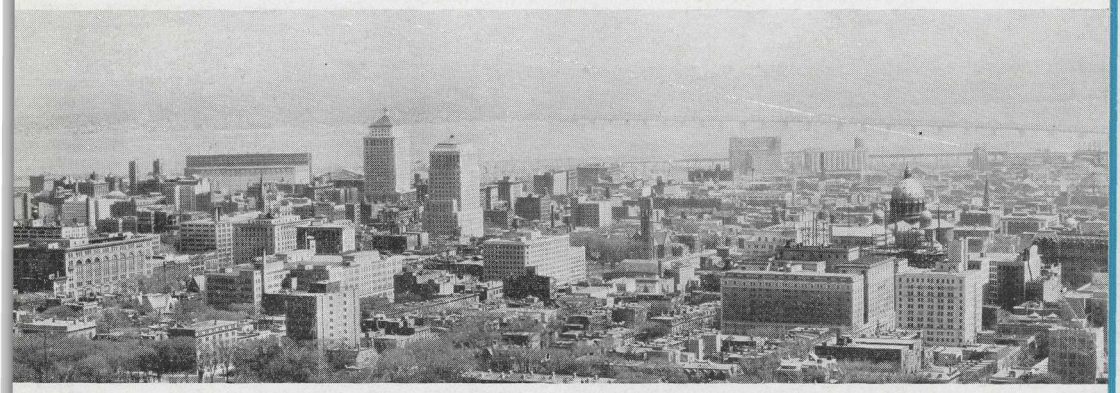






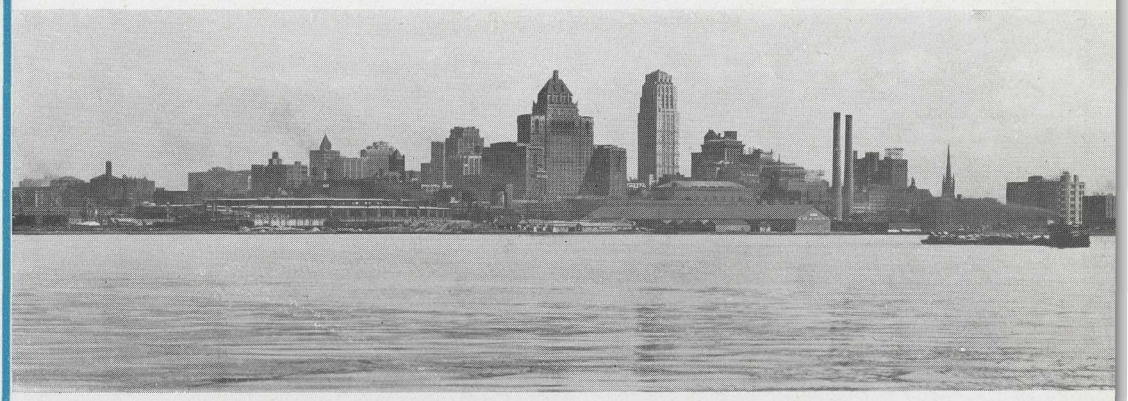

### DAILY ITINERARY—Continued

| | | | | | | |
|---|---|---|---|---|---|---|
| Arrive | Penticton | Rail | 6.30 a.m.P.T. | Tuesday | Aug. | 4 |
| Leave | Penticton | " | 9.15 a.m. | Tuesday | Aug. | 4 |
| Arrive | Vancouver | " | 9.30 p.m. | Tuesday | Aug. | 4 |
| Leave | Vancouver | Steamer | 10.30 a.m. | Thursday | Aug. | 6 |
| Arrive | Victoria | " | 2.30 p.m. | Thursday | Aug. | 6 |
| Leave | Victoria | " | 11.45 p.m. | Friday | Aug. | 7 |
| Arrive | Vancouver | " | 7.00 a.m. | Saturday | Aug. | 8 |
| Leave | Vancouver | Rail | 3.00 p.m. | Saturday | Aug. | 8 |
| Arrive | Field | " | 11.00 a.m.P.T. | Sunday | Aug. | 9 |
| Leave | Field | Automobile | 12.15 p.m.M.T. | Sunday | Aug. | 9 |
| Arrive | Lake Louise | " | 6.00 p.m. | Sunday | Aug. | 9 |
| Leave | Lake Louise | Rail | 7.00 a.m. | Tuesday | Aug. | 11 |
| Arrive | Banff | " | 8.05 a.m. | Tuesday | Aug. | 11 |
| Leave | Banff | " | 4.00 a.m. | Wednesday | Aug. | 12 |
| Arrive | Edmonton | " | 2.00 p.m. | Wednesday | Aug. | 12 |
| Leave | Edmonton | " | 6.40 p.m. | Wednesday | Aug. | 12 |
| Arrive | Saskatoon | " | 8.30 a.m. | Thursday | Aug. | 13 |
| Leave | Saskatoon | " | 1.15 p.m. | Thursday | Aug. | 13 |
| Arrive | Winnipeg | " | 7.50 a.m.C.T. | Friday | Aug. | 14 |
| Leave | Winnipeg | " | 10.20 p.m. | Friday | Aug. | 14 |
| Arrive | Fort William | " | 10.45 a.m. | Saturday | Aug. | 15 |
| Leave | Fort William | Steamer | 12.30 p.m. | Saturday | Aug. | 15 |
| Arrive | Sault Ste. Marie | " | 9.00 a.m.E.T. | Sunday | Aug. | 16 |
| Leave | Sault Ste. Marie | " | 1.00 p.m. | Sunday | Aug. | 16 |
| Arrive | Port McNicoll | " | 8.00 a.m. | Monday | Aug. | 17 |
| Leave | Port McNicoll | Rail | 8.15 a.m. | Monday | Aug. | 17 |
| Arrive | Toronto | " | 12.00 noon | Monday | Aug. | 17 |
| Leave | Toronto | " | 1.00 p.m. | Monday | Aug. | 17 |
| Arrive | Montreal (Windsor Station) | " | 8.45 p.m. | Monday | Aug. | 17 |



Montreal from the Mountain

Open Observation Car



Toronto Skyline showing the Royal York Hotel

## SUNDAY, JULY 26

Leave Montreal (Windsor Station) 10.00 p.m. (Standard Time)

**Montreal** MONTREAL, one of the starting points of the tour, is the largest city in Canada, the second largest port of America and the largest inland port in the world. It is also the leading financial and industrial centre of Canada, and next to Paris, Marseilles, Brussels and Bordeaux, is the largest French-speaking city in the world. Of its million inhabitants, three-fourths speak French as their mother tongue. Rail and trans-oceanic terminal though it is, Montreal is still compellingly beautiful, and the lure of its scenic loveliness and historical background annually attracts tourists from all parts of the continent. To obtain a comprehensive view of this far flung city, one climbs to the Look Out on the brow of Mount Royal. East and west the streets and buildings stretch away to open fields in the distance. To the south is the broad band of the St. Lawrence, while on the nearer shore are towering grain elevators, giant warehouses and close behind them is the ancient city.

Adjoining Place Viger Station (1½ miles from Windsor Station) the Canadian Pacific operates the Place Viger—a charming hotel that makes an ideal centre for those who prefer quiet yet wish to be within easy reach of the business and shopping districts.

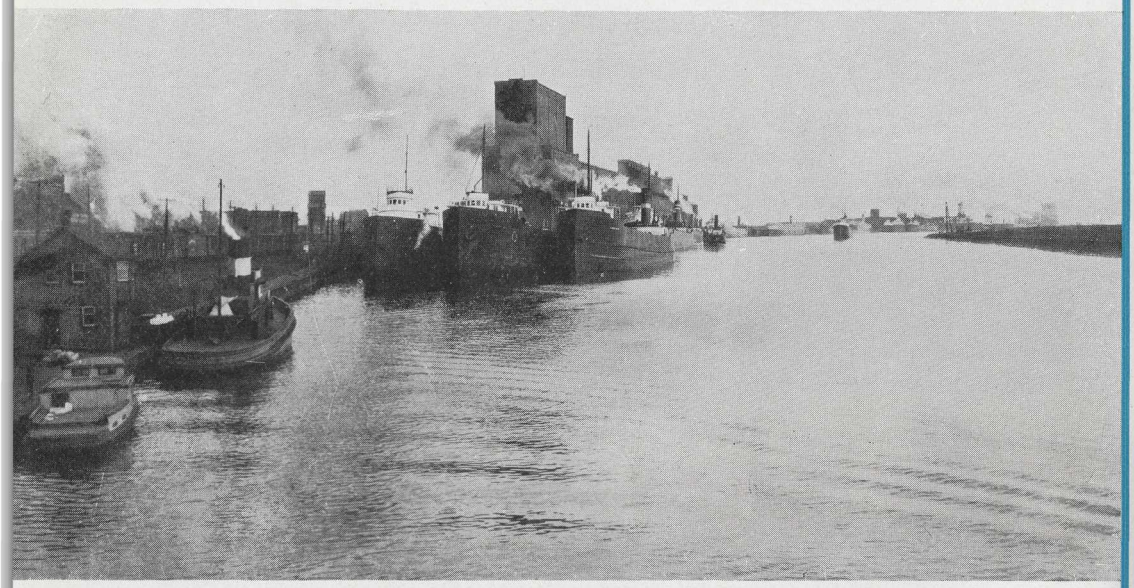
## MONDAY, JULY 27

Arrive Toronto 7.00 a.m. | Breakfast and lunch at Royal York Hotel<br>Dinner in Dining Car | Leave Toronto 2.00 p.m.

