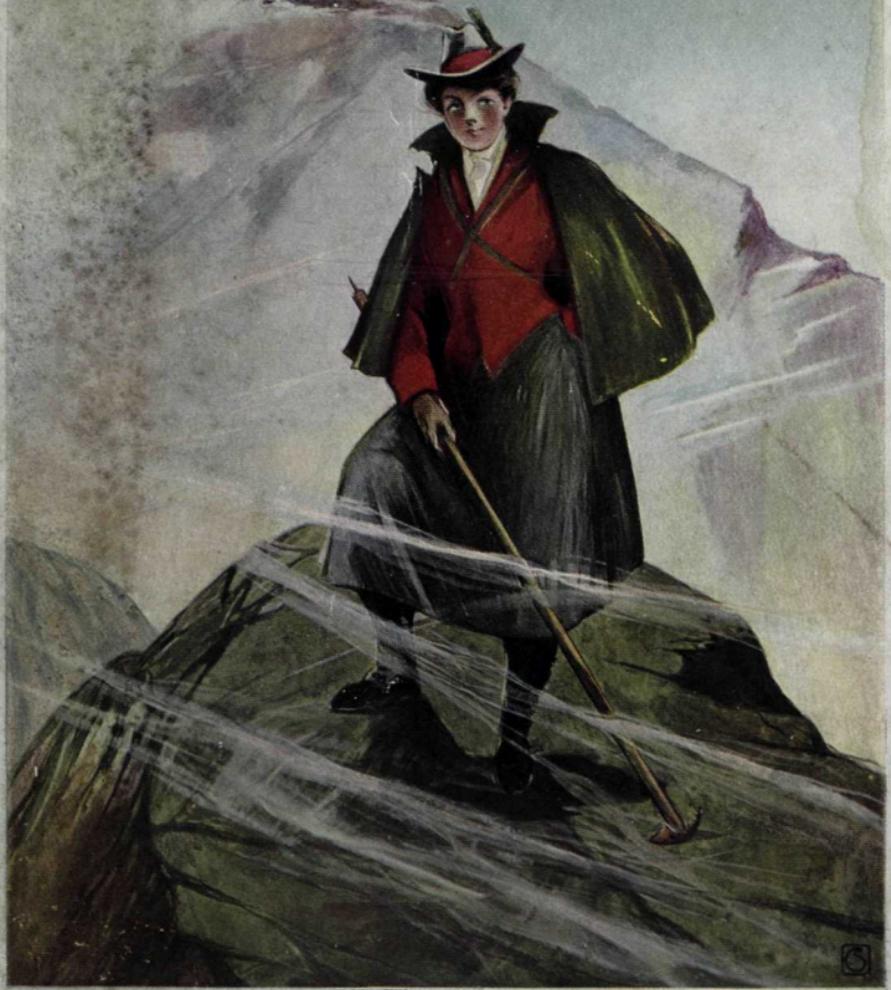
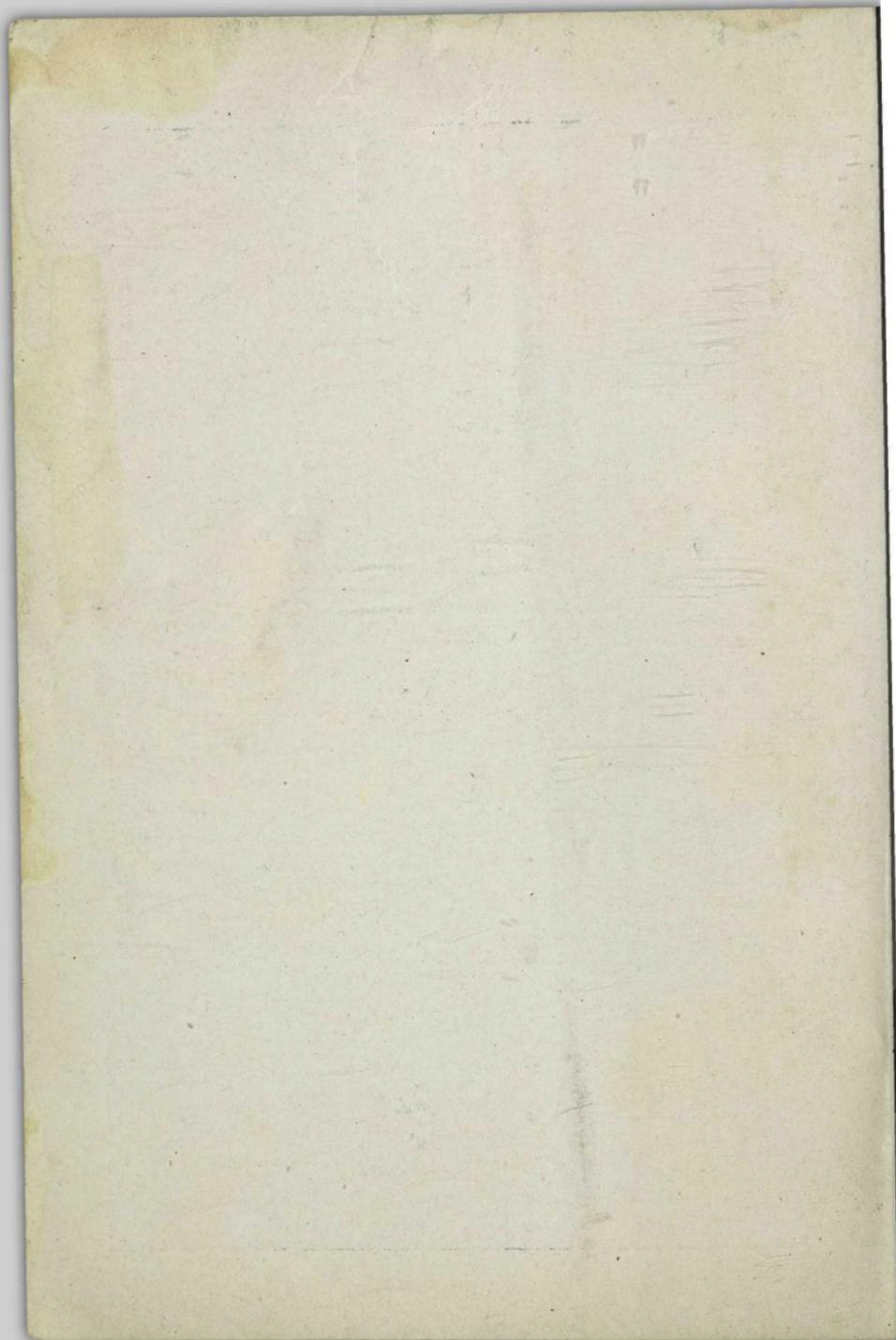


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THE CHALLENGE OF THE MOUNTAINS







