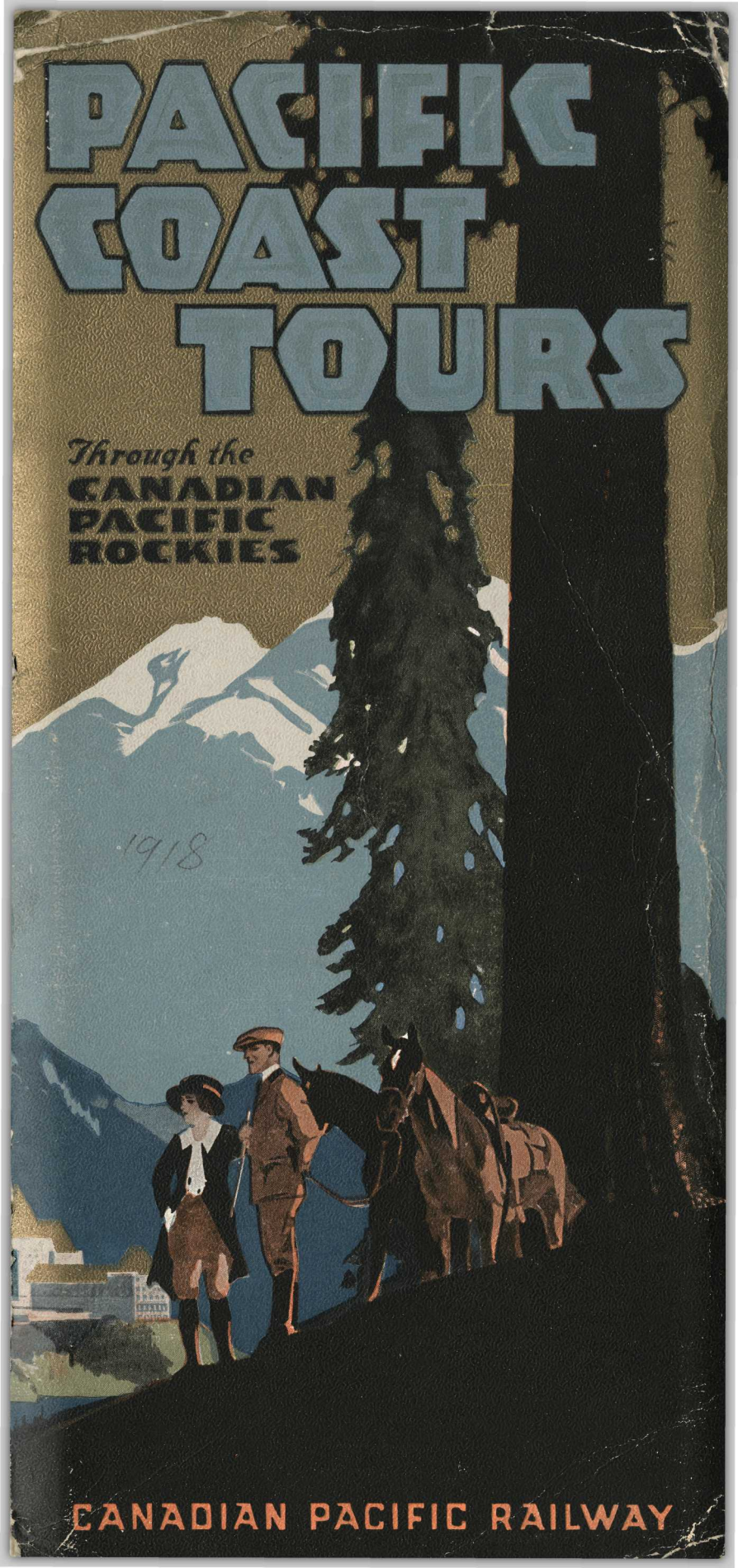
PACIFIC COAST TOURS

Through the
CANADIAN PACIFIC ROCKIES

1918



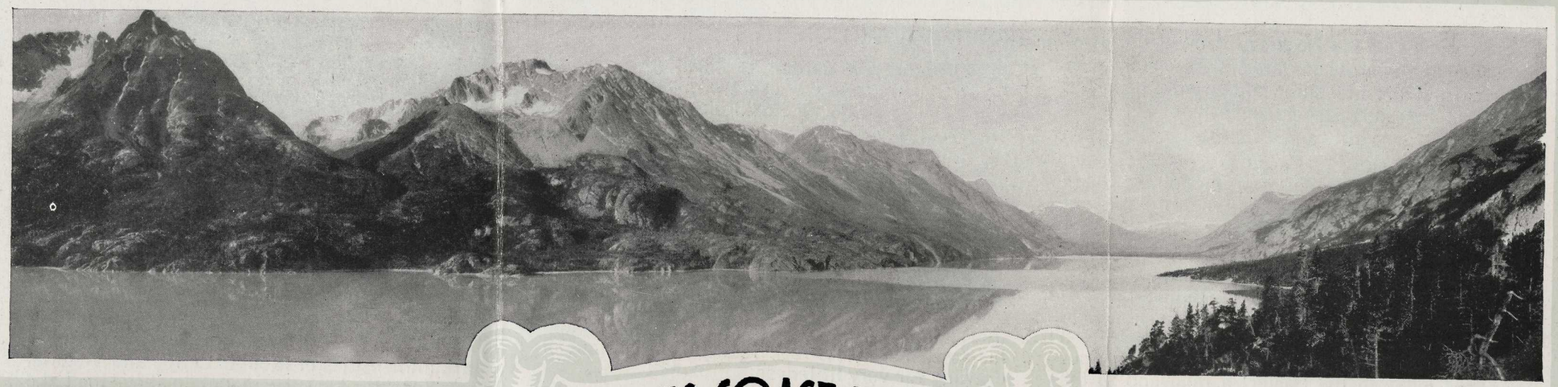
CANADIAN PACIFIC RAILWAY

CANADIAN PACIFIC
HOTELS

Name of Hotel, Plan, Distance from Station and Transfer Charge.	Altitude	Season	No. Rooms	Recreations
St. Andrews, N. B. The Algonquin— A 1 mile—50 cents.	150	June 20-Sept. 15	219	Golf, Bathing, Boating, Yachting. (Passamaquoddy Bay, St. Croix River).
McAdam, N. B. McAdam Hotel— A At Station.	445	All year	15	Hunting in Season.
Quebec, Que. Chateau Frontenac— E 1 mile—50 cents.	300	All year	328	Scenic and Historical interest. Golf, Motoring (Plains of Abraham, St. Anne de Beaupre).
Montreal, Que. Place Viger Hotel— E At Place Viger Station. 1½ miles from Windsor Station—50 cents.	57	All year	114	Historical and Scenic interest. Mt. Royal and St. Lawrence River.
Winnipeg, Man. The Royal Alexandra—E At Station.	760	All year	389	Golf, Motoring, centre of Canadian West. (Site of old Fort Garry).
Calgary, Alta. Hotel Palliser— E At Station.	3425	All year	298	Golf, Motoring, Fishing, (Trout).
Banff, Alta. Banff Springs Hotel— E 1½ miles—25 cents.	4625	May 15-Sept. 30	285	Mountain drives and climbs, Golf, Bathing, Fishing (Trout) Boating, Riding, (Rocky Mountains Park).
Lake Louise, Alta. Chateau Lake Louise—E 3½ miles—50 cents. Narrow Gauge Railway	5670	June 1-Sept. 30	256	Boating, Mountain climbs, Pony trails, Fishing (Trout), Riding.
Emerald Lake (near Field), B. C. Emerald Lake Chalet—A 7 miles—$1.00.	4066	July 1-Sept. 15	16	Boating, Fishing (Trout), Pony trails to Yoho Valley, Takakkaw Falls, Riding.
Glacier, B. C. Glacier House— A 1½ miles—50 cents.	4086	July 1-Sept. 15	76	Pony trails, Climbs, Exploring Glaciers, Riding.
Sicamous, B. C. Hotel Sicamous— A At Station.	1146	All year	59	Boating, Fishing (Trout). (Sicamous Lake).
Penticton, B. C. Hotel Incola— A Near Steamer Wharf.	...	All year	62	Boating Okanagan Lake. Fishing (Lake Trout).
Cameron Lake, B. C. Cameron Lake Chalet—A Vancouver Island.	...	May 1-Sept. 30	...	Fishing (Trout), Boating, Splendid forests. (Salmon fishing adjacent).
Vancouver, B. C. Hotel Vancouver— E ½ mile—25 cents.	100	All year	488	Golf, Motoring, Fishing, Steamboat excursions.
Victoria, B. C. Empress Hotel— E 200 yards.—25 cents	Sea Level	All year	278	Golf, Motoring, Yachting, Sea and stream fishing.

A—American Plan. E—European Plan.

F. L. HUTCHINSON, Manager-in-Chief,
Canadian Pacific Hotels, Montreal.



Taku Bay, Alaska

PACIFIC COAST TOURS

THE Pacific is the greatest and the last of oceans—the greatest in extent, the last to be discovered by the modern world and to be made a theatre for maritime history. Of all the lands bordering its far-flung coasts, British Columbia is in some respects the most promising to the settler as well as the most picturesquely varied to the tourist.

It was in 1745, when the French regime was drawing to a bloody-flowered close in Quebec, that Michael Novidskof sailed eastward in his moss-calked, skin-sewn shallop in pursuit of sea otter till he touched the antenna of a continent, in the Island of Attu. Other Russian fur traders followed. The whole slender, volcanic Aleutian chain gradually became known to them—flat, mist-drenched islands, given over in the main to seals and sea birds. But though Russia touched Alaska, she turned back across the Pacific and there is no record of her having entered British Columbia.