**Toronto** AT TORONTO, capital of Ontario and second largest city of Canada, we are joined by the remainder of the party. Beautifully situated on the shore of Lake Ontario, Toronto is affectionately called the Queen City by its citizens. The seat of the Provincial Government, it has also over a thousand manufacturing establishments and some of the largest commercial houses and banks in the Dominion.

The Royal York, the largest hotel in the British Empire, is located in Toronto across from Union Station. It is owned and operated by the Canadian Pacific.

Northward from Toronto we proceed through the Muskoka region, one of the best-known summer playgrounds of this continent. Passing Sudbury, where the largest nickel mines in the world are found, we continue through the big game territories of Northern Ontario and, for many miles before arriving at Port Arthur, skirt the shores of Lake Superior. We plunge into deep cuts, vast tunnels and out again into dazzling sunshine which turns to blue the distant islands fringing the shore and the distant promontories ahead and behind.



Elevators at Fort William, Ont.

## TUESDAY, JULY 28

Arrive Port Arthur 3.25 p.m. Leave Fort William 6.45 p.m. Breakfast, lunch and dinner in Dining Car
Drive from Port Arthur to Fort William

**Port Arthur and Fort William**

TUESDAY AFTERNOON is spent in the Twin Cities of Port Arthur and Fort William, which together form Canada's greatest grain port. The total capacity of the thirty-six great terminal elevators is in excess of 70,000,000 bushels, the largest having a capacity of 10,000,000 bushels. We proceed from Port Arthur to Fort William by automobile.

As a summer resort the Twin Cities have many attractions. They are the gateway to a vast area of forest, lake, stream and mountain.

## WEDNESDAY, JULY 29

Arrive Winnipeg Beach 8.35 a.m. Breakfast in Dining Car Leave Winnipeg Beach, 11.45 a.m.

**Winnipeg Beach**

WINNIPEG BEACH is one of the most popular summer resorts for Winnipegers. It is situated 50 miles north of Winnipeg, on the shore of Lake Winnipeg, which is larger than Lake Ontario, and has a beautiful beach, dancing pavilion, hotels, yacht club, hundreds of summer cottages and all the other appurtenances of a successful resort.

## WEDNESDAY, JULY 29

Arrive Winnipeg 1.00 p.m. Lunch at individual expense Drive around city starting from Royal Alexandra Hotel 2.30 p.m. Dinner Royal Alexandra Hotel Leave Winnipeg 11.50 p.m.

**Winnipeg**

WINNIPEG is Canada's third largest city, with a population (including suburbs) of 300,000. The city is handsomely built, one of the most notable structures being the provincial Parliament Buildings; it is also the seat of the University of Manitoba and the Manitoba Agricultural College. It is a city of fine boulevards and parks, with many golf courses and facilities for summer and winter sports of all kinds. Winnipeg is the greatest grain market and grain inspection point in the British Empire. It is the railway centre of the prairies and commands the trade of the vast regions to the north, east and west.

Parliament Buildings, Regina, Sask.

## THURSDAY, JULY 30

Arrive Indian Head 8.30 a.m. Breakfast in Dining Car Leave Indian Head 10.00 a.m.

**Indian Head**

INDIAN HEAD is generally known in the Prairie Provinces as the chief tree distributing centre of the Federal Forestry Branch. From this point millions of trees are annually shipped without charge to farmers in the West who are desirous of establishing shelter belts or of beautifying their farms. The Dominion Government also maintains an experimental farm here.

## THURSDAY, JULY 30

Arrive Regina 11.25 a.m. Transfer to Hotel Saskatchewan Lunch at Hotel Saskatchewan
Drive around city and visit to Regina Exhibition. Leave Regina 5.45 p.m.

**Regina**

REGINA is the capital and largest city in the province of Saskatchewan, and the greatest distributing centre for farm machinery in the world. The Provincial Parliament Buildings, which face the placid Wascana Lake, are very handsome. The Canadian Pacific has, at this point, a magnificent hotel called "Hotel Saskatchewan," containing 271 guest rooms. It is situated facing Victoria Park, four blocks from the station.

Regina was formerly the capital of the North West Territories and was for over forty years the headquarters of the Royal North-West Mounted Police, one of the most famous forces in the world, whose exploits have been so often chronicled in both fact and fiction as to have become almost historic.

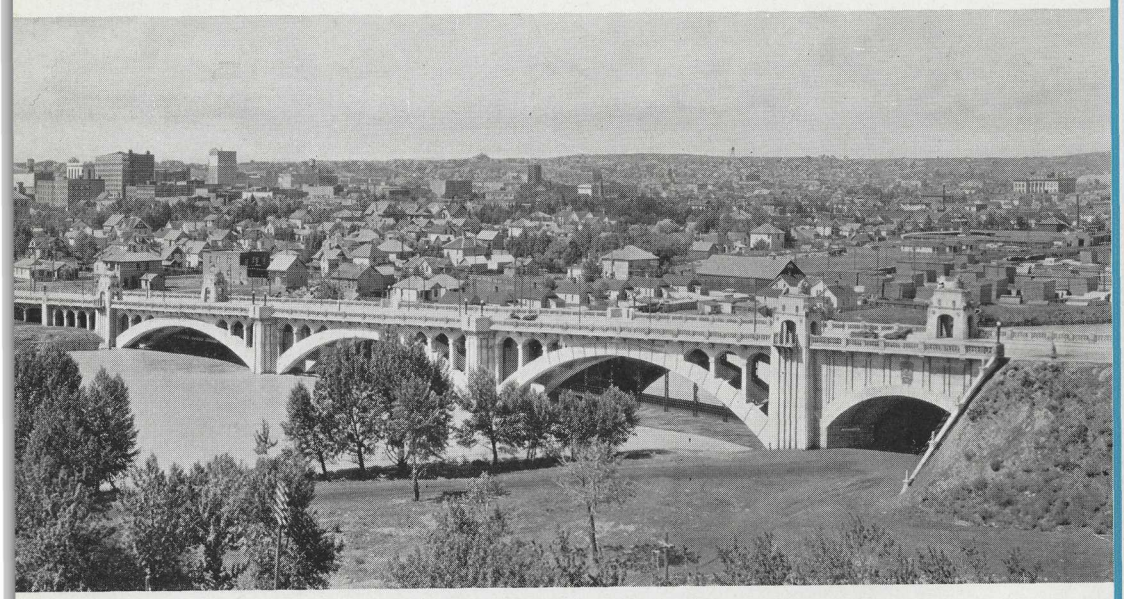
## THURSDAY, JULY 30

Arrive Moose Jaw 7.00 p.m. Drive around city Leave Moose Jaw 8.00 p.m. Dinner in Dining Car

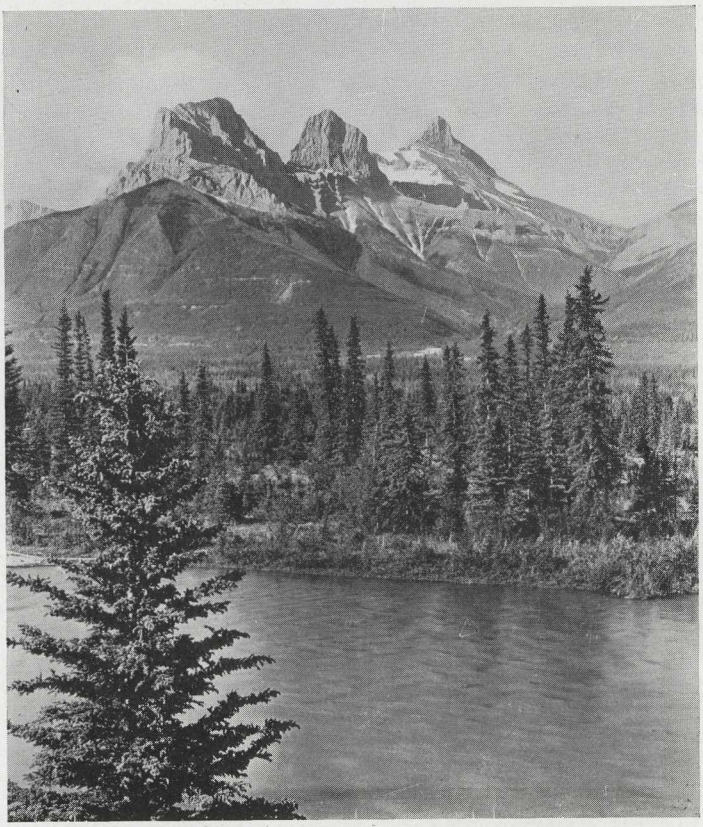
**Moose Jaw**

MOOSE JAW is a railway divisional point and one of the principal transportation centres of Western Canada. Its unusual name is a contracted translation of an Indian word meaning "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone"—an illuminating side-light on an episode of pioneering days. Mills and elevators indicate the district's wheat-producing qualities, Moose Jaw being one of the largest milling points in Saskatchewan. A Dominion Government interior terminal elevator, with a capacity of 3,500,000 bushels, lies just west of the city.