CHALLENGE OF THE MOUNTAINS



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ISSUED BY THE
CANADIAN PACIFIC RAILWAY COMPANY

Canadian Pacific Railway Hotel System



BANFF SPRINGS HOTEL

Some places of interest
near Banff

Buffalo Park

Lake Minnewanka

Spray Falls

Museum

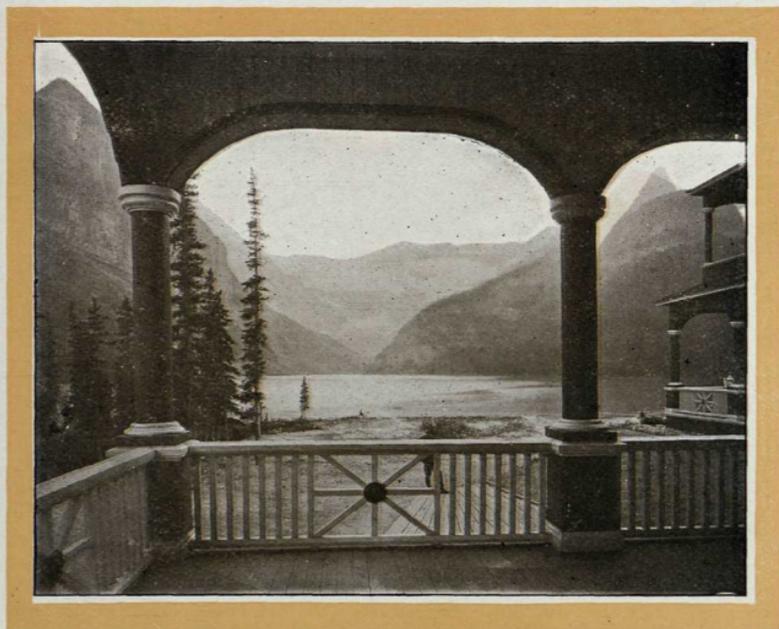
Cave and Basin

Hot Sulphur Springs

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The Observatory on Sulphur Mountain

Canadian Pacific Railway Hotel System



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near Lake Louise

Mount Lefroy and Glacier

Lake Agnes

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Mirror Lake

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Canadian Pacific Railway Hotel System



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Mount Stephen

Burgess Pass

Canadian Pacific Railway Hotel System



EMERALD LAKE FROM CHALET

Some places of interest
near Emerald Lake

Lookout Point

Takakkaw Falls

Twin Falls

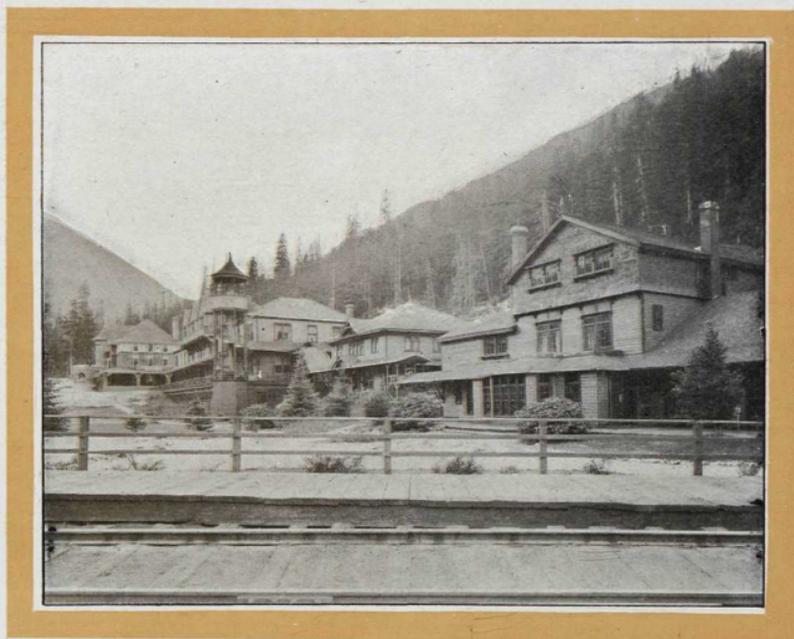
Summit Lake

Yoho Glacier

Wapta Glacier

Yoho Valley

Canadian Pacific Railway Hotel System



GLACIER HOUSE, GLACIER, B.C.

Some places of interest
near Glacier

The Great Glacier

Mount Abbott

Cougar Valley

Lake Marion

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Observation Point

Caves of Nakimu

Mount Sir Donald

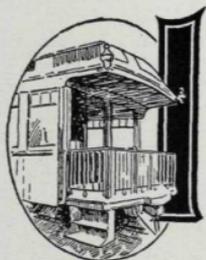
The Loops of the Selkirks

THE CHALLENGE OF THE MOUNTAINS



“The joy of life is steepness overcome,
And victories of ascent, and looking down
On all that had looked down on us.”

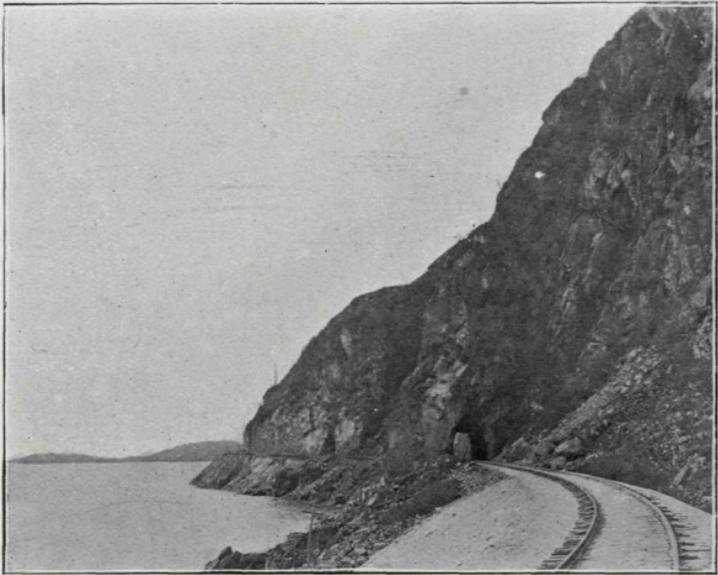
—Tennyson.



In no other country in the world is there such an attractive district to the tourist and the lover of Alpine scenery as in the Provinces of Alberta and British Columbia, along the line of the Canadian Pacific Railway. It is a wonderful land of natural beauty, mountain peaks, rushing rivers, peaceful lakes, stupendous glaciers, remarkable natural phenomena of caves, hot springs, curious formations of rock and ice, interesting flora and animal life, all combined making a holiday district of unequalled attractiveness. It is a land whose boundaries would include fifty Switzerlands, where it has been estimated only one mountain peak out of thousands has ever yet been climbed, for it is the newest of the world's great natural playgrounds, and only that portion contiguous to the railway has yet been fully explored.