Meantime France was reconnoitring from the east. La Verendrye crept across the vast prairies, sighted the foothills, saw, perhaps, the looming peaks beyond. Later, in 1751, de Niverville followed, made his way up the muddy waters of the Saskatchewan, built Fort Lajonquiére and would doubtless have ventured into the wonderland of the Rockies but that tidings out of the east called him to help Montcalm against the invading British. Thus France, too, came to the gateway of the Land of Promise and passed by on the other side. In 1774 the Indians of British Columbia sighted their first vessel, a great-winged bird of happy omen they thought, bearing its Spanish captain, Juan Perez, in search of new land in which to plant a cross and raise gold. In 1769 the colonization of California began, but was not pressed northward, halcyon shores to the south being more attractive to the good friars who loved gardens as well as souls. Thus Spain came to British Columbia, traded in furs at its doorway and sailed away again.

Fate had reserved the conquest of tremendous peaks, the settling of warm, secluded, sun-drenched fruit valleys for the only race fitted to join them up to the rest of the world by rail—the Anglo-Saxon.

In 1792 Captain Vancouver sailed from England in the "Discovery," rounded the Horn and left his name as a gift for a great island and a greater city on the Canadian Coast. A year later Alexander Mackenzie, seasoned by terrific hardships endured in descending his mighty godchild, the Mackenzie River, in its rush to the Arctic, pushed through the Rockies by the Peace River Pass and stood beside the Pacific. He was a partner in the North West Company, great rival of the Hudson's Bay Company, and northern British Columbia soon became a kingdom ruled by a monarch, the Scottish Chief Factor, who knew nor fear nor favor and lived for naught but furs. Simon Fraser was another Nor'wester, who ran the rapids of the river which bears his name and reached the Pacific in 1806.

What with the rivalries of the Hudson's Bay, the Nor'westers and the subsequently formed Pacific Fur Company, to say nothing of tribal warfare among the Indians, the Coast in the early nineteenth century became a spectacular spot. In '58 an additional element of lawless picturesqueness was stirred in by the advent of 30,000 gold-seekers, who rushed north from San Francisco bound for the rumor-land around the Fraser and Thompson rivers. Just here the British Government stepped in and made the future province into a colony as the one means of anchoring it to its native mountains.

So far British Columbia had been the land of the trail-hitter. No man could win through the

terrific defiles of the Rockies or round the gale-smashed Horn unless he were of the pioneer breed and carried his life slung along with his rifle. But when law and order came north of "49" it was time for respectability and a railroad.

In 1871 the Canadian Pacific was begun; eleven different surveys across the mountains were patiently worked out, only that ten of them might be ruthlessly cast aside. It was not till November 7, 1885, that the last spike was driven linking the Pacific Coast of Canada with the Atlantic.

To-day the tourist may join the annual pilgrimage of happy pleasure seekers who visit Banff, may stand on some conquered peak from which the endless mountain prospect radiates four hundred miles to the Pacific, a thousand to the Arctic, a thousand and more southward.

He may travel to matchless Lake Louise, where Nature has composed her mountains, her glaciers, her forests, into a picture as endlessly changing in light effect as it is forever fixed and satisfying in wonder of line and balance of color-mass.

Seated in a comfortable observation chair or open car, he may glide down the Kicking Horse Canyon, where, in 1883, Sir Sandford Fleming recorded that he and his guides and his cayuses were "from five to eight hundred feet high on a path of from ten to fifteen inches wide and at some points almost obliterated, with slopes above and below us so steep that a stone would roll into the torrent in the abyss below."

Leaving the Rockies, the tourist may slide through the Columbia Valley and up into the mighty Selkirks. He may dip south into the orchards of the Okanagan country; he may reach Vancouver city and take passage across the Pacific. Or he may take a Canadian Pacific steamer up the coast to marvellous Alaska, where volcano and glacier are set beside each other and the fiord country rivals Norway, where the salmon cannery beats the gold mine and the fur seal grows fat and lusty in the protected Pribilofs.

Finally he may come back again across the width of a mighty continent by different ways of equal comfort, without once leaving the lines of what is the world's greatest highway, the Canadian Pacific Railway.

INTRODUCTION TO THE ROCKIES

FROM the roof garden of the Palliser Hotel at Calgary, one can see the glistening peaks of the Canadian Pacific Rockies sixty miles away. Their call is irresistible—like a magnet they pull the trains of eager travellers. As the train glides into the Gap, the little worn-out adjectives drop away, the cheap, trite phrases, the descriptive bits that have been multigraphed until the copy blurs.

For 500 miles the Canadian Pacific Railway follows the wild canyons that the rivers have dug, brawling, glacier-fed, about the feet of the giant peaks. For 500 miles the engine crawls among the giant folds of their robes, where man and his scratched-in-the-rock roadbed are all out of drawing for very littleness.

BANFF

BANFF is the capital of Rocky Mountain Park, which, with Yoho and Glacier parks, contains some one hundred and seventy miles of carriage road, with radiating trails innumerable. Here the Canadian Pacific Railway has placed the most beautifully situated and luxuriously comfortable mountain hotel in the world, overlooking the junction of the Bow and the Spray rivers. Within easy reach are gentle climbs and gorgeous panoramas, the picturesque and brilliantly colored terraces of the Hot Springs; together with stiff and challenging ascents like that of Mount Edith for the proved Alpinist, who very often makes his headquarters with the Alpine Club of Canada, on the slopes of Sulphur Mountain.

Buffalo, mountain sheep, mountain goat, and other animals at Banff, are a never-failing source of interest.

Lake Minnewanka is the home of huge fighting trout, a forty-seven pounder being on exhibition at the chalet.

Excellent golf links have been laid out at Banff and there are beautiful river trips.

DRIVES AND PONY TRIPS AT BANFF

There are numerous interesting spots in the vicinity, all easily accessible by good carriage roads and bridle paths. A short distance from Banff Springs Hotel are the Bow Falls, a cataract of wonderful beauty; Tunnel Mountain, from which a splendid view of the valley is obtained, and the Cave and Basin, a remarkable formation from which gush natural sulphur springs. Within a radius of three miles are the Hoodoos, natural concrete pillars of various shapes and sizes, Cascade Mountain, Stoney Squaw Mountain, the beautiful Vermilion Lakes, the animal paddocks and Sun Dance Canyon, a deep and curious cleft in the mountain. At a distance of nine miles is Lake Minnewanka, a pretty sheet of water, extremely deep and walled in by tremendous cliffs. The lake is sixteen miles long, with a width of from one to two miles. Two launches make the round trip daily. A wonderful river trip up the Bow can also be made by electric launch.

An interesting automobile run of about fourteen miles brings you to Johnston Canyon, where an excellent trail leads to a great waterfall. Banff is a particularly good starting point for camping and fishing trips with outfit of experienced guides and ponies into the surrounding mountains.

LOVELY LAKE LOUISE

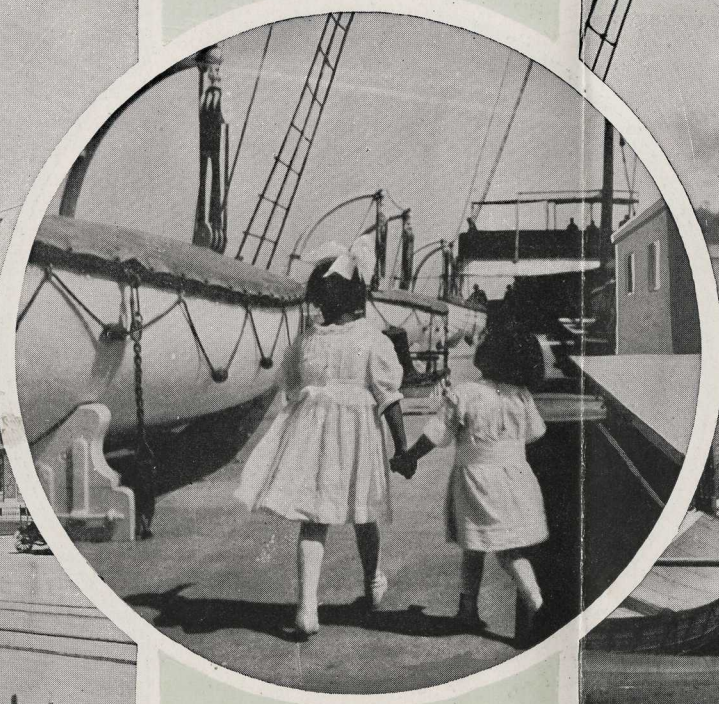
LAKE LOUISE bears the liquid music, the soft color notes of its name into the realm of the visible. Behind its turquoise mirror rise the stark immensities of Mounts Lefroy and Victoria, the latter, "the big snow mountain above the Lake of Little Fishes," of which the wandering Stonies used to tell. Here,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

Lake Agnes, "the Goats' Looking Glass," as the Indians used to call it, is a wild tarn shut in by sombre cliffs, a thousand feet above Lake Louise. Here the great white anemone blooms by the late snowdrift and there is the silence of eternity among the high hills. It is reached from the hotel by an easy trail which also takes in the lovely Mirror Lake. The trail continues to the Big Beehive, or to the lookout on the Little Beehive, commanding a magnificent panorama of lake, glacier and mountain.

It is a three-mile trip to Saddleback Mountain, which affords an admirable view of the lovely Paradise Valley. At a distance of about ten miles is Moraine Lake, situated at the head of the valley of the Ten Peaks and reached over a good carriage road recently constructed. Good camping facilities are afforded on the shore of the lake in the midst of scenes of surpassing beauty. Consolation Lake, about three miles further by trail, provides good trout fishing. The Victoria Glacier, a great palisade of hanging snow, Abbot Pass, a deep canyon between Mounts Victoria and Lefroy, O'Hara Lake, set amid scenes of wild Alpine grandeur, Cataract Creek, Paradise Valley and the Ptarmigan Lakes are among the notable spots well worthy of a visit. The new Upper Glacier Trail to Victoria Glacier is of exceptional interest and beauty.