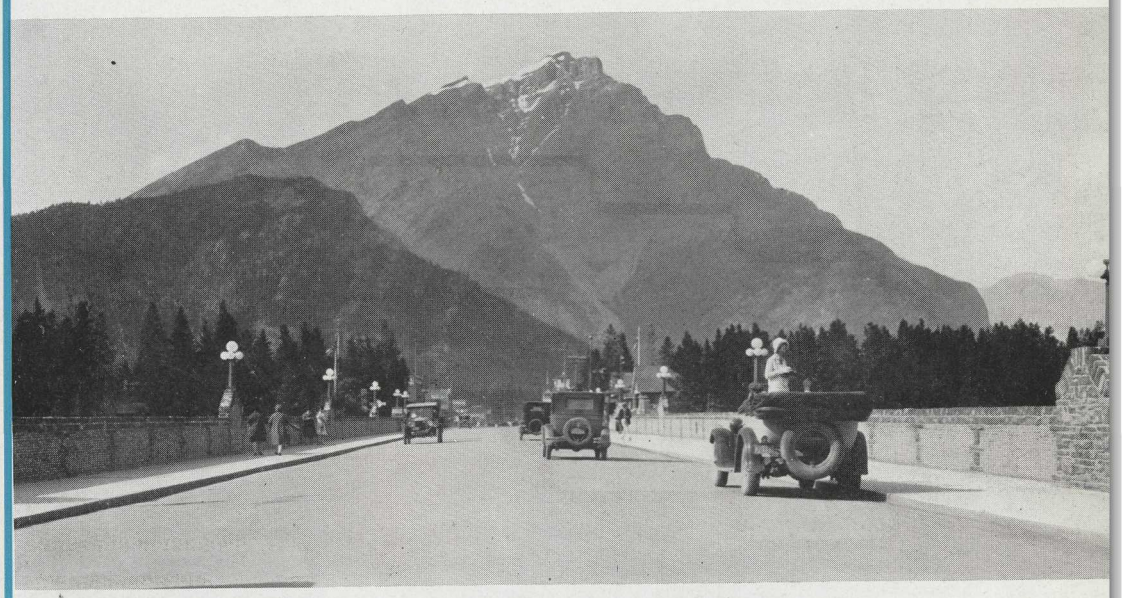
# ACROSS CANADA AND BACK



Centre Street Bridge, Calgary, Alta.



The Three Sisters, Canmore, Alta.



Banff—Bow Bridge and Cascade Mountain

## FRIDAY, JULY 31

Arrive Calgary 9.15 a.m. Breakfast in Dining Car Drive around city, starting from Pa liser Hotel 10.00 a.m. Lunch at Palliser Hotel Leave Calgary 3.00 p.m.

**Calgary** HERE we reach the end of the prairie proper and are on the edge of the foothills. Calgary is the largest city in Alberta and also the largest between Winnipeg and Vancouver. Founded less than forty years ago, it is now a flourishing industrial and agricultural centre. At Calgary, adjoining the Canadian Pacific station, is the fine Palliser Hotel, owned and operated by the Canadian Pacific.

**The Gap** BEYOND Calgary is the most wonderful region of Canada—the Canadian Rockies, which we enter at the "Gap," two almost vertical walls of dizzy height, streaked and capped with snow and ice. Nature has thrown up this system on so vast a scale that its greatness is difficult to grasp. It comprises 650 peaks 6,000 feet in height, or more. In places the roadbed is cut out of solid rock; in others, huge steel trestles span deep chasms.

## FRIDAY, JULY 31 and SATURDAY, AUGUST 1

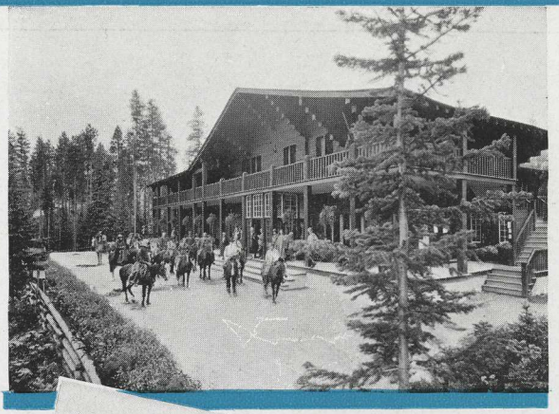
Arrive Banff 6.00 p.m. Transfer to Banff Springs Hotel for dinner Transfer back to station and sleep on train Breakfast in Dining Car Drive to points of interest starting from station at 8.30 a.m., terminating at Banff Springs Hotel Lunch and dinner at Banff Springs Hotel Transfer Banff Springs Hotel to train Sleep on train.

**Banff** BANFF is the headquarters of Banff National Park (3834.5 square miles). Nowhere else are features of special interest so accessible, so many spendid roads and bridle paths having been constructed. On the east side of the Bow Falls is the road which switchbacks up Tunnel Mountain, affording splendid views of the Bow Valley and the surrounding mountains. Another beautiful walk is past the Cave and Basin to Sundance Canyon. The Canadian Pacific's magnificent Banff Springs Hotel, the finest mountain hotel in the world, stands on a height between the foaming falls of the Bow and the mouth of the rapid Spray River. From its verandahs beautiful panoramas are to be viewed. Had Banff not become famous for its beauty, it must have become famous for its hot springs, which are amongst the most important of this continent. The Banff Springs Hotel has its own beautiful sulphur pool. Among the recreations of Banff are golf, tennis, driving, motoring, riding, boating, swimming, fishing and mountain climbing.

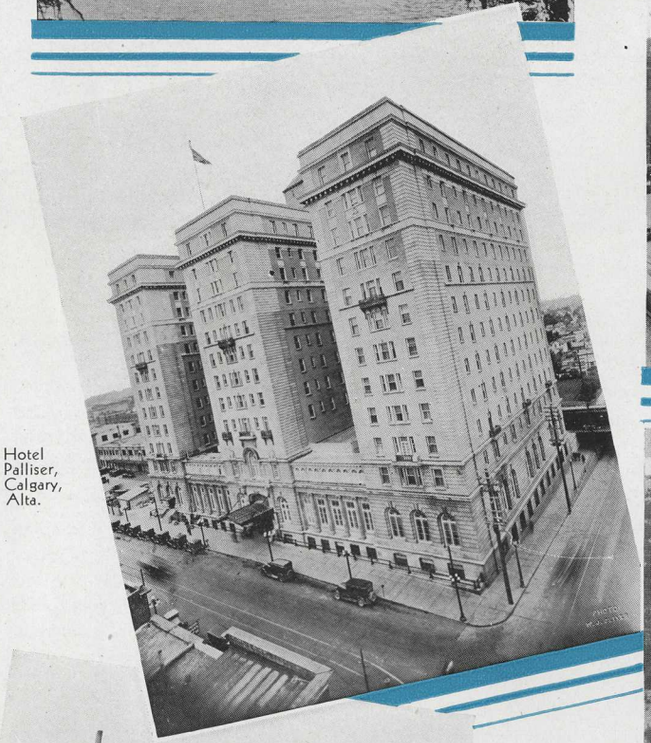
# CANADIAN PACIFIC HOTELS YOU VISIT ON YOUR WAY

Chateau Lake Louise, Lake Louise, Alta.

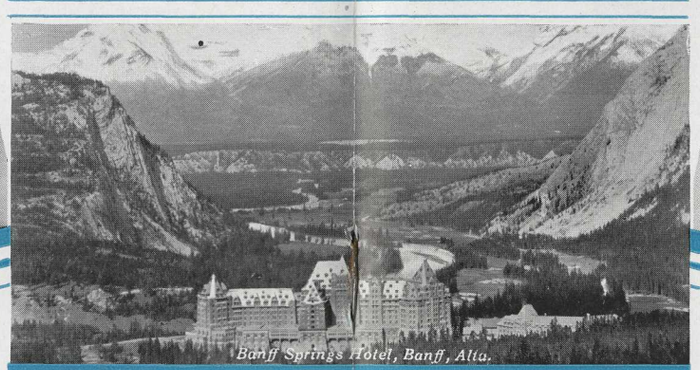
Royal York Hotel, Toronto, Ont.



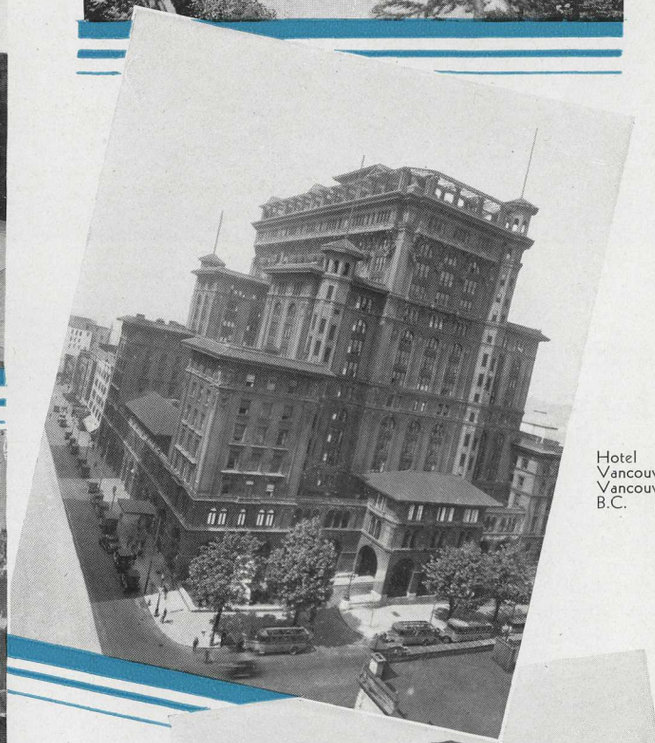
Emerald Lake Chalet, near Field, B.C.