New and interesting discoveries are constantly recorded of unknown peaks, beautiful lakes, charming valleys, also new forms of bird and plant life. The Canadian Government has set aside 5,732 square miles as a national park, and the Canadian Pacific Railway

have built in some of the most interesting places a number of charming chalets and hotels at great cost, which are furnished in the liberal manner for which this Company has always been noted in all its departments. During last season many thousands of people visited this great park, and each year in ever-increasing numbers tourists from all over the world are attracted



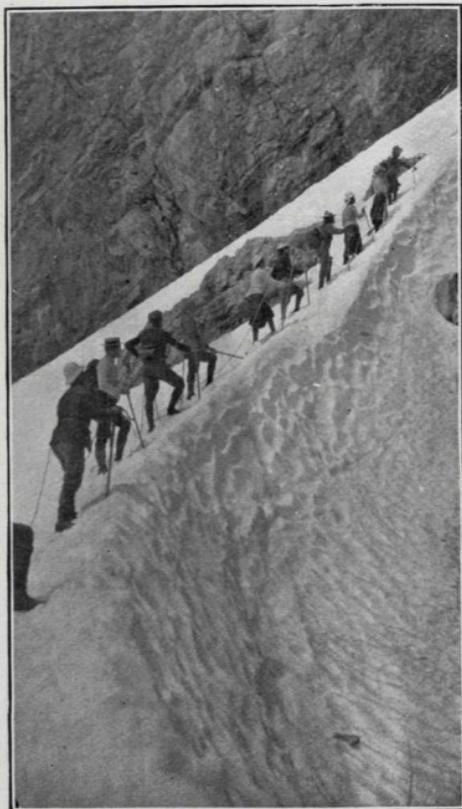
The Shore of Lake Superior. Wonderful scenery along the Canadian Pacific Railway.

by this glorious mountain scenery. Only one regret is expressed by visitors, and that is, they unfortunately give themselves too little time to see this charming country. A stay of at least several days should be made at each of the resorts in order to fully realize

the magnificence of the surrounding mountains, which must be viewed under the various atmospheric conditions so as to see the wonderful changes in light and shadow, sunrise and sunset in the Canadian Rockies which, under favourable conditions, are scenes never to be forgotten. Unfortunately the average tourist is all too prone to stop over only between trains and thus catch but a hurried glance of these glorious

peaks, which is regrettable, inasmuch as frequently the greater beauty is missed entirely, though many thousands claim travelling through these mountains without leaving the train as the most enjoyable event and greatest scenic treat of their lives.

Seekers after the grandest in the way of what Nature has provided for man's edification need not be satisfied with repeating



The Alpine Club of Canada making an ascent in the Canadian Rockies

the ascents of the well-known peaks of the old world. Edward Whymper, with all the authority born of his conquest of the Matterhorn, and a lifetime spent in scaling the heights of Switzerland, the Andes, and the Himalayas, has declared the Canadian Rockies to be equivalent to "fifty or sixty Switzerlands rolled into one." Here the geologist, the botanist, the mountaineer, the naturalist, the artist, the sportsman, the health or pleasure seeker will find in these mountains a region attractive and beautiful, with many other advantages which make it unexcelled for his purpose in all the world.

The Canadian Rockies are the culminating scenic portion of the mighty Rocky Mountains called, "the backbone of America." To the northward they gradually diminish in height until the Arctic circle is reached. Southward they lack that ruggedness and glacier beauty which gives them their attractiveness to the lovers of Alpine scenery.

Every day new points of beauty are being revealed. Celebrated mountain-climbers and topographers are constantly visiting and exploring their recesses. This is particularly the case with respect to scientific men from Europe and the United States. There is no particular incentive for these men to go to Switzerland. That country has been thoroughly explored, while in the Canadian Rockies there are numbers of mountains that have never been climbed that challenge the mountaineer; and hundreds of valleys, gorges and lakes, that have never been visited. Every visitor carries a camera, and the many new scenes of grandeur which are revealed after each trip do much to spread the fame of The Canadian Rockies.

Four great ranges are crossed by the Canadian Pacific Railway, the Rockies proper, the Selkirks, the Gold Range and the Coast Mountains, the latter standing like a great bulwark along the shores of the Pacific. The traveller approaches this mighty series of ridges across a country that makes their majesty doubly imposing by reason of the contrast.

For a day or two he has traversed the prairies, a country with many beauties of its own and marvelously rich in all that man requires. As the train approaches the mountains their huge bulk seems to



Camping in the Canadian Rockies is a delightful and beneficial vacation

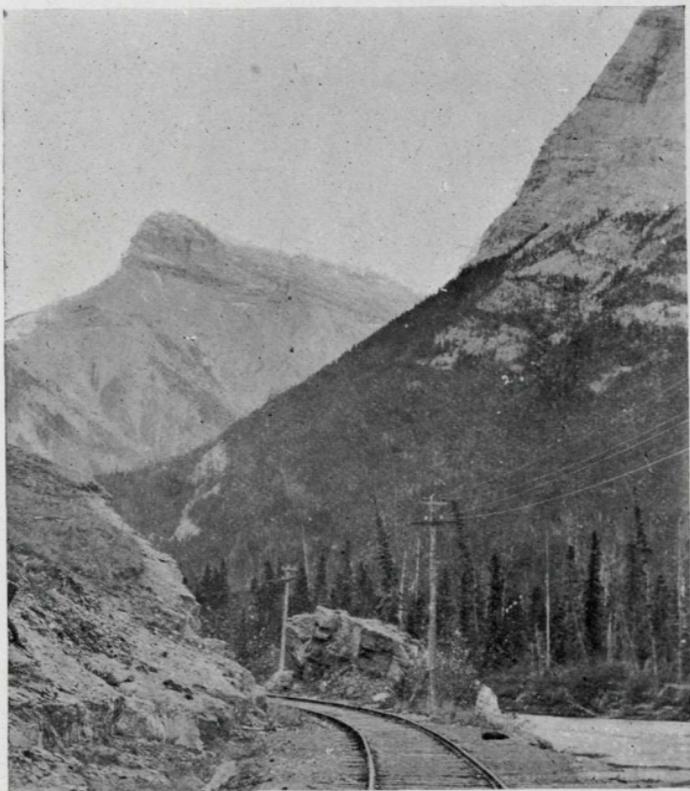
prohibit passage absolutely, and the clear air brings them apparently close to the train, when they are still miles away. Close by, the Kananaskis Falls of the Bow are taking a mighty plunge, the roar of which is distinctly heard from the track. The river has cut for itself a deep gorge of naked, vertical cliff, and beyond the woods that clothe the summit of the banks rise the steeps of the Fairholme Range, shutting in the view with a line of rocky precipices.