Harvest Time on the Prairies of Western Canada

Royal Alexandra Hotel, Winnipeg

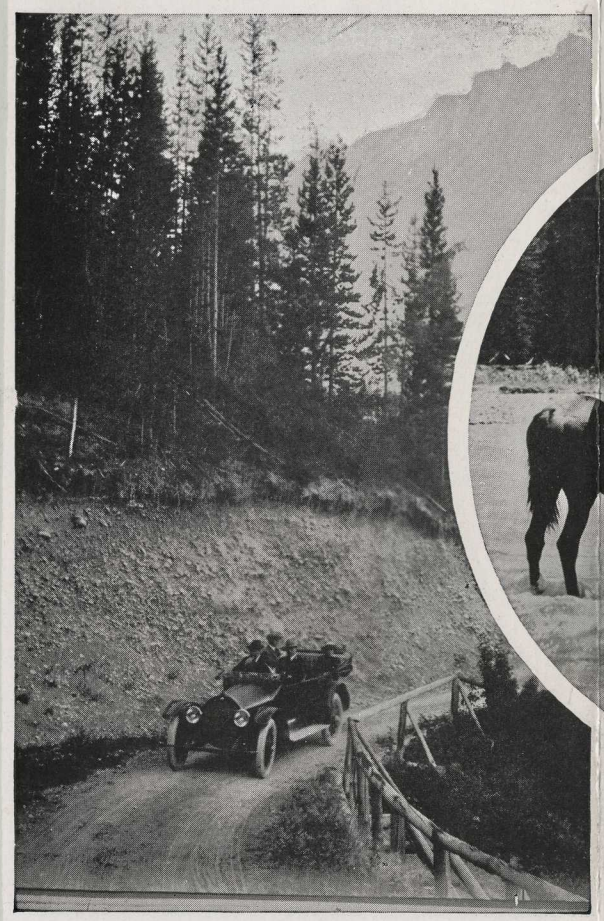


On a Canadian Pacific
Great Lakes Steamer

Across the Great Lakes

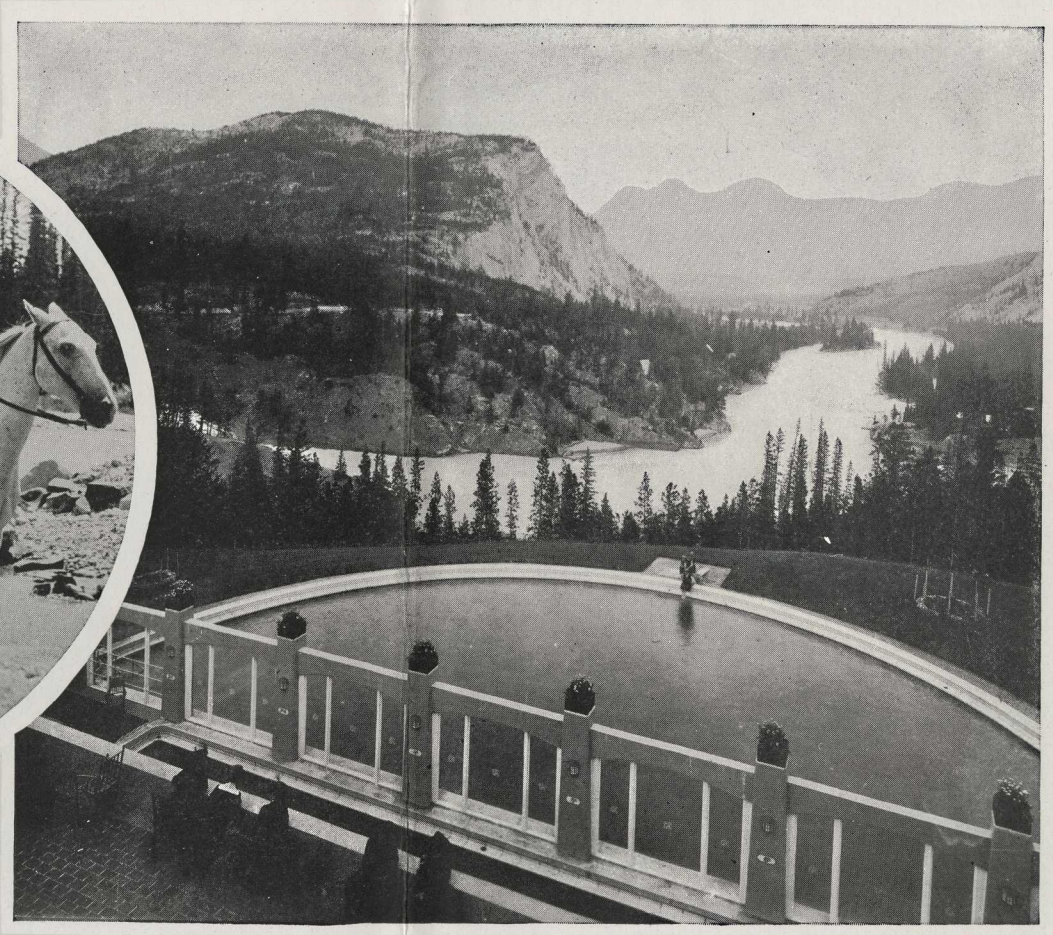
Photo by Professor Walcott, of the Smithsonian Institute

Panorama of the Group of Mountain Peaks Capped by Mount Assiniboine (11,860 Feet)



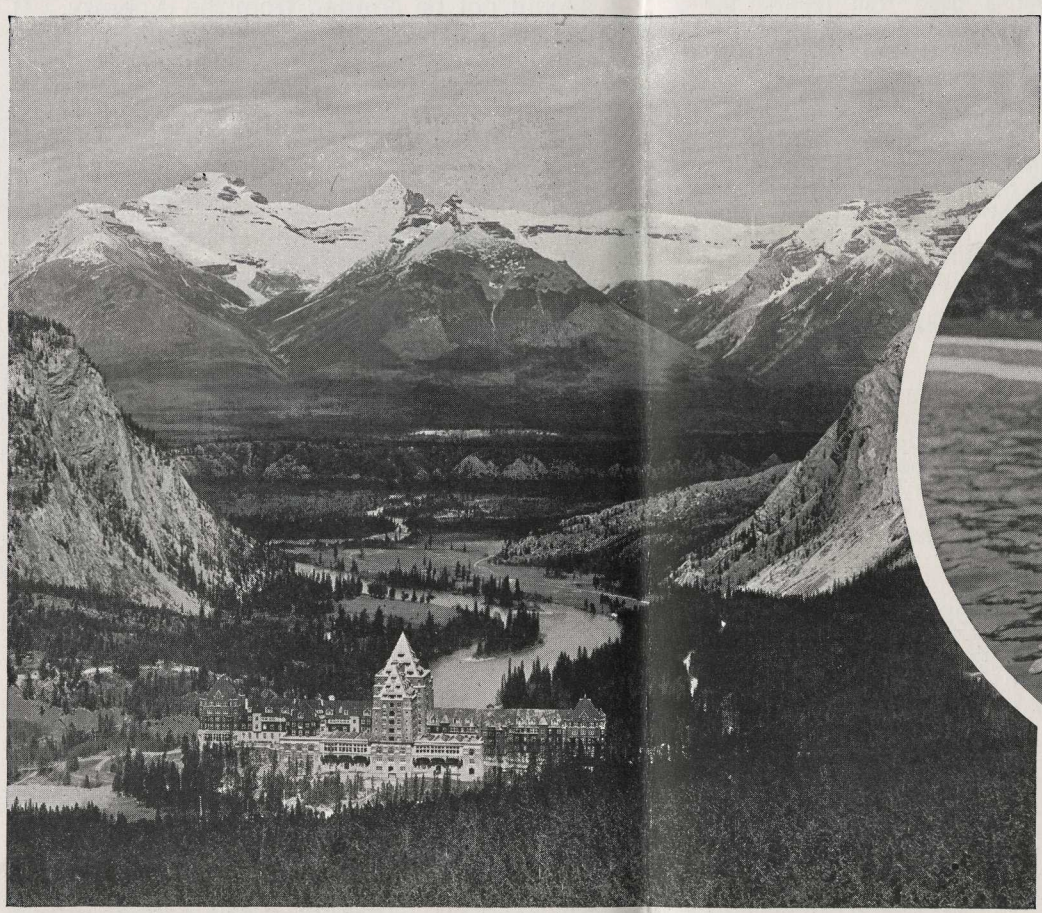
Good Automobile Roads in Rocky Mountains Park

Mountain Ponies
for Road and Trail
in the
Canadian Pacific Rockies



Swimming Pool, Banff Springs Hotel

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



Banff Springs Hotel

Swimming Pool
at Banff

Johnston Canyon near Banff

THE SPIRAL TUNNELS

NEAR Hector is the Great Divide. There are two streams here issuing together and setting out, the one east, the other west, on their long journeys to two oceans. Between Hector and Field the Canadian Pacific has driven through the solid rock, two ingenious spiral tunnels, which reduce the old 4.5 grade to 2.2.

EMERALD LAKE

EMERALD LAKE, green as its name, is a seven-mile carriage drive from Field, at the end of which tea may be had in the cosy little chalet. Takakkaw means "It is wonderful!" And even the stoical Indian had to admit that the falls in the Yoho Valley that now bear this curious name deserved the exclamation. Sir James Outram says, "The torrent, issuing from an icy cavern, rushes tempestuously down a deep winding chasm till it gains the verge of the unbroken cliffs, leaps forth in sudden wildness for 150 feet, and then in a stupendous column of pure white sparkling water, broken by giant jets descending rocket-like and wreathed in volumed spray, dashes upon the rocks almost a thousand feet below, and breaking into a milky series of cascading rushes for five hundred feet more, swirls into the swift current of the Yoho River." The drive to Takakkaw Falls is exceptionally beautiful.