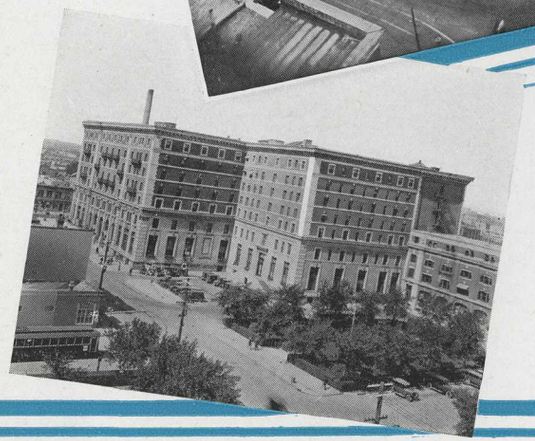
Hotel Palliser, Calgary, Alta.



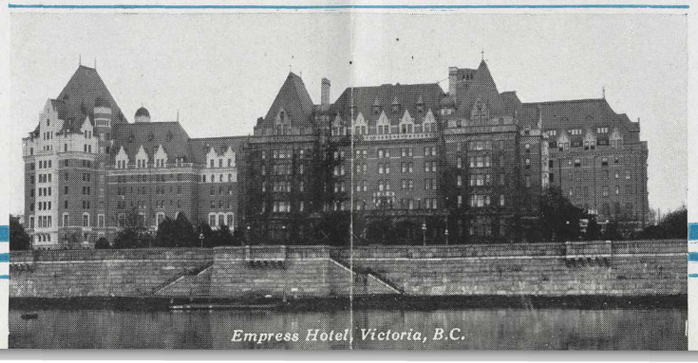
Banff Springs Hotel, Banff, Alta.



Hotel Vancouver, Vancouver, B.C.

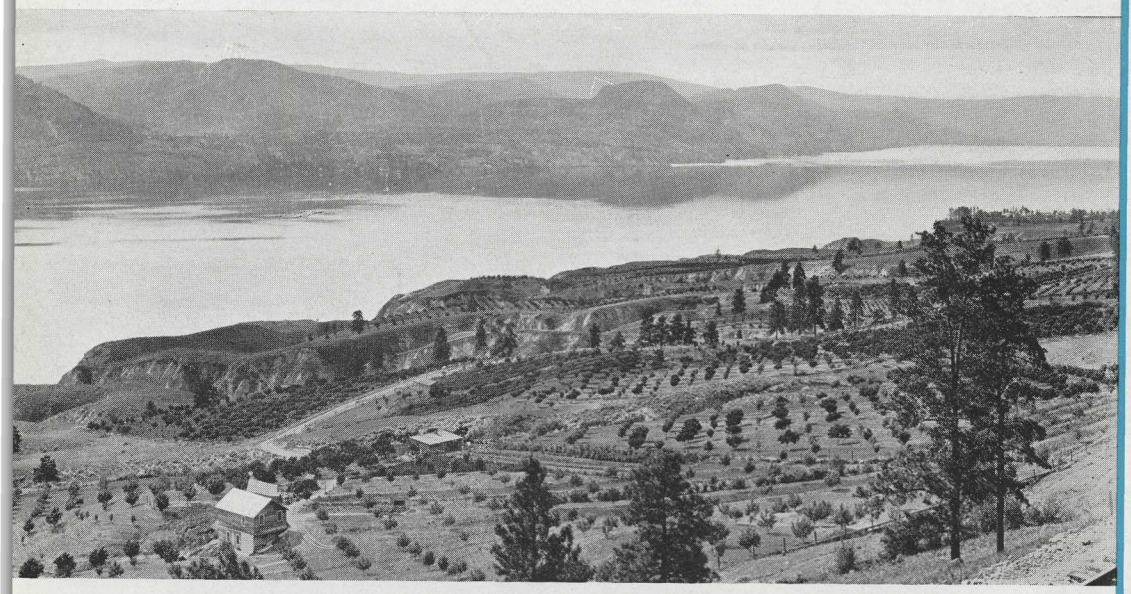


Royal Alexandra Hotel Winnipeg, Man.



Empress Hotel, Victoria, B.C.

Hotel Sask-atchewan, Regina, Sask.



Orchards in the Okanagan Valley

## SUNDAY, AUGUST 2

Breakfast in Dining Car Leave Banff by automobile 9.00 a.m. Lunch at Mountain Camp Arrive Windermere 5.00 p.m. (Mountain time) Leave Windermere 6.00 p.m. (Pacific time) Dinner in Dining Car

**Banff-Windermere Highway**

WE NOW make a spectacular automobile trip of one hundred and four miles through the most magnificent mountain scenery of the world over the Banff-Windermere Highway. At Castle Mountain we cross the Bow River and shortly after enter Vermilion Pass, at which point Kootenay Park commences. Soon we are passing Marble Canyon, a remarkable fissure 300 feet deep. We then follow the Vermilion River to its junction with the Kootenay River. Crossing the Kootenay we proceed through a beautiful avenue of virgin forest and ascending Sinclair Pass, reach Radium Hot Springs, and a few miles beyond, Lake Windermere, a popular starting-point for excursions into the beautiful country surrounding. During the motor trip our train has been sent empty to Windermere to await our arrival.

## MONDAY, AUGUST 3

Arrive Nelson 6.00 a.m. Leave Nelson 10.30 a.m. Breakfast, Lunch and Dinner in Dining Car

**Nelson**

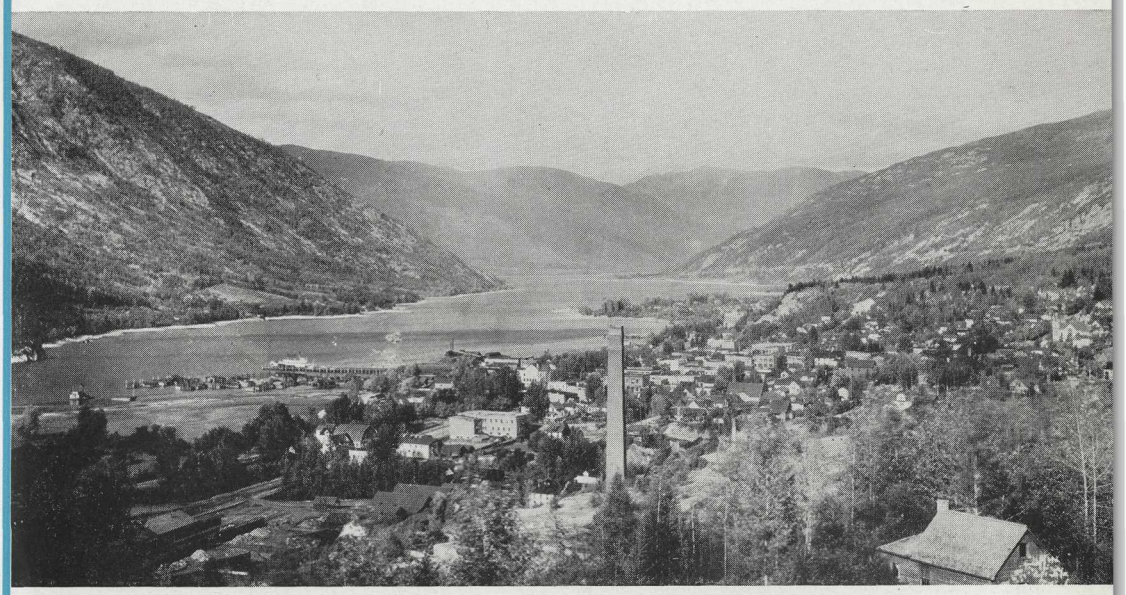
NELSON is charmingly situated on a commanding eminence overlooking the west arm of Kootenay Lake and is the commercial centre of the Kootenay district and practically of the entire southern British Columbia region. At the convergence of lake and rail systems, it is an attractive little city in which life passes very pleasantly. The people of Nelson say that Nature practised on Switzerland before making British Columbia. They compare the location of their city to Lucerne; and, indeed, the Selkirks, the dominant features of the Kootenay landscape, have little to suffer in a comparison with the Alps.

## MONDAY, AUGUST 3

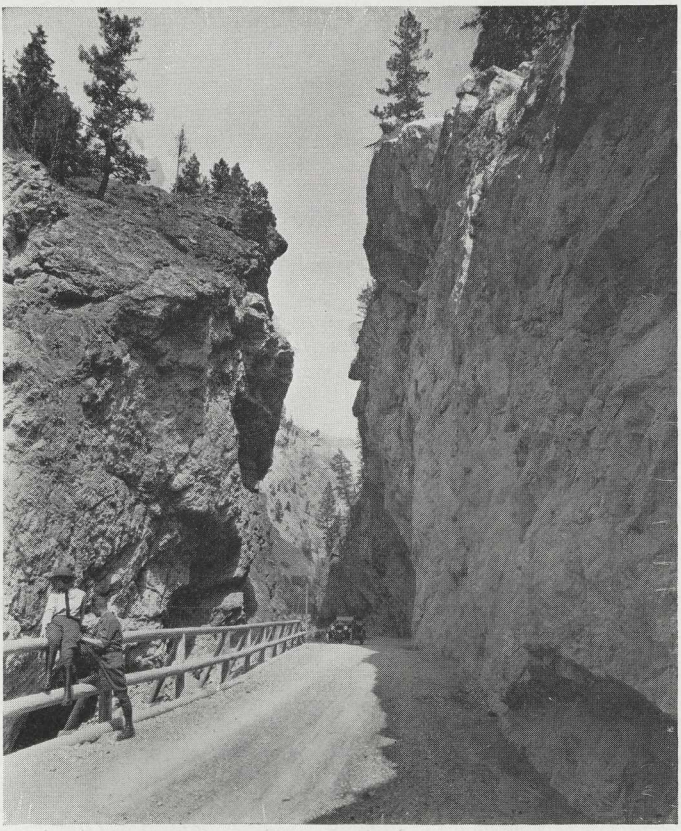
Arrive Bonnington Falls, 11.00 a.m. Leave Bonnington Falls, 11.30 a.m.
Arrive Tadanac 1.10 p.m. Leave Tadanac 4.30 p.m.