As one looks upon these peaks that seem to start out of the plain, it is difficult to realize their stupendous magnitude. Everything here is on such a gigantic scale that it takes time and effort to weigh the immensity of the great upheavals. Here are mountains that seem much higher than the diameter of their base; and their dizzy heights as one gazes upon them is awe inspiring; but one sees beyond almost interminable ranges with snow-capped tops, bearing upon their shoulders immense glaciers, the very plenitude of which seems to detract from every individual object. These mountains are tremendous uplifts of stratified rocks of the Devonian and Carboniferous ages which have broken out of the earth's surface, and heaved aloft. There are sections miles in breadth, and thousands of feet in thickness that have been pushed straight up, so that the strata of rock remain in almost as level a position as when they occupied their original beds. Other sections seem to be tilted, and stand in a more or less erect position, while others are crumbled by the crowding of other peaks. All these vast piles are doubtless worn away by the action of the elements until they now present only a fragment of their original magnitude. The strata are plainly marked on the sides of the mountains by the various colors of the



Swiss Guides are brought to the resorts in the Canadian Rockies each season by the Canadian Pacific Railway Co.

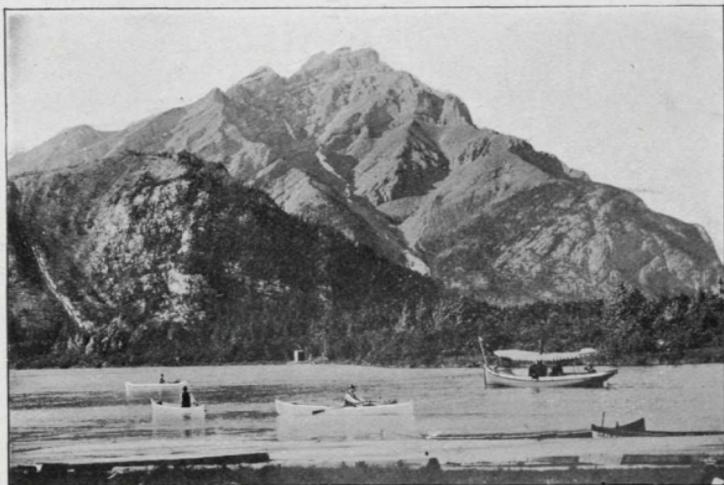
rocks that compose them, and often by broad ledges that hold the ice and snow; or when not too greatly elevated are covered with belts of trees which can gain a foothold nowhere else. On the dizzy heights of some of these peaks are piled great masses of rocks which look as though there was scant room to hold them, so sharp are the peaks on which they rest. It would require but little of the mythology of the past to picture these castellated heights as the home of the gods, and imagine them hurling the huge missiles about them for the purpose of crushing their victims below.



The Gap where the Railroad enters the Canadian Rockies

The entrance to the Rockies is by The Gap. It seems that the train has reached an *impasse*, and that there is no way by which it can surmount the lordly line of heights drawn up across its path. Suddenly, however, it takes a sharp turn and finds itself between two walls of vertical rock, and a passage is forced to the world of mountains beyond. It has found and

Immovable the Three Sisters stand, beautiful in their purity, peaceful in their solitude, steadfast in their guard. Like sentinels apart from their compeers, they seem to the traveller to hold eternal watch and ward over the wonders of the region through which he is to pass.



Cascade Mountain, Banff

Cascade Mountain, at whose base a few miles away from the railway track are the anthracite mines of Bankhead, operated by the Canadian Pacific Railway Company, which supply the country from Winnipeg to Vancouver with hard coal. The powers of the eye are greatly increased, and to one fresh from the plains, things yet far off appear quite near. However, the traveller gradually understands his mistake, and the track, following the course of the Bow River, turns sharply to the west, just as the lowest spurs are reached, and arrives at the Canadian National Park.

BANFF, THE BEAUTIFUL

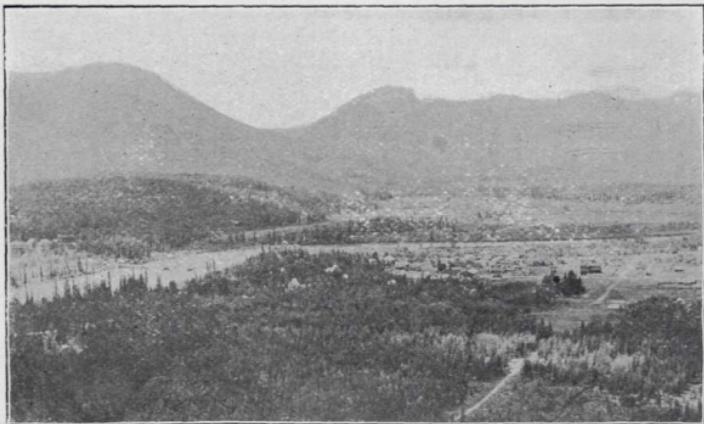


Headquarters of the Canadian National Park.

The whole of the town of Banff is the property of the Canadian Government and, under the control of the Park Superintendent, public improvements of all kinds are being constantly carried on to the great advantage of both residents and visitors. The main streets are broad and splendidly kept, the residences are in most instances tastefully designed and well maintained, and throughout the whole village there is an air of sylvan leisure and careful comfort.

Few, if any, towns are more charmingly situated. Few places have found such speedy recognition of their attractiveness, and none have better deserved the encomiums of enthusiastic visitors, than Banff, for of all the lovely resorts on the American continent, it is without a peer. Its surroundings are the mountain steps, beside whose immense crags and peaks the works of man sink into insignificance. It is not a question of one mountain or of two, but of many, for they stretch away as far as the eye can follow them in every direction, rolling back, one behind another, in varied and sublime confusion.

The stores, while not pretentious, have from years of experience and catering to visitors gained a complete knowledge of their requirements, and few indeed will be the needs, in the way of camping equipment,



Banff from Tunnel Mountain

photography supplies, fishing tackle, and such like necessities for tourists, that the Banff stores cannot supply.

To the north, rises the swelling, rounded back of Stony Squaw Mountain, with cliff-like buttresses projecting at its eastern end. Towering above this, majestic in its strength, dominating the whole scene, is Cascade Mountain, a huge black, timeworn pyramid, its sides ribbed and scarred by avalanche and tempest. A plane face looks toward the little town, and two outward bastions, ridging back toward the centre of its fall, have made a natural channel, marked, even in August, by a winding trail of snow. To the west the Bow River winds in a broad, open strath, the Sawback range flanking it at the northern side, with Mount Edith, a splendid dolomite peak, its symmetrical upper cone glistening virgin white in its mantle of everlasting

snow, almost concealed, despite its superior height, by intervening mountain masses. The Bourgeau and Sulphur Ranges are contrasts, both of them, to the craggy and precipitous peaks north of the river, for they are rounding and hummocky in outline, with but a few rock terraces protruding, till near the summit outbulging bastions break the contours, revealing the rugged strength underlying the harmony of many hued forest with which they are clothed. Eastward lies Tunnel Mountain, a knob shaped hill, with a precipitous face to the south, and with a zigzagging carriage road traceable up its eastern side. Because of its ease of access,—many a visitor climbs it as an appetizing walk before breakfast—and the magnificent view, make it the first and favorite trip of every tourist. Opposite it rise the up-tilted terraces of Mount Rundle, almost 10,000 feet high, its sides furrowed and trenched by snowslides. From the valley it appears to have two summits, and so it is sometimes called Twin Peaks.