A trail continues up the Yoho Valley, past Laughing Falls and the great Wapta Glacier, to the curious Twin Falls, whose divided waters unite in one stream before reaching the depths below. Other pleasant excursions may be made to points of interest within a short distance of Field—such as the Fossil Beds, Aerial Silver Mines, Natural Bridge, Monarch Mine Cabins and the Grade Reduction Loops.

At Golden one reaches the Columbia River, which here flows north until it turns at the Big Bend for its southward flow to the Pacific Ocean. Golden is the junction for a new branch line of the Canadian Pacific Railway, which runs between the Rockies and the Selkirk Mountains and passes through highly picturesque scenery past Lake Windermere to the Crowsnest line of the Canadian Pacific Railway. The creeks which open up the great Selkirk Range to the south of this valley provide access to some of the most spectacular Alpine scenery in North America, while the hunting and fishing in season are also good. Invermere (station, Lake Windermere) has a small but comfortable tourist hotel close to Lake Windermere.

GLACIER

UNTIL the end of the year 1916 the railway climbed over the top of Rogers Pass through a gorge, subject in winter to heavy snowslides against which the track was protected by four miles of snowsheds. These are now evaded by the double-track Connaught Tunnel, the longest tunnel in North America, which pierces its way through Mount Macdonald and reappears in the Illecillewaet Valley below Mount Sir Donald and the Illecillewaet and Asulkan Glaciers. From portal to portal this tunnel measures five miles, but so straight is the line that the exits are never out of sight.

About a mile from the western exit is Glacier Hotel, built by the Canadian Pacific Railway for the convenience of Alpine Climbers and others who wish to explore the trails and visit the lakes, glaciers and caves of this wonderful Alpine region. Almost at the back door of the hotel is the great Illecillewaet Ice River. A comfortable carriage road leads to within a mile of the Nakimu Caves, which are larger than the Mammoth Caves of Kentucky, although only part have hitherto been made accessible to the public. Swiss guides and surefooted ponies are located at the hotel for the benefit of those who wish to climb the glaciers and mountains or ride the trails to heights commanding magnificent panoramas.

PONY TRIPS AND MOUNTAIN CLIMBING

Leading from the hotel a good trail follows the turbulent course of the Illecillewaet River to the Great Illecillewaet Glacier and Valley; other trails branch off in all directions, inviting and leading the mountain climber, explorer and lover of Nature to scenes of marvellous 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 splendour, and the recently discovered Caves of Nakimu are only distant about seven miles from Glacier House by a carriage road and bridle path. These wonderful caverns have been formed by the action of water for ages upon the solid rocks, and form a series of chambers with large entrances, polished-rock ceilings and walls which sparkle with quartz crystals and reflect myriads of miniature lights from the darkness. A trail leads over Baloo Pass to Rogers' Pass, by which return can be made to the hotel.

SWISS GUIDES

THE Company's own Swiss guides are stationed at Lake Louise and Glacier, and may be engaged through the managers of the Canadian Pacific Railway hotels.

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

Revelstoke is an important centre, from which there is water communication with the rich Kootenay and Boundary districts. A motor road is under construction to the top of Mount Revelstoke, which has been converted into a National Park and is attracting increasing numbers of summer visitors. At Sicamous an excellent hotel is operated by the Canadian Pacific Railway, and especially convenient for those who wish to stop off somewhere and make the all-daylight trip through the Canadian Pacific Rockies.

The Canyon of the Thompson is entered beyond Ashcroft. Its angry waters rush along in a perfect maelstrom, and after the junction with the Fraser at Lytton the scenery assumes an even wilder aspect. North Bend is situated in the heart of the Fraser Canyon, amid awe-inspiring surroundings. At Hope, junction is made with the new line of the Kettle Valley Railway, providing rapid and picturesque connection with the orchard and mining districts of Southern British Columbia.

Forty-two miles beyond Mission is Vancouver.

PRINCESS STEAMERS BETWEEN VANCOUVER, VICTORIA AND SEATTLE

THE short but interesting trip on Puget Sound should not be omitted from the itinerary. If requested when purchasing, it will be included in through tickets without additional charge. (See route No. 1, on map.)

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

RAIL ROUTE TO SEATTLE

AT Vancouver, B. C., the Canadian Pacific Ry. connects with the Great Northern Ry. for Bellingham, Burlington, Everett and Seattle.

This is an alternative route to Seattle and points south, but tickets reading by rail will not be good via steamship, or vice versa, between Vancouver and Seattle. (Route No. 2, all rail.)

ALTERNATIVE ROUTE VIA THE KOOTENAY

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

A new route passing through scenery of exceptional beauty takes the traveller from Nelson, via Grand Forks and Penticton and the orchard districts of the Okanagan Valley, over the Kettle Valley Railway, rejoining the main line at Hope. Grand Forks is the location of the largest copper smelter in the British Empire, is the gateway to the Boundary mining district, and is the centre of a fertile apple country. The Coquihalla Valley from Summit to Hope provides great fishing.

Chateau Lake Louise—the Pearl of the Canadian Pacific Rockies

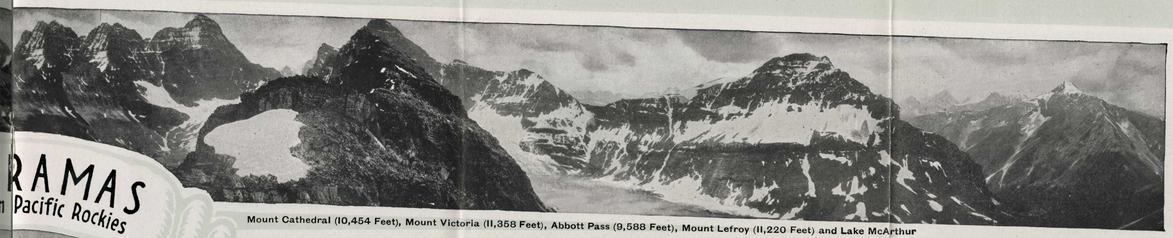
Lake Agnes, Lakes in the Clouds

On the Victoria Glacier,
Lake Louise

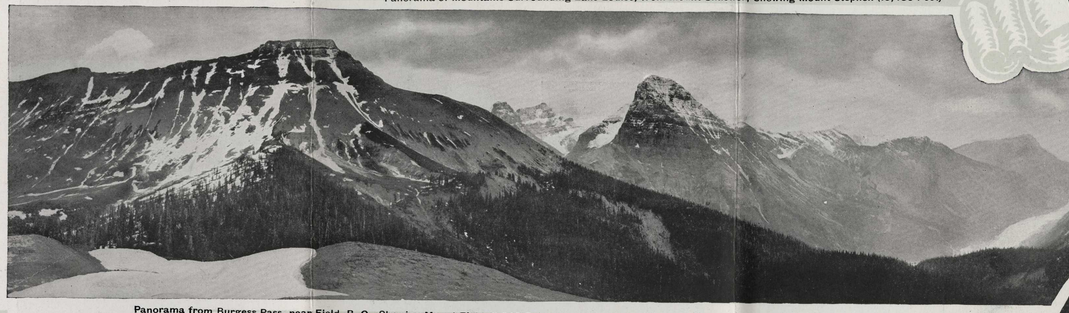
Beautiful Lake Louise

PANORAMAS in the Canadian Pacific Rockies

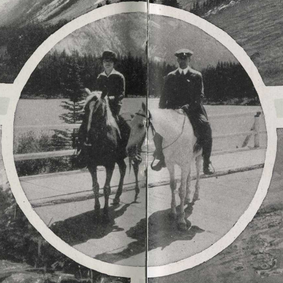
Panorama of Mountains Surrounding Lake Louise, from Mount Shaeffer, Showing Mount Stephen (10,485 Feet)



Mount Cathedral (10,454 Feet), Mount Victoria (11,358 Feet), Abbott Pass (9,588 Feet), Mount Lefroy (11,220 Feet) and Lake McArthur



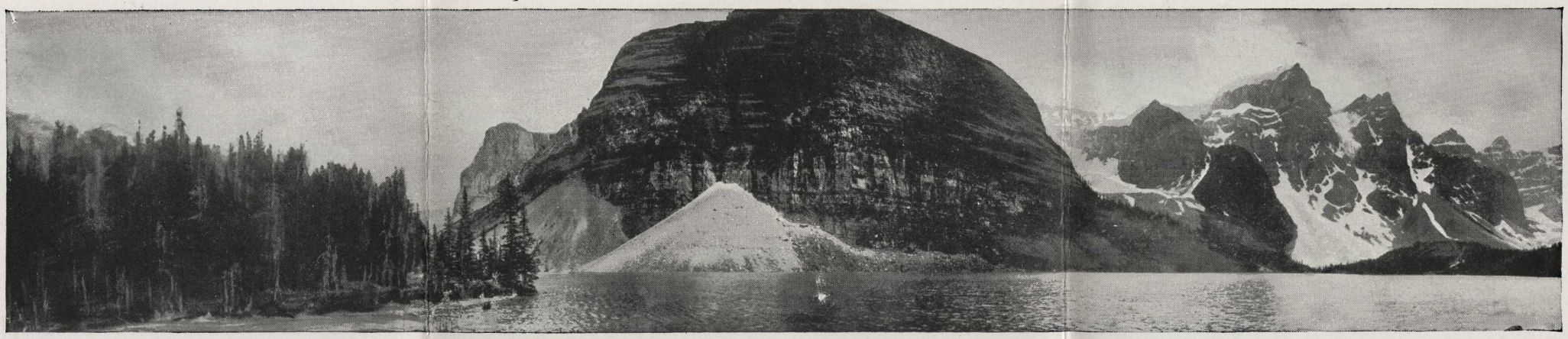
Panorama from Burgess Pass, near Field, B. C., Showing Mount Field (8,645 Feet), Mount Stephen (10,485 Feet) and Mount Goodsir (11,555 Feet) on This Page