**Trail Smelter**

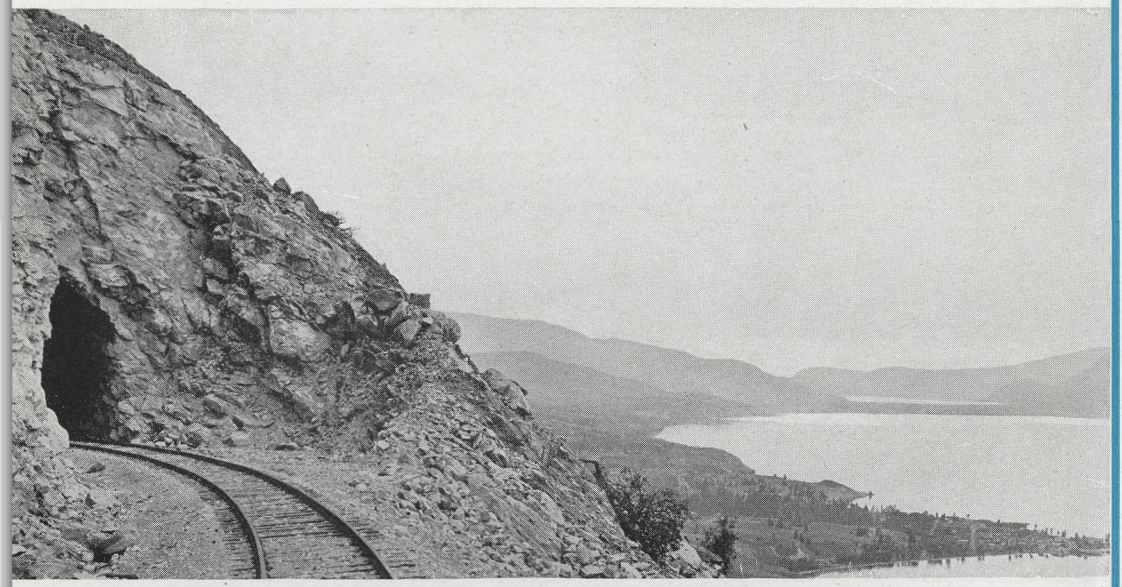
FROM Nelson the railway, after passing the south end of the Arrow Lakes, enters the far-famed "Rossland Boundary District," one of the richest mining sections of Canada, a large number of famous camps being here, such as Trail, Rossland, Grand Forks, Phoenix, etc. The Consolidated Mining and Smelting Company's smelter at Trail is the largest in Canada and one of the largest in the world; and treats gold, silver, lead, zinc and copper ores, and turns out these metals in a refined state ready for the market. Exceptional opportunities are afforded members of our party to witness the interesting processes used in the extraction of the metals from the crude ores.



Nelson, B.C.



Sinclair Canyon, Banff-Windermere Road



Canadian Pacific Railway, East of Penticton, B. C.

## TUESDAY, AUGUST 4

Arrive Penticton 6.30 a.m. Leave Penticton 9.15 a.m. Breakfast, lunch and dinner in Dining Car

**Penticton, Kelowna Valley**

LEAVING Nelson, we run alongside the Kootenay River for a number of miles through a very picturesque country. A thirty-minute stop at Bonnington, ten miles out of Nelson, will give us a splendid view of the awe-inspiring waterfalls of the Kootenay River.

Penticton, with its mild, even climate, is rapidly becoming one of the principal resorts of this region. It is the southern terminus of the Canadian Pacific steamers on Okanagan Lake. A few miles west of Penticton is Winslow with its Government Experimental Fruit Farm, where a short stop will be made.

As we continue our journey beautiful views of the lake are to be seen from the railway, while we gradually ascend to the Coquihalla Pass through the Cascades. Just beyond Othello Station is a remarkable engineering achievement, five tunnels in such perfect alignment that a view is obtained directly through all five of them at once. At the portal of each tunnel the walls rise sheer for hundreds of feet. At Hope, the main line is reached again and the Fraser is crossed.

## TUESDAY, AUGUST 4, and WEDNESDAY, AUGUST 5

Arrive Vancouver 9.30 p.m. Transfer to Hotel Vancouver Rooms Hotel Vancouver Breakfast and dinner at Hotel Vancouver Lunch at individual expense Drive around city, starting from Hotel Vancouver at 10.00 a.m. Rooms Hotel Vancouver

**Vancouver**

THE city is the largest commercial centre in British Columbia, a very important sea-port with a vast Oriental business, and the centre of a large lumbering and fishing trade. It has an excellent harbor nearly land-locked and fully sheltered, facing a beautiful range of mountains. It is the port of the Trans-Pacific services of the Canadian Pacific, which maintain regular services to Honolulu, Japan, China and the Philippines. The city is most picturesquely situated on Burrard Inlet, surrounded by environs of varied character. There are many bathing beaches, parks, well-paved boulevards, automobile roads and broad streets. Stanley Park in particular should be seen—a primeval forest entirely within the city limits. The "Marine Drive" takes one through the best residential parts of the city, including Shaughnessy Heights, thence to the Fraser River, with its fleets of salmon trawlers, and back along the coast past bathing beaches and golf links.

Bonnington Falls, near Nelson, B.C.

### Hotel Vancouver

AT VANCOUVER is situated the palatial Canadian Pacific Hotel Vancouver, with its famous roof garden and royal suite, one of the finest hotels on the Pacific Coast. Wonderful views of the Strait of Georgia can be obtained from the roof garden of the hotel.

## THURSDAY, AUGUST 6, and FRIDAY, AUGUST 7

Breakfast at Hotel Vancouver Transfer to steamer Leave Vancouver (Steamer) 10.30 a.m. Lunch on steamer Arrive Victoria 2.30 p.m. Dinner at Empress Hotel Rooms Empress Hotel Breakfast, lunch and dinner at Empress Hotel Drive around city, starting from Empress Hotel 10.00 a.m. Leave Victoria (Steamer) 11.45 p.m.

**Victoria**

THE short but interesting trip across the Strait of Georgia between Vancouver and Victoria on a Canadian Pacific "Princess" steamship provides a pleasing diversion after the train journey. Passengers have an ever-changing panoramic view of beautiful islands, bays and rocky headlands, with the snow-capped mountains of the Coast ranges and the Olympics as a background.

Victoria is charmingly situated at the southern end of Vancouver Island. Owing to the characteristic beauty of its residential district, it has often been called "a bit of England on the shores of the Pacific." It is distinctively a home city, with fine roads and beautiful gardens, although its enterprising business district speaks of a rich commerce drawn from the fishing, lumbering, mining and agricultural areas of Vancouver Island. But it is not only the situation of Victoria that is beautiful, for wherever one goes in the surrounding countryside one finds vistas of sea, mountain, shoreline and bay that are both magnificent and picturesque.

In and around Victoria is a number of delightful excursions such as to Beacon Hill Park, the Malahat Drive, the famous Butchart Gardens, and to Saanich, where a new telescope with a 72-inch reflector, the second largest in the world, has been installed. The observatory, in addition to being of interest in itself, commands from its site one of the finest views on the Pacific Coast.

The city is the capital of British Columbia, and the Parliament Buildings, facing the inner harbour, rank amongst the handsomest in America. Victoria has a mild climate that has made it a favorite resort for both summer and winter, and it is a great golfing centre. In the Crystal Gardens is the largest indoor salt-water swimming pool on the continent.

Parliament Buildings, Victoria, B.C.

### The Empress Hotel, Victoria

ANOTHER well-known Canadian Pacific hotel—The Empress—overlooks the inner harbor, within a stone's throw of the Parliament Buildings. It is a hotel of stately architecture, hospitable spirit, spaciousness and social warmth.