Looking down the Bow Valley, Banff

A Mountain Split in Two.

The northern one is some thousand feet or more lower than the other. It is evident that time was when Tunnel was merely a shoulder of Rundle, but some tremendous cataclysm of nature split the huge mountain and Tunnel tilted northward—its rocky ribs being plainly discernible in the lateral stratification—and the sleepless, tireless Bow River forced and fought itself through the opening, boring its way towards the limitless plain to the eastward. Above the murmur of pines can be heard, rising and falling on the wind, the noise of the boiling river, as it tears through the rapids, and its roar as it leaps over Bow Falls.

It is a scene possessing almost every element of beauty, and many of sublimity. Over-arched, as it is in summer, with a sky that in its deep azure outrivals that of Italy, lit with the brilliant sunshine characteristic of Western Canada, and possessing an exhilarating atmosphere, full of ozone, purified by frost and forest, is it any wonder that overworked business men absorb its quiet peace like a sponge, and declare it to be the most invigorating spot on the Continent, or that pilgrims in search of the beautiful, pronounce the views superior to those of Zarmatt or the Engadine?

The Museum.

The Canadian Government maintains at Banff, a museum of very great interest to visitors, as it contains many splendidly preserved specimens of the animals, fishes and birds to be found within the Park; a carefully mounted and classified herbarium are also among its chief attractions. Indian relics and specimens of Indian workmanship, many of them of extraordinary

interest, are also to be seen. The official in charge has for years taken a record of temperature, and the meteorological charts will repay examination by the weatherwise.



The Bow Falls at Banff

The Bow Falls.

Another of the sights that is sure to claim early attention from the visitors is the Bow Falls, situated beneath the Banff Springs Hotel. Almost as soon as the Bow passes under the Banff bridge, it eddies and rushes as if preparing for its final leap. Soon it begins to foam and boil. Jagged black rocks, with their softer tissues worn away by the rushing stream, stand up here and there out of the roaring flood, dripping and glistening like natural fangs. Churned to a whiteness like that of milk, it roars and hisses through the trench it has worn at the base of Tunnel Mountain, leaps down to small ledges, and then hurls itself a stream 80 feet wide, in a deafening cataract of wonderful beauty. It is not, of course, comparable with the

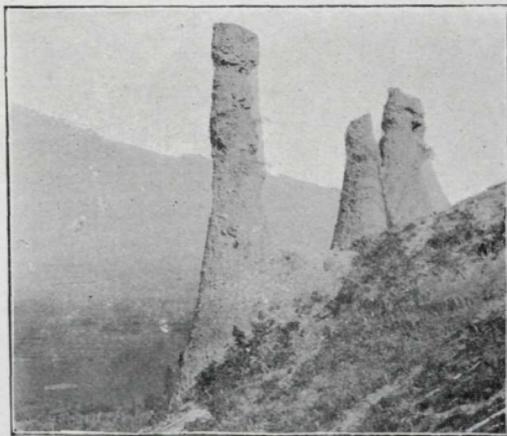
Falls of Niagara or the Yellowstone, but among the lesser falls of the Continent it has few rivals. Comfortable rustic seats are placed at various points within view, and at all hours of the day can be seen visitors quietly reading, or gazing at the panorama of beauty of which the Falls form so striking a centre.

Banff Hot Springs.

The Banff Hot Springs undoubtedly possess wonderful curative value for rheumatic and kindred ailments and the cures recorded almost stagger belief.

It may be of interest to give an analysis of the hot sulphur water effecting such marvellous cures. Mr. McGill, assistant analyst of the Canadian Government, who made a full examination of the Banff water supplies, reports:

“The water is very free from organic impurities and gives no albuminoid nitrogen. * * * Each gallon contains dissolved sulphuretted hydrogen to the amount of 0.3 grains (equivalent to 0.8 cubic inch).

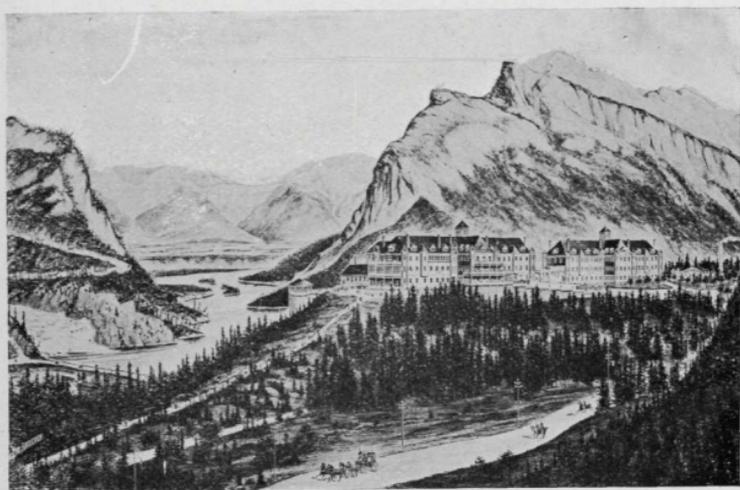


Hoodoos, near Banff

“ The dissolved solids are as follows:—

Chlorine (in chlorides).....	0.42	grains.
Sulphuric Acid (SO ³).....	38.50	“
Silica (SiO ₂).....	2.31	“
Lime (CaO).....	24.85	“
Magnesia (Mg ^o).....	4.87	“
Alkalies (As Soda, Na ² O).....	0.62	“
Lithium	A decided trace.	

“The temperature of the spring is 114.3 degrees Fahrenheit.”



Banff Springs Hotel

Banff Springs Hotel
of the Canadian Pacific Railway Hotel System.

Located on a rocky elevation on the south bank of the Bow River near the mouth of the Spray, this splendid hotel commands a view perhaps unrivalled in America. Many important improvements and additions have been made for the comfort and convenience

of guests. In the refinement of its appointments and the completeness of detail marking the whole establishment, the Banff Springs Hotel ranks among the finest summer hotels to be found anywhere. The excellence of the cuisine, and the perfection of the waiting—a characteristic of the Canadian Pacific service—are enhanced by the magnificence of the outlook from the dining hall and the music rendered during dinner by an orchestra. In the evenings, after the day excursions, when the guests are lounging in the roomy rotunda, basking in the warmth of the huge log fires in the big open fire-places on either side, a charming concert is given by the orchestra.



On Tunnel Mountain Drive, Banff

Tunnel Mountain.