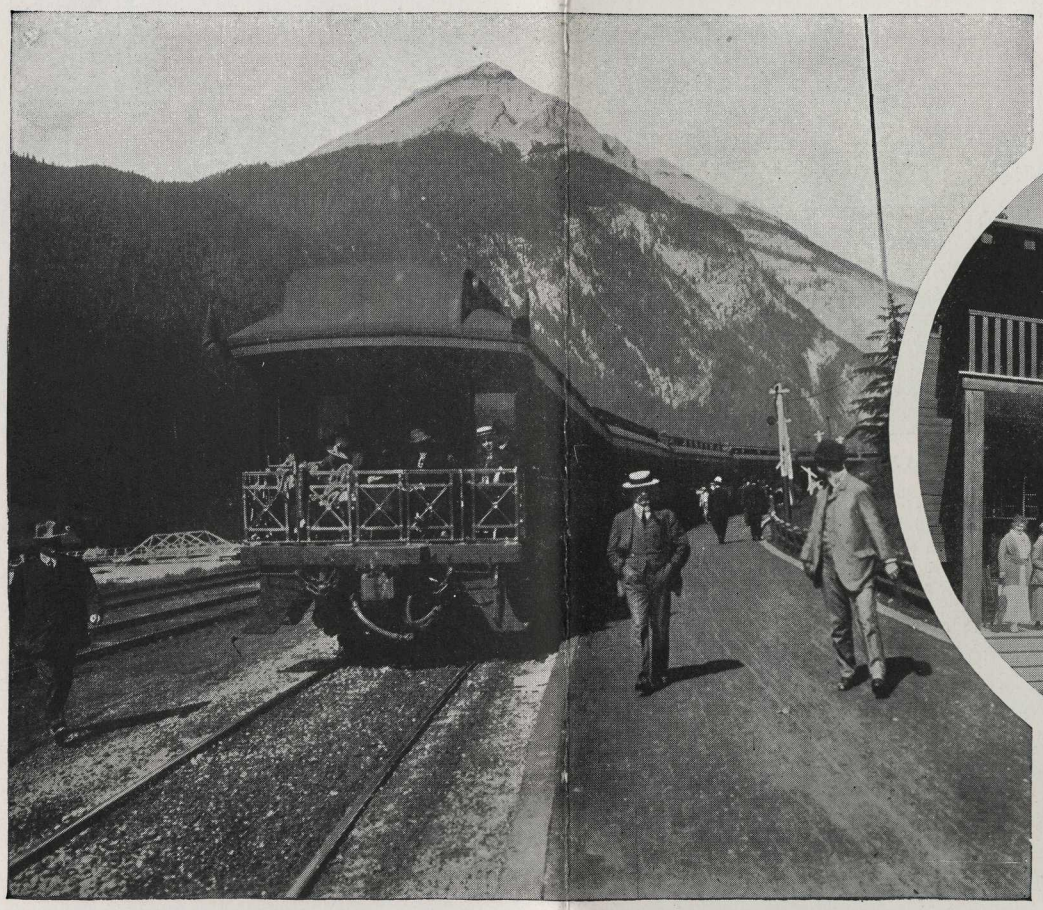
Mount Burgess (8,463 Feet), in Centre, Van Horne Range, Mount Vice-President (10,069 Feet) and Mount Emerald (8,332 Feet) on Right

Paradise Valley, Showing Mount Temple (11,626 Feet) on Left, Mount Sheol in Centre and Mount Aberdeen (10,340 Feet) to its Right

Alpine Club of Canada, Starting Out on a Climb



Moraine Lake and the Valley of the Ten Peaks

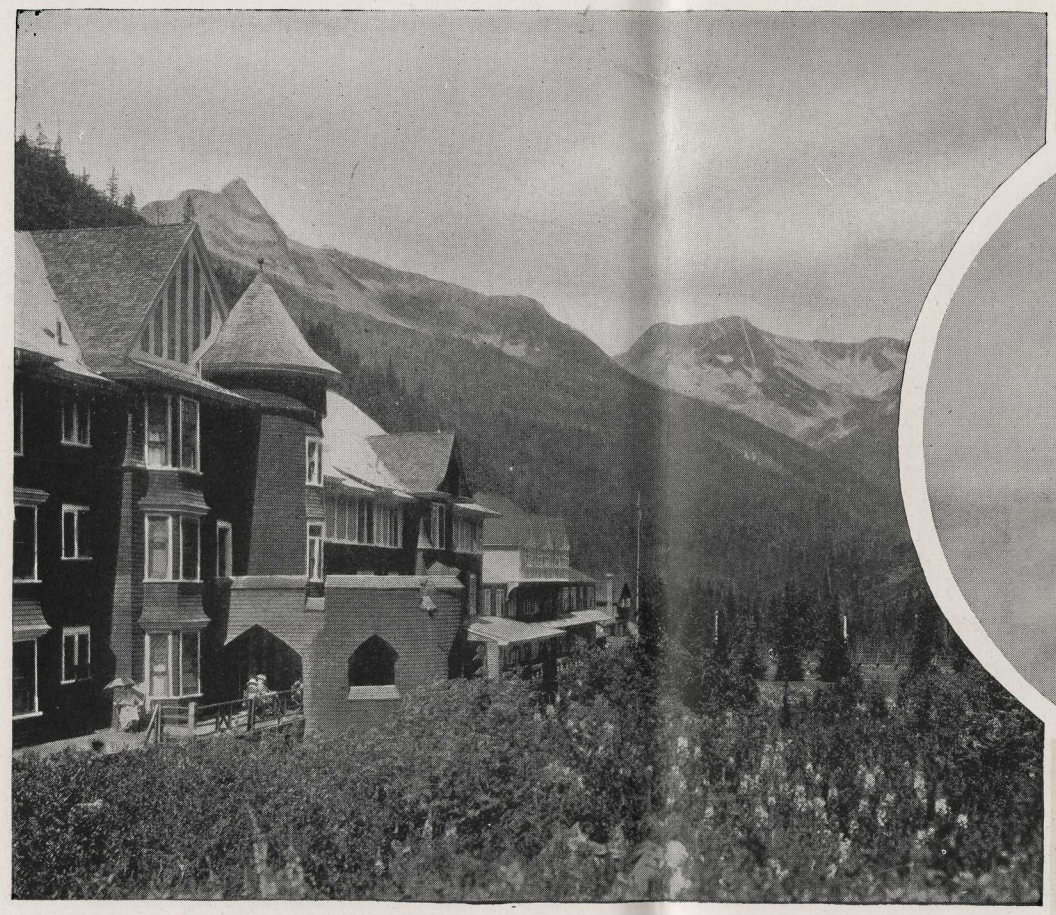


Field, B. C.—Station for Emerald Lake and the Yoho Valley

Emerald Lake Chalet, near Field

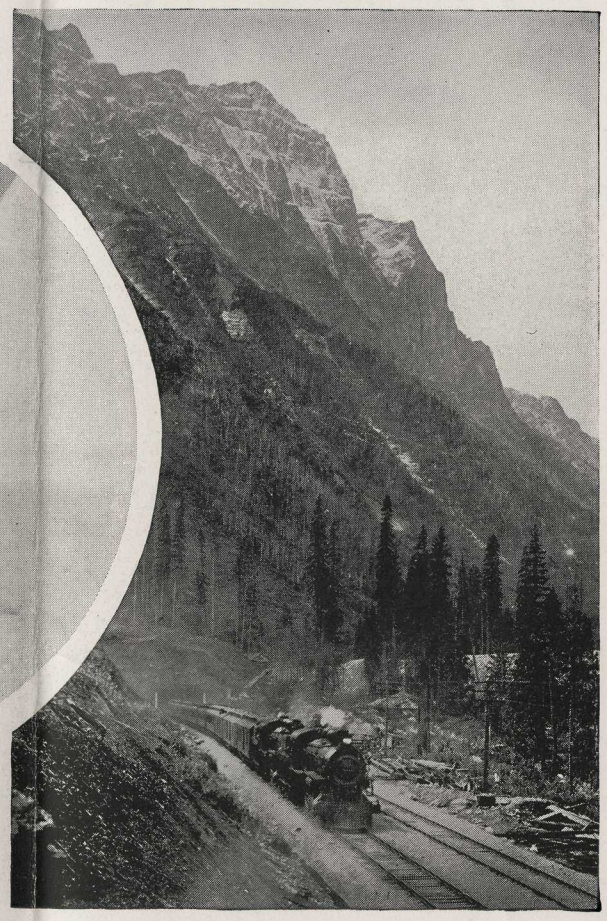
The Open-Air Observation Cars Used in the Canadian Pacific Rockies

Emerald Lake, Showing Emerald Peak (8,332 Feet) on Left and Mount Wapta (9,106 Feet) in Centre



Glacier House, Glacier, B. C.