## EASTWARD BOUND

### SATURDAY, AUGUST 8

Arrive Vancouver 7.00 a.m. Breakfast on steamship Lunch at individual expense The day is free for individual activities Leave Vancouver 3.00 p.m. Dinner in Dining Car

**The Great Canyons**

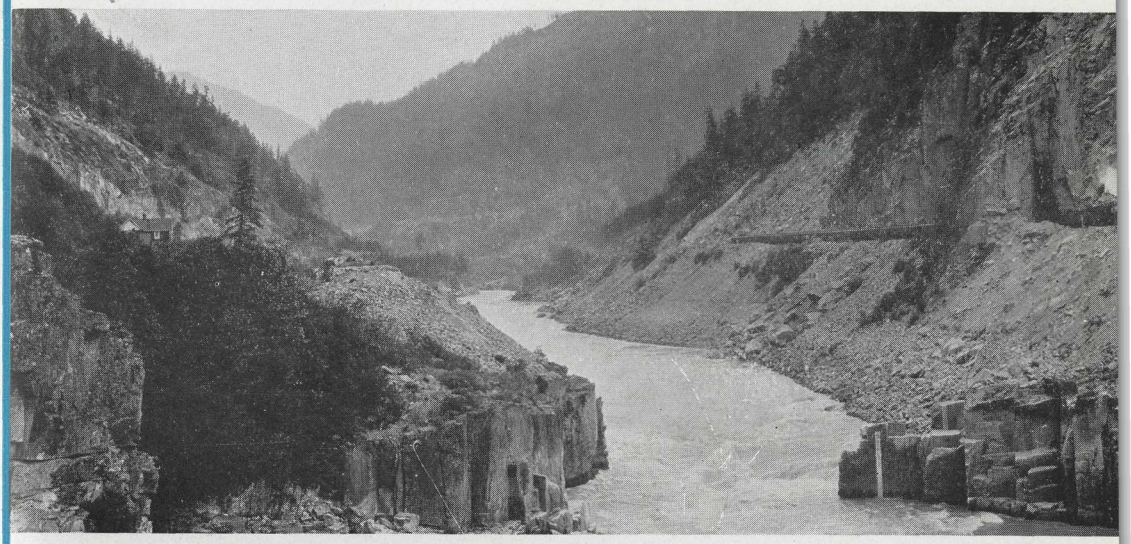
FOR 500 miles east of Vancouver the Canadian Pacific leads through scenery second only to the Rockies themselves. Stupendous masses of rock, piled to the sky and crowned with snow, mark the beginning of the Canyons, about 85 miles from Vancouver. The gorge draws together as the train winds along ledges cut on its face: the track following the river at often a considerable height above it, the roadbed hewn from solid rock not only crosses from side to side in the Canyon, but also tunnels through great rock spans, while below the Fraser River foams and roars. Just before reaching North Bend (130 miles) is the famous "Hell's Gate," where two jutting promontories suddenly compress the river and force its escape in a roaring cataract through a bottle-necked outlet. At Lytton we leave the Fraser and parallel the Thompson River, arriving at Revelstoke, population 4,000 (380 miles), in the morning.

### SUNDAY, AUGUST 9

Breakfast in Dining Car Arrive Field 11.00 a.m. (Pacific time)

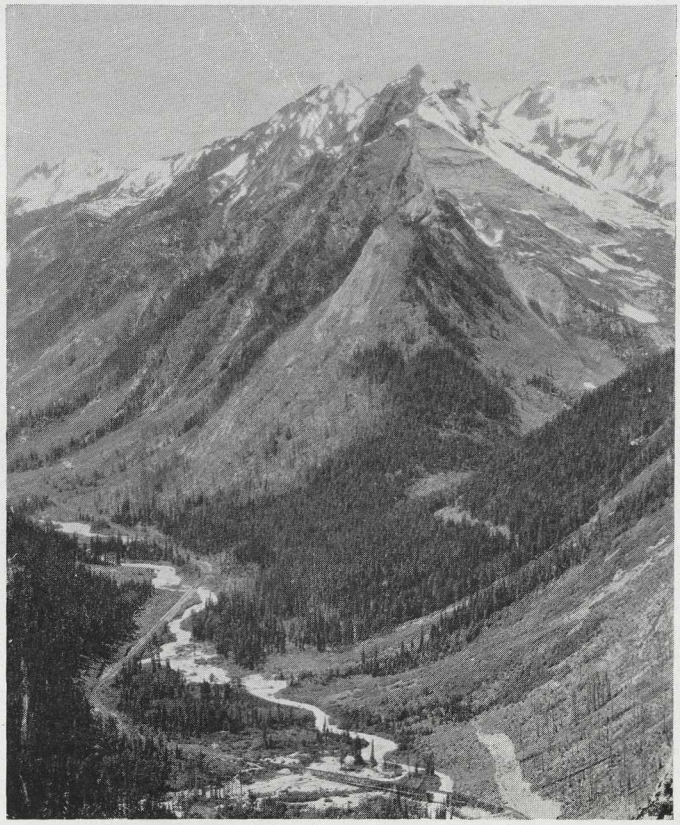
**The Selkirks**

WE NOW ascend the western slopes of the Selkirks. The scenery is magnificently impressive. From Revelstoke to Glacier we follow the Illecillewaet River, skirting several remarkably deep fissures in the solid rock. The most impressive of these is Albert Canyon, where the river is nearly 150 feet below the railway. We stop here for a few minutes to view this wonderful gorge. We pass Glacier, the centre of the finest mountain-climbing region of the Selkirk Range. Here Mount Sir Donald rises, a naked and abrupt pyramid, to a height of a mile and a quarter above the railway. Rogers Pass and the snowy Hermit Range are in full view and all around us is a sea of mountain peaks. We pass through the Connaught Tunnel, five miles in length, one of the longest tunnels in America. At Golden we begin climbing again to Field, ascending 1,500 feet in 35 miles, for we are now entering the Rockies proper. Passing through the Kicking Horse Canyon, we soon reach Field.

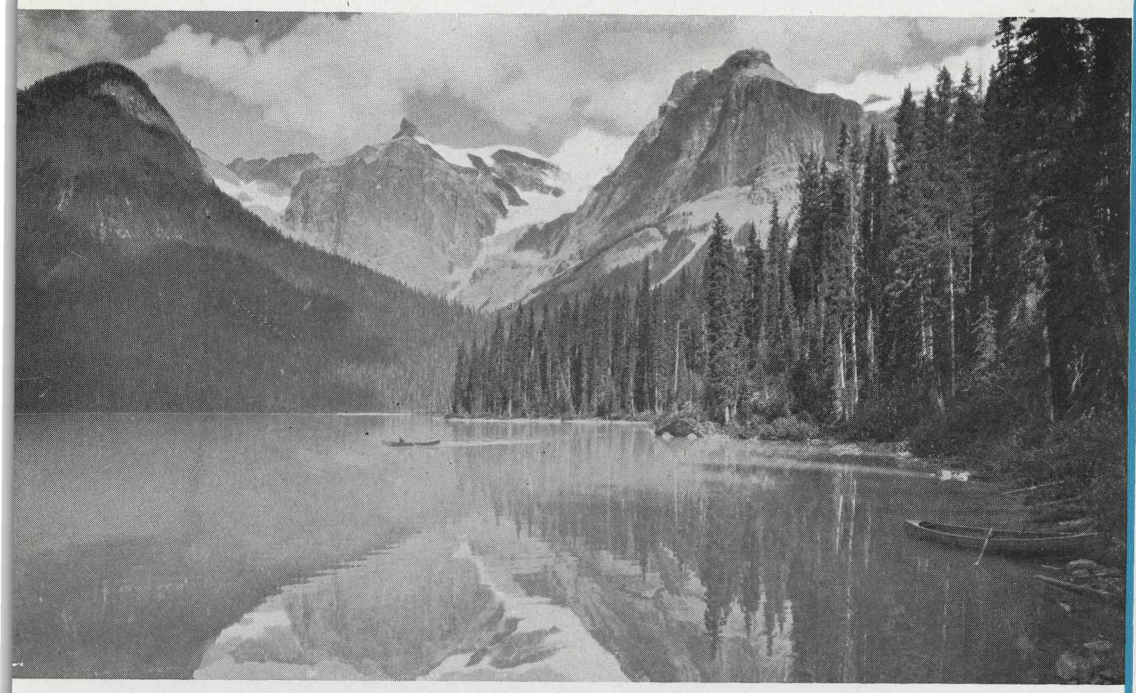


Hell's Gate, on the Fraser River, B.C.

© A.S.N.



Illecillewaet Glacier, B.C.



Emerald Lake, near Field, B.C.

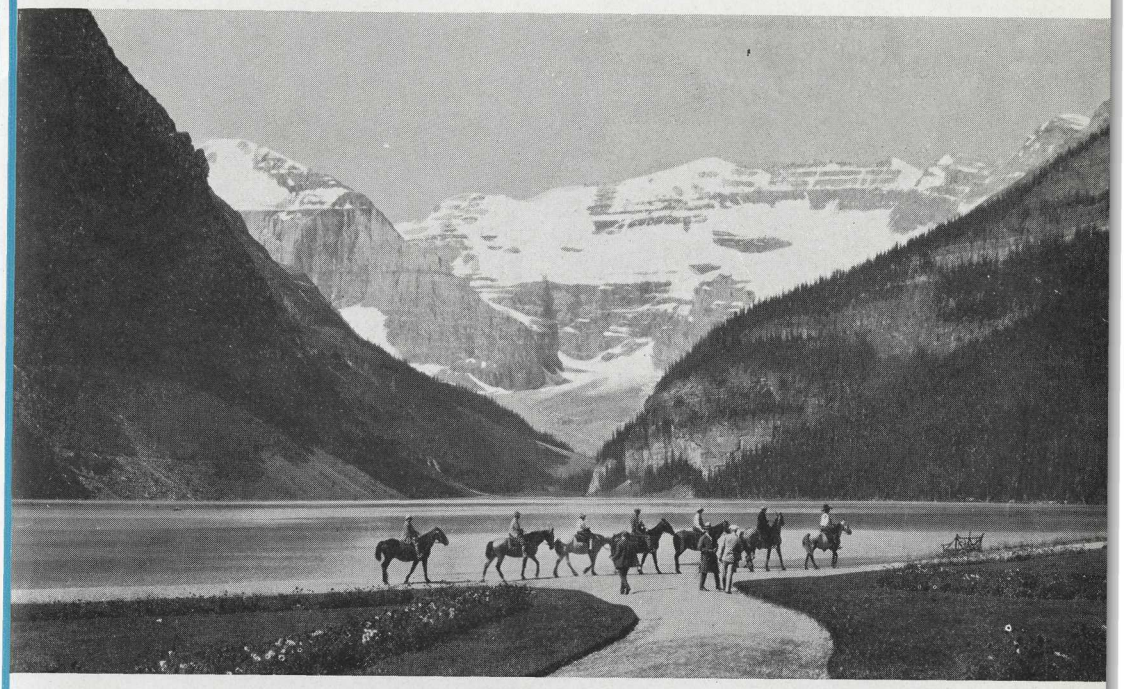
## SUNDAY, AUGUST 9

Leave Field by automobile 12.15 p.m. (Mountain time) Lunch at Emerald Lake Chalet