The drive on which is the finest in the park—distance seven miles. A spiral drive known as the Corkscrew, leads along the side of the mountain at an altitude of over 5,000 feet, the return being made down the further side on a steep grade passing the barracks of the Mounted Police and through the town.

The Lithia Spring.

On the way down to Banff from the Hot Springs, another spring is passed locally known as the lithia spring. It is as yet unimproved, though its curative properties for kidney trouble have a wide reputation in the Canadian West. Analyst McGill reports that the quantity of Lithium in the spring is at least one hundred times as great as in some of the so-called lithia waters placed on the market. Many of the Banff citizens bottle it for private use.



The Basin, Banff

The Cave and Basin.

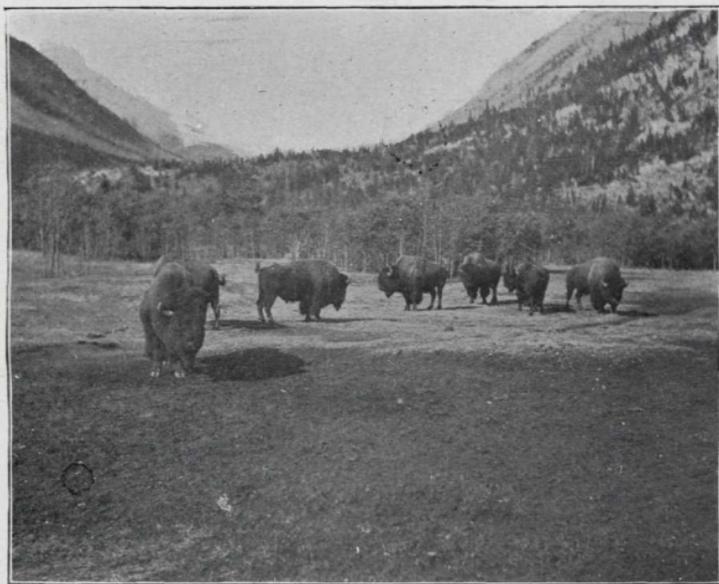
A delightful drive for about a mile up the valley of the Bow River along a winding road between tall pines at the base of Sulphur Mountain and the Cave and Basin are reached.

The cave itself is covered in by a natural roof of rock and is fed by water from the springs still higher up the mountain. It is not much larger than a good-sized room, but the curious deposits of sulphur about

its roof and wall make it well worth a visit. Adjoining it is a natural basin, at which the Government has erected bathing houses, and so popular is this resort that at almost any hour of the day can be heard the splash of waters and the joyous shouts of the bathers.

Bankhead Coal Mines.

One of the most popular drives in the Park, and a little more than half way to the Lake Minnewanka, where the interesting operations of an anthracite coal mine may be seen.



Buffalo at Banff

A large corral of 2,000 acres, in which is a magnificent herd of fifty-six buffalo and calves—the last remnant of the countless thousand bison which once roamed the adjacent plains. Bands of elk, moose,

antelope, deer and Angora goat, amongst which are some fine specimens, have also been added to the Park, which is one mile east of the railway station, on the way to Lake Minnewanka.



Lake Minnewanka, near Banff

Lake Minnewanka.

Distance nine miles—drive skirting Cascade Mountain, and following Devil's Head River until the precipitous sides of Devil's Head Canon are crossed by a rustic bridge. The lake is 16 miles long, with a width of from one to two miles. On it is placed a launch, which can be chartered by visitors at the rate of \$1.00 per head for parties of five and over. The sail usually occupies three hours. Fishing tackle, boats, etc., may

be procured, this being a favorite resort for anglers. A cluster of Hoodoos (natural concrete pillars) and the Devil's Gap, on the way to Ghost River, are amongst the points of interest in this locality.

The Loop

A beautiful drive around the Bow Valley in full view of Bow Falls—distance about seven miles—skirting the base of Mount Rundle, to the banks of the Bow River.

The Observatory.

The Government Observatory on the summit of Sulphur Mountain (8,000 ft.) is reached by a bridle path by way of Hot Springs, and is four miles from the Banff Springs Hotel. There are shelters en route, and from the summit magnificent views of the entire Bow Valley are to be had.



The Observatory on Sulphur Mountain

Attractions of Banff.

It is simply impossible to properly enumerate the many attractions of this delightful spot. The carriage drives along excellent roads with new beauties of scenery unfolding with every turn of the road are delightful.

LAKE LOUISE AND LAKES IN THE CLOUDS

“Lakes of gray at dawn of day,
In soft shadows lying,
Lakes of gold with gems untold,
On thy bosom glowing.
Lakes of white,
At holy night,
Gleaming in the moonlight.”

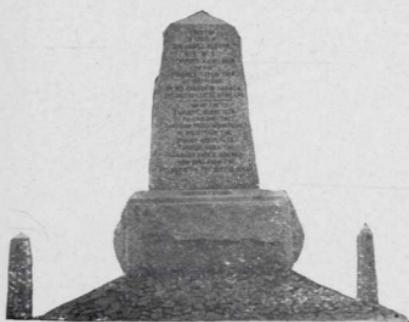


The beautiful Lake Louise

Thirty-four miles westward from Banff is Laggan (the station for Lake Louise and Lakes in the Clouds). Two and a half miles distance from the station by a fine carriage road and Lake Louise (altitude 5,645 ft.)

—the most winsome spot in the Canadian Rockies—is reached. Of the beauty of this remarkable lake there is no divided opinion; every visitor to its shores sings its praises, and it is acknowledged by the most competent judges to be one of the great masterpieces in the world's gallery of Nature. As a gem of composition and coloring it has no rival. At every hour of the day the view is ever-changing with the shadows. This is especially true of the early morning and evening hours. Walter Dwight Wilcox, F.R.G.S., in his charming book, "The Rockies of Canada," describes the colorings of Lake Louise as follows: "It is impossible to tell or paint the beautiful colors, the kaleidoscopic change of light and shade under such conditions. They are so exquisite that we refuse to believe them even in their presence, so subtle in change, so infinite in variety, that memory fails to recall their varying moods. I have seen twenty shades of green and several of blue in the waters of Lake Louise at one time. Sometimes in the evening when the quantity of light is rapidly diminishing, and the lake lies calm, or partly tremulous with dying ripples, marked vertically by the reflections of cliffs and trees, there is a light green in the shallowest water of the east shore, a more vivid color a little farther out, and then a succession of deeper shades merging one into another by imperceptible change, yet in irregular patches according to the depth of water to the deep bluish green and the blue of the middle lake. The eye wanders from place to place and comes back a few moments later to where the brightest colors were, but no doubt they are gone now and the mirror surface is dulled by a puff of air, while the sharp reflections have been replaced by purple shadows, or the obscure repetition of the red brown cliffs above the water. It may

be that a day, a year or possibly a century will pass before these identical glories of color will come again."