A Stiff Climb at Glacier



Connaught Tunnel, Glacier

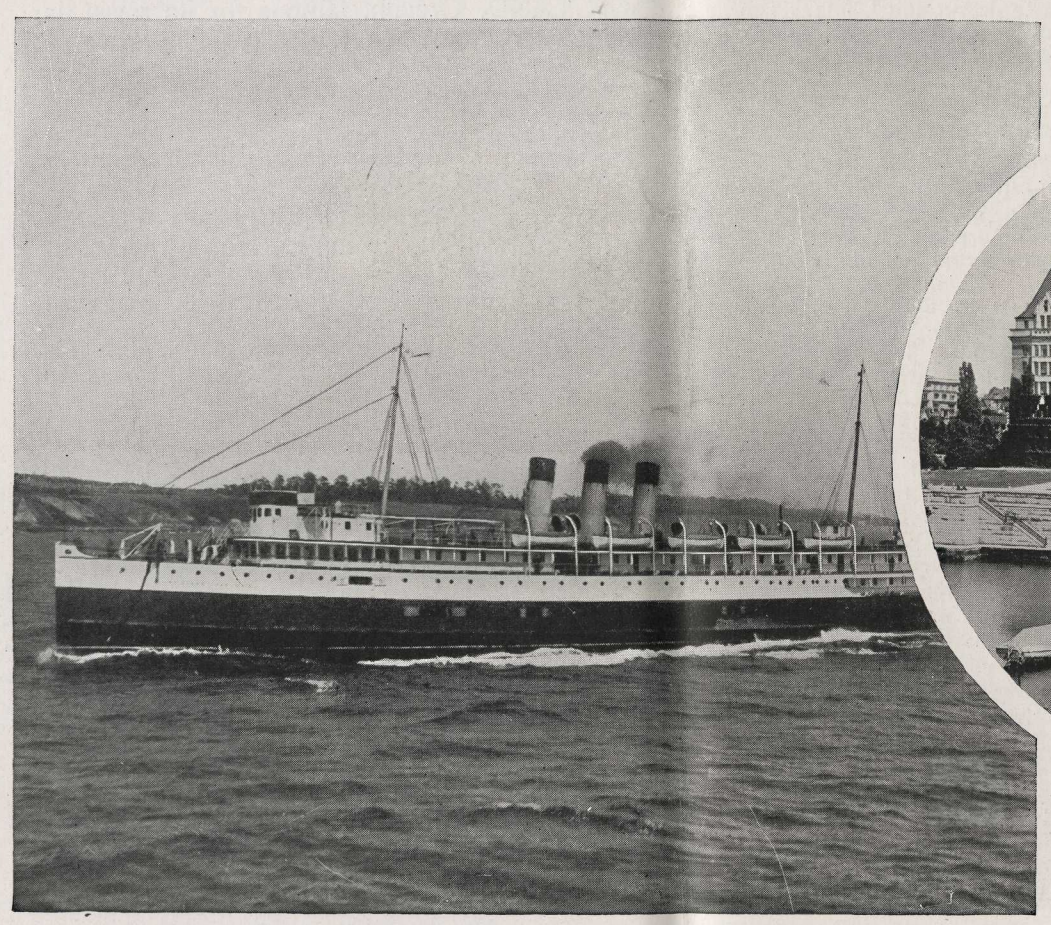
Vancouver Harbour, Showing Canadian Pacific Station and Terminals

Vancouver, B. C.

Big Trees, Stanley Park, Vancouver

Hotel Vancouver, Vancouver, B. C.—One of the Largest and Handsomest on the Pacific Coast

Victoria, B. C., Showing the Provincial Parliament Buildings



Canadian Pacific S. S. Princess Charlotte, British Columbia Coast Services

Empress Hotel, Victoria, B. C.

Malahat Drive, Vancouver Island

TO CALIFORNIA

PASSENGERS en route to California have the choice of either an overland trip or a sea voyage (at slight additional cost) from North Pacific Coast points. From Portland to San Francisco the picturesque Shasta Route of the Southern Pacific, or the San Francisco and Portland Steamship Company may be used; from Victoria or Seattle steamers of the Pacific Coast Steamship Company maintain a regular service to San Francisco and Los Angeles.

ALASKA

FROM Vancouver, B. C., to Skagway, Alaska, is a thousand miles through the entrancing Inland Channel, winding between islands and the mainland as through a fairyland. The journey is made in the palatial, yacht-like "Princess" steamers of the Canadian Pacific Railway.

Ten days is required for the double journey to and from this land of romance. The tree-clad passage of Seymour's Narrows, Alert Bay, with its avenue of Totem Poles, and the picturesque Indian cedar lodges, the Indian basket weavers of Ketchikan, the salmon fishing fleets and canneries, are but a few of the scenes that enchant the traveller.

From Ketchikan the way leads on through the Wrangel Narrows, mile after mile of a winding way through Paradise.

Beyond the Narrows lies Juneau, the capital of Alaska, on Gastineau Channel. Here are first-class hotels and restaurants. One can go by automobile right to the face of a glacier, the return trip taking about three and one-half hours. On Gastineau Channel, close to Juneau, are situated three of the largest gold quartz mining plants in the world.

And, then, eight hours north, a wide bay leads on to the last passage through the mountains, which grow ever steeper and more narrowing till the sands of Skagway are reached beneath a sheer precipice.

Skagway, once the wildest, wickedest town in the world, is now a model of propriety. Beyond still lies much of romance, reached over the romantic rails of the White Pass & Yukon Route. A short climb up the steep hill of the Pass, and the train has reached the summit, and indeed one seems to be at the very roof of the world.

VANCOUVER

THE Terminal of the Canadian Pacific's trans-continental rail lines and its trans-Pacific steamship routes, is the largest commercial centre in British Columbia, and has an excellent harbour nearly landlocked and fully sheltered. It faces a beautiful range of mountains that are tipped with snow the year round. Two peaks, silhouetted against the sky, remarkably resembling two couchant lions, are visible from almost any point in the city or on the harbour, which has appropriately been termed "The Lions' Gate."

In and around Vancouver are immense lumber and shingle mills. 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, is conveniently located and has a high reputation for the excellency of its service. Wonderful views can be had from the roof of this great hotel. Vancouver has an admirable golf course at Shaughnessy Heights.

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

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

VICTORIA

CHARMINGLY situated on Vancouver Island, overlooking the straits of Juan de Fuca, Victoria drinks in the sunshine and smiles at the traveller. It is distinctly a home city, with fine roads and beautiful gardens, although its enterprising business district, composed of imposing stores and tall office buildings, speaks of a rich commerce drawn from a territory full of mineral and agricultural resources. Victoria's beauty lies in her residential districts, her boulevards, her parks and her public buildings. The Parliament buildings of British Columbia rank among the handsomest in America.

The Empress Hotel, another of the chain of Canadian Pacific institutions, gives the guest attention and service equalled only by the best in the land. It overlooks the inner harbour and is within a stone's throw of the Parliament buildings. Golf facilities can be arranged for visitors to the hotel.

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

SEATTLE

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

The gold fields of Alaska filter their treasure through her industries and her stores. The lumber camps and the farms of Washington add to her prosperity. The tallest of her buildings is forty-two stories, exceeded only by those of New York City.

SPOKANE

SPOKANE has for years enjoyed the reputation of being one of the best lighted and most prosperous cities in the West. Within but short distances are huge smelters, mines, waterfalls, power plants and delightful scenery.

PORTLAND

PORTLAND, Oregon, famous for its roses, is so located as to permit trips of widely diverse nature. The steamer trip up the Columbia River into the Cascade Mountains is one of the most interesting. The Columbia Highway is a motor road leading along the bluffs overlooking the Columbia.

The ascent of Mount Hood requires only three or four days from Portland for the entire trip.

SAN FRANCISCO

SAN FRANCISCO is the nucleus of a metropolitan district composed of a cluster of cities on the Bay. She possesses over 800 miles of streets and 300 miles of street railway.

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

Parks, elaborate and well designed, are thronged with people. The largest, Golden Gate Park, containing 1,013 acres, is a veritable fairyland of loveliness. The cafes, of which there are hundreds, are famed for their Bohemian life and their good cooking.

LOS ANGELES

LOS ANGELES gladdens the eye with its twenty-three public parks, containing 3,897 acres of lawns, flowers, hills, trees and lakes. The architecture is varied and suggests the different parts of the world from which its residents have come. Famous for its beautiful homes, lovely gardens and fine hotels, Los Angeles is one of the most attractive cities in the United States.

FOREST FIRES

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

Venice, near Los Angeles

A Garden at Portland, the City of Roses

An Architectural Bridge
at Spokane

California Is Famous for Its Lovely Old
Mission Buildings

1912 (Lake Stdg map) 10.00

MOUNTAIN TEMPERATURES

Is the temperature in the Canadian Pacific Rockies pleasant in summer? That question is answered by the following statistics, covering a period of eight years, of maximum and minimum temperatures at Canadian Pacific Rocky Mountain hotels.

	June		July		August		September	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
Banff Springs Hotel	66	39	72	42	68	41	60	35
Chateau Lake Louise	59	38	63	41	64	40	56	33
Emerald Lake Chalet	58a	48a	69	53	70	49	58x	39x
Glacier House	63	40	67	46	68	45	56x	38x

a 7 days only. x 15 days only.

MOUNTAIN ALTITUDES

The Canadian Pacific Rockies comprise some of Nature's most gigantic works. In many mountainous regions the chief peaks spring from such high plateaus that, although they are actually a very considerable height above sea level, their height is not very impressive to the traveller. That this is not so in the Canadian Pacific Rockies is evident from the following tables, which show the altitudes of the principal mountains seen by the traveller from the train or at the most popular mountain resorts—altitudes not only in relation to sea level, but also to the valleys at their base.