### Emerald Lake and the Yoho Valley

WE NOW leave our train at Field and motor to Lake Louise. Crossing the turbulent Kicking Horse River, the road leads through a forest of balsam and spruce to Emerald Lake (7 miles). The road passes on the way the Natural Bridge—a barrier of rock damming the river. Emerald Lake, a beautiful sheet of water of most exquisite coloring and sublimity of surroundings, lies placid under the protection of Mount Wapta, Mount Burgess and Mount President. On the shore of the lake a charming log chalet is operated by the Canadian Pacific and here we will lunch. Leaving Emerald Lake we return over the same road for a part of the distance, skirt the base of Mount Burgess to the Yoho River and then ascend the Valley, one of the most beautiful in the entire Rockies. Near the end of the road are the Yoho Valley Camp and Takakkaw Falls, which forms one high ribbon of water descending from precipitous cliffs in clouds of foam from a height of 1,200 feet.

Leaving the camp we return to the outlet of the valley and the smooth "Great Divide Highway," which leads us through sublime scenery and past Wapta Camp, an attractive summer resort for tourists. From our motors we see what the railway builders had to contend with in constructing the original line through the Kicking Horse Pass. The steep grade of early times has been eliminated by two wonderful tunnels, forming one of the most notable engineering feats in existence. These are the famous "Spiral Tunnels," the railway doubling back upon itself twice and forming a rough figure "8" in shape. Six miles before Lake Louise is the "Great Divide," the very backbone of the continent. It is marked by a rustic arch spanning a stream, under which the water divides; that flowing to the east reaches Hudson Bay and the Atlantic; that running to the west adds its mite to the volume of the Pacific. Our motors land us at the doors of the Chateau Lake Louise.



Saddle Ponies at Lake Louise ©A.S.N.

## SUNDAY, AUGUST 9, and MONDAY, AUGUST 10

Arrive Lake Louise 6.00 p.m. Dinner, Chateau Lake Louise Transfer to train Sleep on train
Breakfast in Dining Car Transfer to Chateau Lake Louise Sight-seeing drive to Moraine Lake starting from Chateau Lake Louise 9.30 a.m. Lunch and dinner Chateau Lake Louise Transfer to train Sleep on train

**Lake Louise, "Pearl of the Rockies"**

LAKE LOUISE is 620 feet above the railway with which it is connected by a light gasoline railway. It is one of the most perfect gems of scenery in the world—"a lake of the deepest and most exquisite coloring, ever changing, defying analysis, mirroring in its wonderful depths the sombre forests and cliffs that rise from its shores on either side, the gleaming white glacier and tremendous snow-crowned peaks that fill the background of the picture, and the blue sky and fleecy clouds overhead." On its shores the Canadian Pacific operates the splendid Chateau Lake Louise. Numerous magnificent mountains surround it. Victoria Glacier, which shuts off the southern end of the lake, is an awe-inspiring spectacle. Along the western shore of the lake is a delightful mile and a half walk affording splendid views of these gigantic peaks. Among the numerous delightful excursions are those to Lakes in the Clouds, two gems that nestle high up on the mountain sides, and to Moraine Lake, a lovely sheet of blue lying in the Valley of the Ten Peaks.

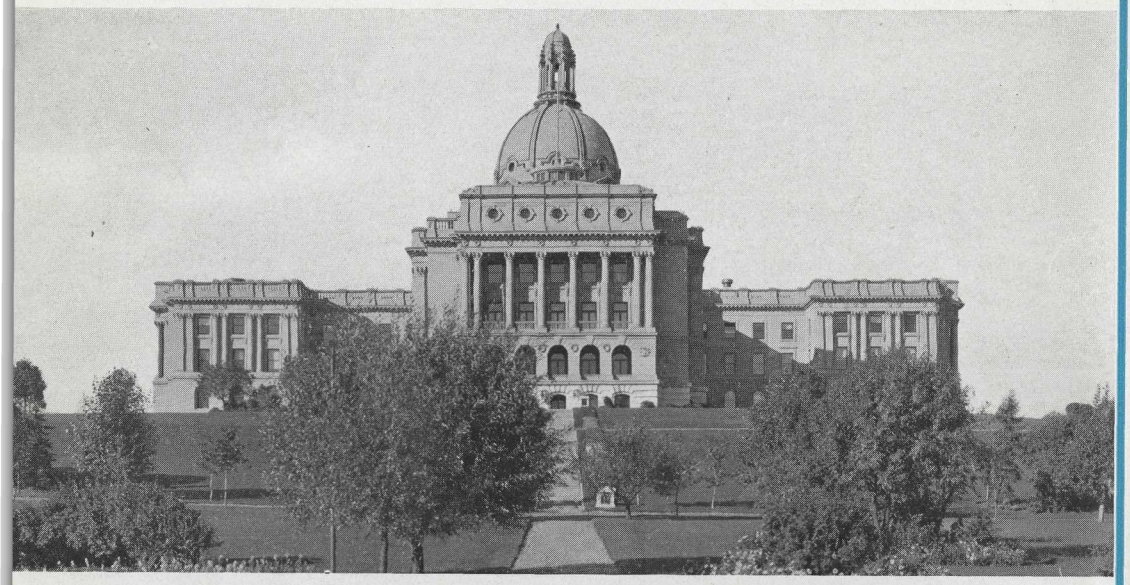
## TUESDAY, AUGUST 11

Leave Lake Louise 7.00 a.m. Arrive Banff 8.05 a.m. Breakfast in Dining Car Transfer to Banff Springs Hotel
Lunch and dinner Banff Springs Hotel Transfer Banff Springs Hotel to train

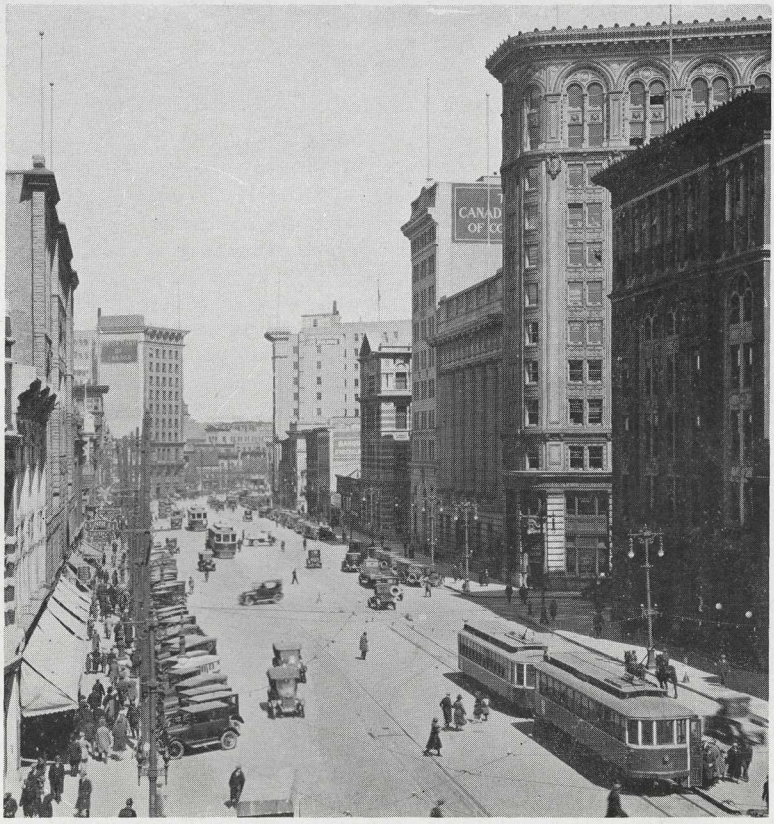
**A Sea of Mountains**

LEAVING Lake Louise we have magnificent views of the surrounding panorama of mountains. In front we see Pilot Mountain, Copper Mountain, Mount Brett and Vermilion Pass. On the south are Storm Mountain and Mount Ball. Loftiest and grandest of all towers Temple Mountain, whose crest exhibits precipitous walls of ice. Next we see to the left the bare, rugged and sharply serrated Sawback sub-range. Castle Mountain, a sheer precipice, rises 5,000 feet above us and overlooks the railway for nearly eight miles. We follow the Bow River into Banff through a beautiful forested valley.