Monument to Sir James Hector at Laggan

Lake Louise lies at an elevation of 5,645 feet and is shut in on every side by rocky, snow-capped heights, offering a picture of perfect peace. Mr. Edward Whymper has compared it to Lake Oeshinen in Switzerland, but has de-

clared it "is more picturesque and has more magnificent environments." It is about a mile and a half long and half a mile broad, while its depth is over 200 feet.

Two miles across the boulder covered glacier, lake there begins to rise southward the forefront of the great glaciers where the ice slants away upward until it reaches a depth possibly five hundred feet of solid blue and green, to where it is fed by continuous avalanches from the endless groups of enormous heights beyond. At the upper end of this brown, rises a stern black



On the trail to Lakes in the Clouds

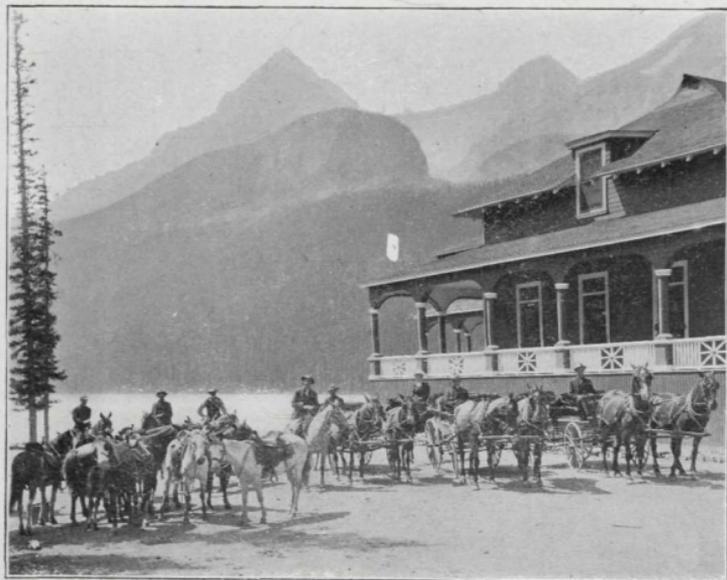
wall to a height fully half a mile, over which the avalanches thunder. This wall is five miles away, but looks to be but one, because of the clearness of the atmosphere.

Above this black avalanche-wall there gradually rises, like the roof of the universe, the pure white snow field on Mount Victoria to a height of ten or twelve thousand feet. Joining with Victoria in forming this ice field are the towering heights of Lefroy, Beehive, Whyte, Niblock, St. Piran, Castle Crags, and many other lofty peaks. To the east an upright mountain forms a perpendicular wall of several thousand feet.

From Lake Louise the ascent altitude of 6,280 to Mirror Lake and Lake Agnes is made easily on horseback or afoot. Lake Agnes, the higher of the two, with an feet, is about two and a quarter miles from the hotel by a good trail.



One of the Chinese Waiters at
Lake Louise Châlet



Lake Louise Châlet

Lake Louise Chalet.

Charmingly situated on the very verge of the water in the midst of the evergreen wood, the Canadian Pacific Railway has built a lovely ch[^]alet which has since been enlarged to a great hotel. It is open from June to September, and at it Swiss guides, horses, and packers can be hired for excursions near or far. It affords most comfortable accommodation and conveyances to meet every train. The rates are \$3.50 a day, and by pre-arrangement the round trip can be made from Banff at single fare, tickets being issued on presentation of certificate signed by the manager of the Banff Hotel. Telephonic communication exists between the station and the ch[^]alet and telegrams may be sent to any part of the world.

Lakes in the Clouds.

Mirror Lake is another of these beautiful gems which has no visible outlet, its waters escaping through an underground channel to Lake Louise 1,000 feet below. The waters of this lake rise or fall as the inflowing stream pours its flood into the lake more or less rapidly than they are carried off. Lake Agnes is much frequented by those who revel in the wild chaos of erratic Nature, and at this charming lake is found scenes which aspire to the ideal in beauty, and the grand in sublimity. On the side, like sentinels, stand Mounts Whyte and Niblock, grim and silent; and the irregular peaks running back tell of violent irruption in that great and terrible day of upheaval far back in the misty ages of the earth's infancy. A little way down the valley nature smiles, not broadly but none the less sweetly; for here among the mosses are found the forget-me-nots, the wood anemones, the blue bells of the Scottish Highlands, the ferns, the Alpine eidelweiss, (the bridal flower of the Swiss mountaineer) and the heather that reminds the sons and daughters of Bonnie Scotland of their native hills. It is an Alpine garden, and the eternal hills seem worthy guardians of this spot of peerless beauty.

Wild Flowers of the Canadian Rockies.



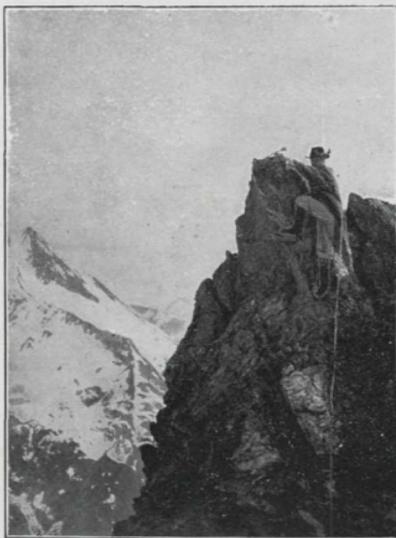
Orchid
Avalanche Lily

Harebell
Asters and Columbines

Among the many flowers found in the Lake Louise region are moss campion, alpine campion, alpine dandelion, crepis, star thistle, erigeron, arnica, arctic saxifrage, stonecrop and alpine willows, and harebells, romanzoffia, grass of parnassus, pentstemon, anemones, large thistle, chives, shooting-star.

ALPINE CLUB OF CANADA.

The Second Annual Meet of the Alpine Club of Canada will be held in Paradise Valley, during the second week in July, 1907. The President, Mr. Wheeler, expects about two hundred climbers to be in attendance. The camp will be very easy of access, being but twelve miles distant from Laggan and nine from Lake Louise. The usual route, is by the trail of nine miles from Lake Louise. Paradise Valley is bounded on the east and west by some splendid glacier mountains, such as Mt. Temple, (11,607 feet above sea level); Mt. Lefroy, (11,115); Mt. Aberdeen, (10,450); Mt. Hungabee, (11,305); and Mt. Victoria, (11,600), is nearby. The most difficult and most dangerous mountain in the whole region is Mt. Hungabee (Indian for Chieftain) which has only been climbed once, and that



Victory

by one of the most strenuous Alpinists in America — Prof. H. C. Parker, of Columbia University, New York. The glacier which feeds Paradise River is packed in the lap of Mt. Hungabee and is said to be one of the most dangerous glaciers in the Rockies.