	Height above sea level, feet	Height above valley, feet—about
APPROACHING BANFF		
Mt. Grotto	8,870	4,570
Three Sisters	9,734	5,430
AROUND BANFF		
Mt. Rundle	8,860	4,360
Sulphur Mountain	8,030	3,530
Mt. Bourgeau	9,517	4,920
Mt. Edith	8,370	3,770
Vermilion Mountain	9,855	5,250
Cascade Mountain	9,826	5,220
BANFF TO LAKE LOUISE		
Sawback Range	10,000	5,400
Pilot Mountain	9,680	5,080
Copper Mountain	9,160	4,460
Castle Mountain	9,030	4,330
Mt. Ball	10,825	4,820
AROUND LAKE LOUISE		
Mt. Fairview	9,001	3,330
Mt. Aberdeen	10,340	4,670
Mt. Lefroy	11,220	5,550
Mt. Victoria	11,355	5,680
Mt. Whyte	9,776	4,110
Mt. Hector	11,125	5,620
NEAR O'HARA LAKE		
Mt. Huber	11,041	5,370
Mt. Biddle	10,878	3,520
Mt. Hungabee	11,447	4,090

	Height above sea level, feet	Height above valley, feet—about
NEAR MORAINE LAKE		
Mt. Temple	11,626	5,440
Mt. Fay (Highest of the "Ten Peaks")	10,612	4,420
NEAR FIELD		
Mt. Stephen	10,485	6,140
Cathedral Mountain	10,454	6,200
Mt. Dennis	8,326	4,250
NEAR EMERALD LAKE		
Mt. Field	8,645	4,580
Mt. Burgess	8,463	4,400
Mt. Wapta	9,106	5,040
Mt. Carnavon	9,964	5,600
Mt. Emerald	8 832	4,270
Mt. Niles	9,742	3,830
Mt. Daly	10,332	4,420
NEAR GLACIER		
Mt. Macdonald	9,482	5,980
Mt. Avalanche	9,387	5,300
Mt. Sir Donald	10,808	6,720
Mt. Abbott	8,081	3,990
Uto Peak	9,610	5,520
Ross Peak	7,718	3,630
Hermit Mountain	10,194	6 690
Mt. Rogers	10,536	7,030
Mt. Cheops	8,506	4,420
Mt. Tupper	9,229	5,720

CANADIAN PACIFIC RAILWAY

OFFICERS OF THE TRAFFIC DEPARTMENT

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W. B. Lanigan.....Freight Traffic Manager.....Montreal
Sir G. McLaren Brown, K. B. E., European General Mgr..London, Eng.
C. B. Foster.....Assistant Passenger Traffic Manager.....Montreal
C. E. McPherson....Assistant Passenger Traffic Manager.....Winnipeg
W. H. Snell.....General Passenger Agent.....Montreal
G. A. Walton.....General Passenger Agent.....Winnipeg
H. W. Brodie.....General Passenger Agent.....Vancouver
H. G. Dring.....European Passenger Manager.....London, Eng.
Geo. C. Wells.....Assistant to Passenger Traffic Manager....Montreal
E. J. Hebert.....First Assistant General Passenger Agent...Montreal
Fred O. Hopkins.....Assistant General Passenger Agent.....Montreal
Walter Maughan....Assistant General Passenger Agent.....Montreal
A. B. Calder.....Assistant General Passenger Agent.....Montreal
R. G. McNeillie.....Assistant General Passenger Agent.....Winnipeg
C. H. Bowes.....Assistant General Passenger Agent.....Vancouver
H. E. MacDonnell...Assistant Freight Traffic Manager.....Montreal
Major W. M. Kirkpatrick, M. C.
Assistant Freight Traffic Manager.....Winnipeg
E. N. Todd.....General Foreign Freight Agent.....Montreal
R. E. Larmour.....General Freight Agent.....Montreal
W. C. Bowles.....General Freight Agent.....Winnipeg
A. O. Seymour.....General Tourist Agent.....Montreal
J. O. Apps.....Gen'l Agt. Mail, Baggage and Milk Traffic, Montreal
J. M. Gibbon.....General Publicity Agent.....Montreal

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Antwerp...Belgium..W. D. Grosset, Agent.....25 Quai Jordaens
Atlanta.....Ga..E. G. Chesbrough, Gen'l Agent Pass'r Dept.
.....220 Healey Bldg.
W. D. Ferris, City Passenger and Ticket Agent
Auckland.....N.Z...Union S. S. Co. of New Zealand, Ltd.
Banff.....Alta.....District Passenger Agent
Bangor.....Me..B. A. Brackett, Ticket Agent ..Maine Central R. R.
Belfast....Ireland..Wm. McCalla, Agent.....41 Victoria St.
Birmingham..Eng..W. T. Treadaway, Agent.....4 Victoria Square
Bombay.....India..Thos. Cook & Son, Ewart Latham & Co.
Boston.....Mass..L. R. Hart, General Agent Passenger Department
.....332 Washington St..
G. D. Brophy, Travelling Passenger Agent
D. M. Sinclair, Travelling Passenger Agent
H. A. Lee, City Passenger Agent
Brandon.....Man..R. Dawson, District Passenger Agent....Smith Block
W. F. Cawley, Travelling Pass'r Agent..Smith Block
Brisbane.....Aus..Macdonald, Hamilton & Co.
Bristol.....Eng..A. S. Ray, Agent.....18 St. Augustine's Parade
Brockville.....Ont..Geo. E. McGlade, City Passenger Agent
.....Cor. King St. and Court House Square
Brussels...Belgium..C. DeMey, Agent.....77 Boulevard Adolphe Max
Buffalo.....N.Y...Geo. O. Walton, General Agent Passenger Dept.
.....11 So. Division St.
J. F. Sharpe, City Passenger Agent
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Calgary.....Alta..J. E. Proctor, District Pass'r Agent, C. P. R. Station
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E. Officer, Travelling Passenger Agent
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T. F. Madden, Travelling Passenger Agent
C. L. Finninger, Travelling Passenger Agent
A. G. Brooker, City Passenger Agent
Christiania, Norway.Elvind Bordewick, General Agent...Jernbanetorvet 4
Cincinnati....Ohio..M. E. Malone, Gen'l Agt. Pass'r Dept. 430 Walnut St.
F. F. Hardy, Travelling Passenger Agent
R. R. Gosiger, City Passenger Agent
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.....1040 Prospect Avenue
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S. E. Corbin, Travelling Passenger Agent
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.....199 Griswold St.
G. G. McKay, Travelling Passenger Agent
W. C. Elmer, City Passenger Agent
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Fort William...Ont..A. J. Boreham, City Pass'r Agent..404 Victoria Ave.
Glasgow..Scotland. M. L. Duffy, Agent.....120 St. Vincent St.
Halifax.....N.S..R. U. Parker, Asst. District Pass'r Agent, 117 Hollis St.
J. D. Chipman, City Passenger Agent...126 Hollis St.
Hamilton.....Ont..A. Craig, City Pass'r Agent..Cor. King and James St.
Havre.....France..Currie & Co.....2 Rue Pleuvry
Hong Kong..China..P. D. Sutherland, General Agent Passenger Dept.
.....C. P. O. S., Ltd.
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Kansas City....Mo..R. G. Norris, Traveling Passenger Agent
.....614-615 Railway Exchange Bldg.
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.....62-65 Charing Cross, S. W.
G. Saxon Jones, Agent..67-68 King William St., E.C.
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Londonderry...Ire..J. A. Grant, Agent, C. P. O. S., Ltd....50 Foyle St.
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.....605 South Spring St.
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.....611—2d Ave. So.
David Bertie, Travelling Passenger Agent
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F. C. Lydon, City Pass'r Agent, 141-145 St. James St.
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J. McKenna, Travelling Passenger Agent
H. R. Ibbotson, Travelling Passenger Agent
D. R. Kennedy, Travelling Passenger Agent
W. Brett, Travelling Passenger Agent
W. Riendeau, Travelling Passenger Agent
R. Y. Daniaud, Travelling Passenger Agent
Moosejaw.....Sask..A. C. Harris, Ticket Agent
Nagasaki.....Japan..Holme, Ringer & Co.
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New York.....N.Y..F. R. Perry, General Agent Passenger Department
.....1231 Broadway, Cor. 30th St.
W. E. Ellis, Travelling Passenger Agent
A. R. Kenyon, Travelling Passenger Agent
J. E. Roach, City Passenger Agent
E. C. Drake, City Passenger Agent
W. G. Cooper, City Passenger Agent
North Bay.....Ont..L. O. Tremblay, Travelling Passenger Agent
Ottawa.....Ont..J. A. McGill, City Passenger Agent....83 Sparks St.
Paris.....France..Aug. Catoni, Agent.....1 Rue Scribe
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Pittsburgh.....Pa..C. L. Williams, Gen'l Agt. Pass'r Dept., 340 Sixth Ave.
R. F. Lynam, City Ticket Agent
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Portland.....Ore..E. E. Penn, Gen'l Agent Pass'r Dept..55 Third St.
Prince Rupert..B.C..W. C. Orchard, General Agent
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J. A. McKinney, Travelling Passenger Agent
G. H. Griffin, City Passenger Agent
San Francisco..Cal..F. L. Nason, Gen'l Agt. Pass'r Dept., 657 Market St.
Saskatoon....Sask..W. E. Lovelock, City Ticket Agent..115 Second Ave.
Sault Ste. Marie, Ont..J. A. Johnston, City Passenger Agent
Seattle.....Wash..E. F. L. Sturdee, General Agent Pass'r Department
.....608 Second Ave.
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.....C.P.O.S., Ltd.
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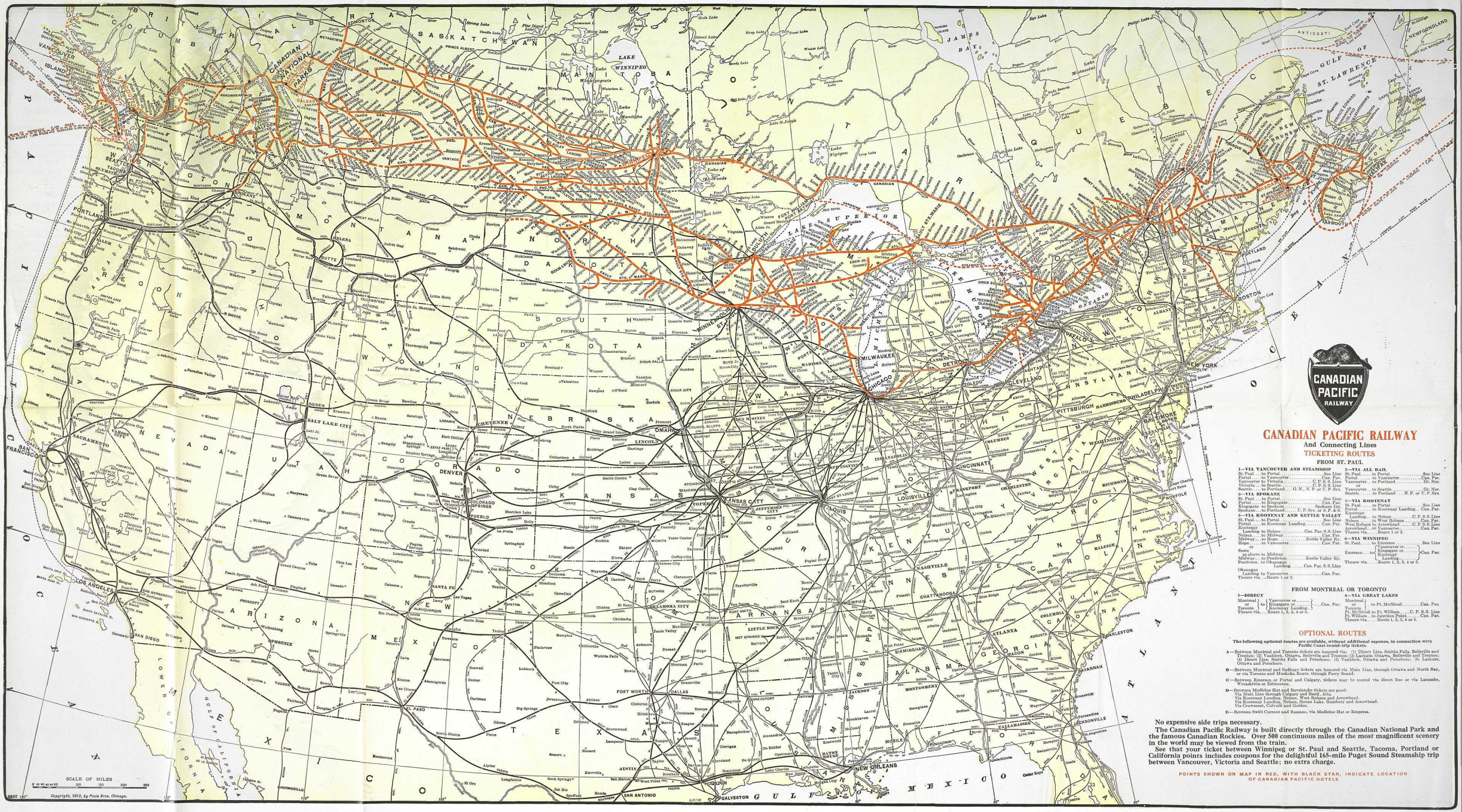
Skagway....Alaska..L. H. Johnston, Agent
Spokane.....Wash..E. L. Cardle, Traffic Mgr., Spokane International Ry.
Sydney.....Aus..Union S. S. Co. of New Zealand, Ltd.
Tacoma.....Wash..D. C. O'Keefe, City Passenger Agent, 1113 Pacific Ave.
The Hague, Holland, G. L. Boer, Agent.....20 Wagenstraat
Toronto.....Ont..W. B. Howard, District Pass'r Agent } 1 King St., East
Wm. Fulton, Asst. Dist. Pass'r Agt. }
G. S. Beer, City Passenger Agent
W. T. Dockrill, Travelling Passenger Agent
J. Campbell, Travelling Passenger Agent
Wm. Corbett, Travelling Passenger Agent
J. B. Tinning, Travelling Passenger Agent
Vancouver.....B.C..J. Moe, City Passenger Agent..434 Hastings St., West
Victoria.....B.C..L. D. Chetham, City Pass'r Agt., 1102 Government St.
Washington...D.C..C. E. Phelps, City Pass'r Agent, 1419 New York Ave.
Winnipeg.....Man..A. G. Richardson, District Passenger Agent
.....Cor. Portage Ave. and Main St.
Geo. H. Merrick, Travelling Passenger Agent
Yokohama...Japan..T. R. Percy, Gen'l Agent Pass'r Dept., C.P.O.S., Ltd.