# ACROSS CANADA AND BACK

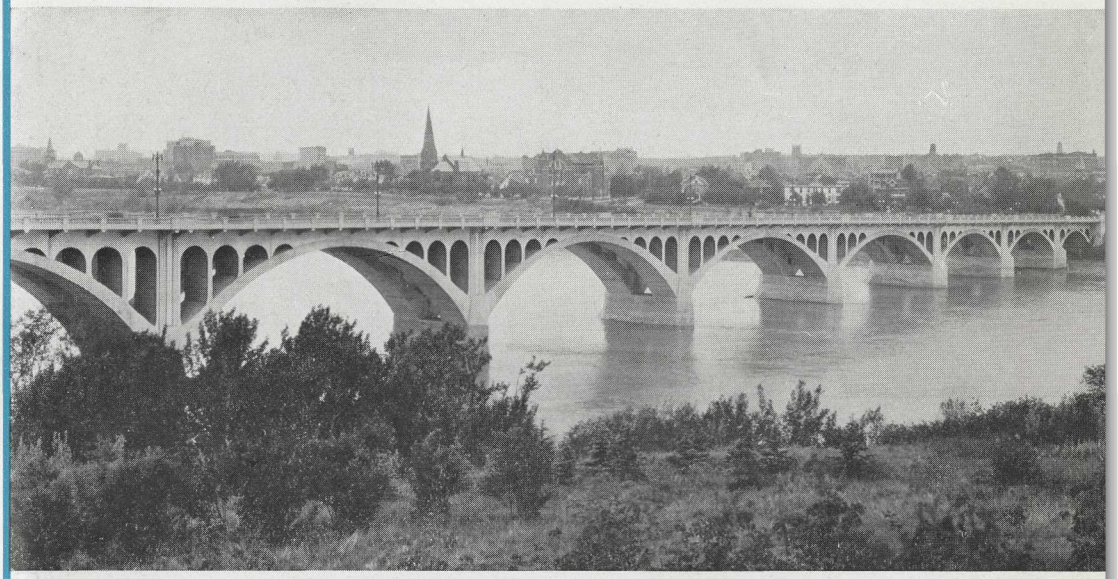


Parliament Buildings, Edmonton, Alta.




Winnipeg, Man.

© A.S N



Saskatoon, Sask. © A.S.N.

## WEDNESDAY, AUGUST 12

Leave Banff 4.00 a.m. Breakfast and lunch in Dining Car Arrive Edmonton 2.00 p.m. Drive around city, starting from station 2.30 p.m. Leave Edmonton 6.40 p.m. Dinner in Dining Car

**Edmonton** THE CITY is situated on both sides of the North Saskatchewan River. The Canadian Pacific enters it by means of a magnificent steel high-level bridge, 2,250 feet long, 152 feet above water level. Edmonton was established as a fur trading post in 1795; the magnificent Parliament Buildings of the Province of Alberta are now located near the site made historic by the original trading post of Fort Edmonton. The University of Alberta and many other educational institutions are situated here. The city is run on very progressive municipal lines. It is the distributing centre for the vast Peace River country to the north and northwest, and is also the centre of an important and rapidly developing coal industry.

## THURSDAY, AUGUST 13

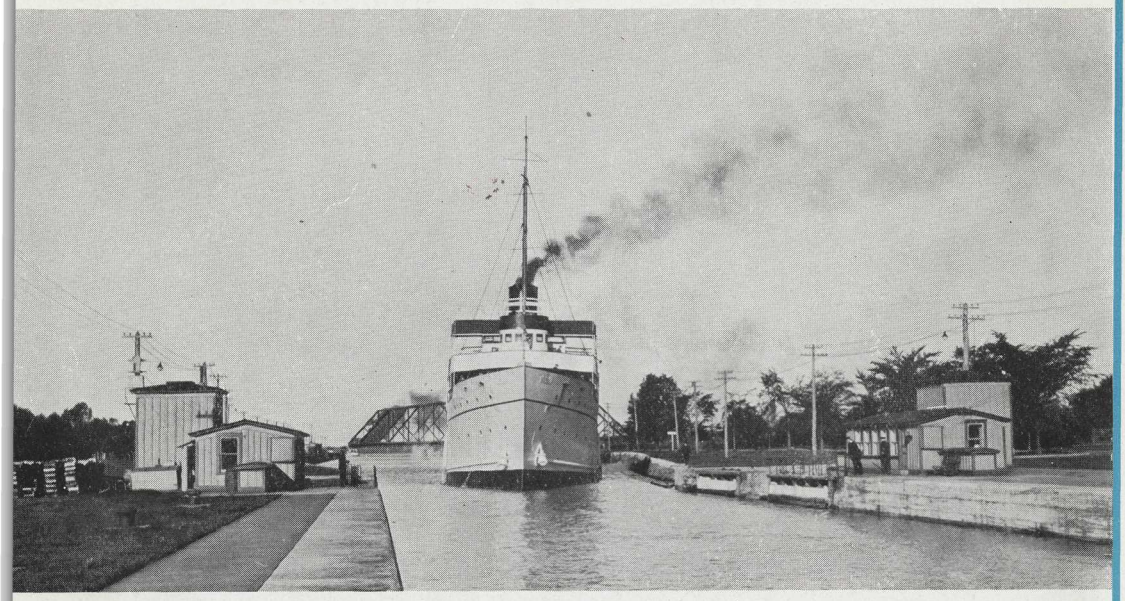
Arrive Saskatoon 8.30 a.m. Drive around city starting from station 9.00 a.m. Breakfast, lunch and dinner in Dining Car Leave Saskatoon 1.15 p.m.

**Saskatoon** A CITY of rapid growth, Saskatoon is modern in every particular, with fine business blocks, public buildings, paved streets, a beautiful river boulevard, electric light and power, street railway and many river bridges. It is a city of optimism and the centre of a large territory for wholesale trade, with many factories, including large flour mills. The Dominion Government has here an interior terminal elevator with a capacity of 3,500,000 bushels, taking care of storage of grain and relieving the pressure during the grain shipping season. There are large parks, a fine baseball ground and golf links. The University of Saskatchewan is situated at Saskatoon.

## FRIDAY, AUGUST 14

Arrive Winnipeg 7.50 a.m. Breakfast in Dining Car Lunch at individual expense Dinner at Royal Alexandra Hotel Leave Winnipeg 10.20 p.m.

**Winnipeg** A STOP for the day at Winnipeg on the return journey enables us to see more of Canada's third largest city. Places of interest omitted on the previous short stay can now be visited. The importance of Winnipeg as a grain centre sometimes overshadows its potentialities for manufacturing purposes. Within 100 miles of the city, however, the city has sufficient power to supply the needs of a population of over 1,500,000 and to turn out products worth in the neighborhood of eighty million dollars annually.



S.S. Keewatin at Sault Ste. Marie

## SATURDAY, AUGUST 15

Breakfast in Dining Car  Arrive Fort William 10.45 a.m.  Transfer to steamer  Leave Fort William 12.30 p.m.
Lunch and dinner on steamer

**Great Lakes**

AN EXTREMELY agreeable variation from the railway journey now occupies two days. The journey is down the Kaministiquia River passing Port Arthur, thence across the bay and rounding Thunder Cape directly across Lake Superior and Lake Huron. During part of the trip we lose sight of land entirely. The only stop made is at Sault Ste. Marie, where the ship goes through the "Soo" Canal—an interesting engineering structure necessary to overcome the 18-feet difference in level between the two lakes and to avoid dangerous rapids. Such is the great volume of traffic passing through Sault Ste. Marie, mostly comprising western grain and iron ore, that there are years in which it has surpassed the annual tonnage of either the Suez or Panama Canal.

## SUNDAY, AUGUST 16

Arrive Sault Ste. Marie 9.00 a.m.  Leave Sault Ste. Marie 1.00 p.m.  Breakfast, lunch and dinner on steamer

**Sault Ste. Marie**

DURING the stay here the time can be well spent by a trip around the city, watching the locking of vessels through the Canal; or, by those so inclined, attending service at any of the numerous churches in the city.

## MONDAY, AUGUST 17

Arrive Port McNicoll 8.00 a.m.  Breakfast on steamer  Leave Port McNicoll 8.15 a.m.  Arrive Toronto 12.00 noon
Leave Toronto 1.00 p.m.  Lunch and dinner in Dining Car  Arrive Montreal 8.45 p.m.

THE trip from Port McNicoll to Toronto or Montreal covers the same country through which we started the tour and all too soon the journey is over. In twenty odd days we have travelled from one side of the continent to the other, seen the great industrial centres and the matchless beauty spots which the Dominion boasts, studied her in her diverse and ever changing phases, marked the transformation which is coming over the newly settled regions, watched her people and the peoples of other lands at work and play, seen a nation in the making. New friendships have been formed, in the company of congenial fellow-travellers new experiences have been shared the recollection of which will be stamped indelibly in our memories. In the days to come many pleasant hours will be spent with our snapshot albums living over again and again the "Across Canada and Back" Tour of 1931.

The picture on the rear cover, reproduced from a painting in oils by Adam Sherriff Scott, shows Lake Louise, probably the most beautiful mountain lake in the world. In the lower foreground is seen Chateau Lake Louise, a Canadian Pacific hotel.

# Across Canada and Back

UNDER THE PERSONAL DIRECTION OF DEAN SINCLAIR LAIRD

From MONTREAL July 26, $371
From TORONTO July 27, $340
INCLUDING ALL EXPENSES

## Canadian Pacific