Joseph Patrick
Toronto
June 8, 1983



CANADIAN PACIFIC RAILWAY

And Connecting Lines

TICKETING ROUTES

FROM ST. PAUL

1—VIA VANCOUVER AND STEAMSHIP

St. Paul	to Portal	Soo Line
Portal	to Vancouver	Can. Pac.
Vancouver	to Victoria	C. P. S. S. Line
Victoria	to Seattle	C. P. S. S. Line
Seattle	to Portland	G. N., N. P. or U. P. Sys.

2—VIA SPOKANE

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

3—VIA KOOTENAY AND KETTLE VALLEY

St. Paul	to Portal	Soo Line
Portal	to Kootenay Landing	Can. Pac.
Kootenay Landing	to Nelson	Can. Pac. S. S. Line
Nelson	to Midway	Can. Pac.
Midway	to Hope	Kettle Valley Ry.
Hope	to Vancouver	Can. Pac.

or

Same as above to Midway		
Midway	to Penticton	Kettle Valley Ry.
Penticton	to Okanagan Landing	Can. Pac. S. S. Line
Okanagan Landing	to Vancouver	Can. Pac.
Thence via		Route 1 or 2.

2—VIA ALL RAIL

St. Paul	to Portal	Soo Line
Portal	to Vancouver	Can. Pac.
Vancouver	to Portland	Gt. Nor.

or

Vancouver	to Seattle	Gt. Nor.
Seattle	to Portland	N. P. or U. P. Sys.

4—VIA KOOTENAY

St. Paul	to Portal	Soo Line
Portal	to Kootenay Landing	Can. Pac.
Kootenay Landing	to Nelson	C. P. S. S. Line
Nelson	to West Robson	Can. Pac.
West Robson	to Arrowhead	C. P. S. S. Line
Arrowhead	to Vancouver	Can. Pac.
Thence via		Route 1 or 2.

6—VIA WINNIPEG

St. Paul	to Emerson	Soo Line
Emerson	to Vancouver or Kingsgate or Kootenay Landing	Can. Pac.
Thence via		Route 1, 2, 3, 4 or 5.

FROM MONTREAL OR TORONTO

7—DIRECT

Montreal or Toronto	to Vancouver or Kingsgate or Kootenay Landing	Can. Pac.
Thence via		Route 1, 2, 3, 4 or 5.

8—VIA GREAT LAKES

Montreal or Toronto	to Pt. McNicoll	Can. Pac.
Pt. McNicoll	to Pt. William	C. P. S. S. Line
Pt. William	to Junction Point	Can. Pac.
Thence via		Route 1, 2, 3, 4 or 5.

OPTIONAL ROUTES

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

A—Between Montreal and Toronto tickets are honored via: (1) Direct Line, Smiths Falls, Belleville and Trenton; (2) Vankleek, Ottawa, Belleville and Trenton; (3) Lachute, Ottawa, Belleville and Trenton; (4) Direct Line, Smiths Falls and Peterboro; (5) Vankleek, Ottawa and Peterboro; (6) Lachute, Ottawa and Peterboro.

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

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

D—Between Medicine Hat and Revelstoke tickets are good:
Via Main Line through Calgary and Banff, Alta.
Via Kootenay Landing, Nelson, West Robson and Arrowhead.
Via Kootenay Landing, Nelson, Sloan Lake, Rosebery and Arrowhead.
Via Crowsnest, Colvalli and Golden.

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

No expensive side trips necessary.

The Canadian Pacific Railway is built directly through the Canadian National Park and the famous Canadian Rockies. Over 500 continuous miles of the most magnificent scenery in the world may be viewed from the train.

See that your ticket between Winnipeg or St. Paul and Seattle, Tacoma, Portland or California points includes coupons for the delightful 165-mile Puget Sound Steamship trip between Vancouver, Victoria and Seattle; no extra charge.

POINTS SHOWN ON MAP IN RED, WITH BLACK STAR, INDICATE LOCATION OF CANADIAN PACIFIC HOTELS

CPOS

TO EUROPE

MONTREAL VIA QUEBEC
TO
LIVERPOOL, LONDON, GLASGOW
HAVRE, ANTWERP

TO THE ORIENT

VANCOUVER VIA VICTORIA
TO
YOKOHAMA KOBE NAGASAKI
SHANGHAI MANILA HONGKONG

FOR RATES AND INFORMATION APPLY TO
ANY AGENT OR TO

Wm. BALLANTYNE, *Asst. Gen. Pass. Agent*
W. G. ANNABLE, *Gen. Pass. Agent*
C. E. BENJAMIN, *Pass. Traffic Manager*

CANADIAN PACIFIC OCEAN SERVICES, LTD.
141 ST. JAMES STREET, MONTREAL

THE DEPARTMENT OF
COLONIZATION AND DEVELOPMENT

CANADIAN PACIFIC RAILWAY

has been organized to assist in settling vacant agricultural lands and developing the latent raw resources of Canada.

4½ Million Acres of choice farm lands for sale in Western Canada. Low prices and long terms.

Irrigated Lands in Southern Alberta on 20 year terms. Under certain conditions loans for improvements to settlers on irrigated lands up to $2,000.

Lists of Selected Farms in Eastern Canada on hand at all Departmental Offices.

Information on Industrial Opportunities and Business Openings in growing towns furnished upon request.

Investigations in the utilization of undeveloped natural resources are carried on by Resarch Section. Inquiries as to promising fields invited.

Bureaus of Canadian Information with well-equipped libraries are established at Montreal; Marquette Building, Chicago; 1270 Broadway, New York; and at London, Eng. Inquiries will be promptly dealt with.

Representatives also at 176 E. 3rd St., St. Paul; 705 Sprague Ave., Spokane; 384 Stark Street, Portland, Ore.; 645 Market Street, San Francisco; Industrial Agent, Winnipeg, and Supt. U.S. Agencies, Calgary.

J. S. DENNIS, Chief Commissioner of Colonization and Development.

CANADIAN PACIFIC RAILWAY
MONTREAL, QUE.

Banff Springs Hotel