The camp will be situated on a lovely Alpine meadow right at the base of

this glacier. The meadow which is studded with Lyall's larch, covers about a square mile. Excursions will be made over the mountain passes to contiguous valleys and lakes, and a round dozen of neighboring peaks will be ascended by members of the club. Mount Aberdeen has been chosen as the official climb; that is to say, those who qualify for active membership will climb this mountain. Swiss guides will be in attendance and also a dozen or so experienced mountain climbers. No neophyte will be allowed to climb without proper mountaineering equipment or unless in fit physical condition. Preparations will be made to accommodate two hundred persons in addition to the large staff of guides and outfitters. During the Alpine Meet, the President, A. O. Wheeler, is in command of the club, and everything is managed with military precision.

Since the Yoho camp of 1906, many new members have been added to the club, and those persons who are thinking of joining the club, ought to make application to the Secretary, Mrs. H. J. Parker, 160 Furby street, Winnipeg, Manitoba, at an early date. Active members must have climbed at least 10,000 feet above sea level. Graduating members have the privilege of qualifying under the auspices of the club at the Annual meet.

Many prominent people will take part in the climb of Mount Aberdeen, and this year's meet of the Alpine Club of Canada will be a time of rare enjoyment.

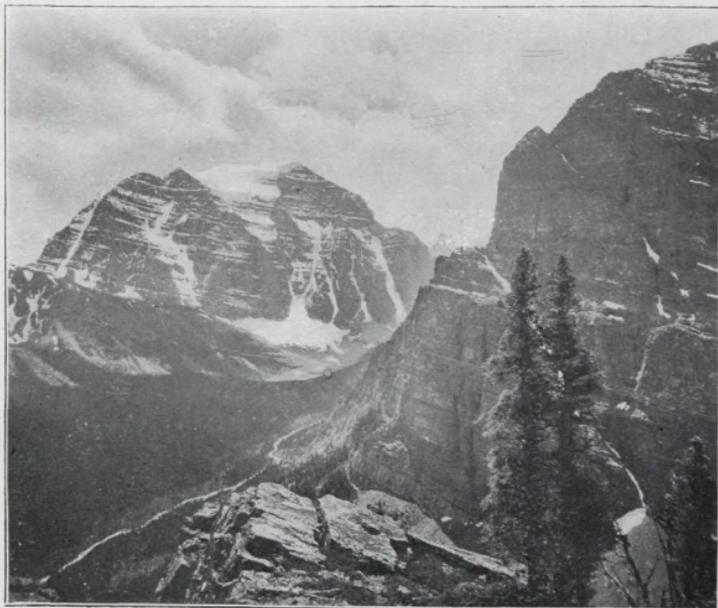


In a high place

Paradise Valley.

To the east of Laggan run two mountain valleys, both of which are noted for their exquisite scenery. Paradise Valley, the nearer to Lake Louise, lies between Mt. Sheol and Mt. Temple, while the Valley of the Ten Peaks, as its name implies, is lined by ten great peaks, and holds at its head, Moraine Lake.

Its entrance to Paradise Valley is under the shadows of Mt. Sheol, that rises to nearly 10,000 feet. The traveller as he gazes into the valley spread at his very feet, cannot but be struck by the wondrous beauty laid out before him, and the immensity of the scale and the perfection of the symmetry of Nature's work.



Paradise Valley, near Lake Louise



Moraine Lake and Valley of the Ten Peaks

The valley of the Ten Peaks extends parallel to Paradise Valley on the other side of Mt. Temple. In it is Moraine Lake, two miles long and half a mile wide, in which there is trout fishing. The Government have recently constructed a splendid carriage road from Lake Louise to Moraine Lake.

A great glacier has found its way down the heights at the head of the lake and has forced its course between and around the peaks. For a third of the distance from the lake to the summit the ice is entirely covered by a picturesque mass of rocks, piled in such disorder as chance directed the ice should have them. It is a picturesque and awe-inspiring sight, the effect of which is magnificent in the extreme.

An interesting feature about this glacier is that it seems to be advancing. For some reason that cannot be explained, the glaciers, not only in the Canadian mountains but the world over, have of late years been receding, and the Moraine Lake ice-river is, therefore, an exception to the usual rule. Its force is tremendous, and it is most impressive to note how the woods have fallen before its resistless force.

Abbot Pass pierces the divide and by it are reached Lakes O'Hara and Oesa, the latter of which is at so great an altitude that its waters are released from the grip of the frost for barely five weeks a year, and has, therefore, received a name that means in the Indian tongue the Lake of Ice. North of Lake O'Hara lie the Wiwaxy Peaks, to the south the Ottertail and the Prospectors' Valleys, lead on into a maze of mountains.

Soon after leaving Laggan the track quits the valley of the Bow and turns south-west to cross the divide. A fine view is obtained of the valley of the Bow extending in a north-westerly direction to the Bow Lakes, while, overtopping the Slate and Waputekh ranges that the railway skirts, loom up the enormous buttresses of Mt. Hector, named after Sir James Hector, who as a member of the Palliser expedition of 1858, was one of the first to explore that pass. Into the solitudes over which it broods, few have yet penetrated, but it is known to be a land rich in beauties and full of marvels, where ice-bound crags and splendid glaciers shut in valleys of great beauty and lakes of infinite charm.

Six miles from Laggan the summit of the Rockies is reached, and the Great Divide is passed, 5,296 feet above sea level. It is marked by a rustic arch spanning a stream, under which the waters divide by one of



The Great Divide

those curious freaks with which nature occasionally diverts herself. For the two little brooks have curiously different fates, though they have a common origin. The waters that deviate to the east eventually mingle with the ice-cold tides of Hudson Bay, while the rivulet that turns to the west finally adds its mite to the volume of the Pacific.

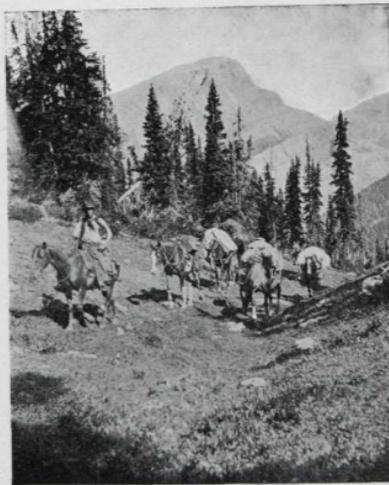
This is the region of mighty avalanches. It is said that by actual count, and without the aid of a glass, eighty distinct glaciers can be seen. In some of this region the scenery is almost terrible.

Stephen, the most elevated station on the Canadian Pacific Railway line, takes its name from the first president of the Company, Lord Mount Stephen, while

the next on the westward slope, Hector, recalls Sir James Hector. Of the latter the Kicking Horse River also preserves the memory, for the "kicking horse" was one that inflicted upon him serious injuries during the Palliser expedition. The story is a curious one, as it shows on what chances the success of an exploration may depend. The expedition was encamped on the banks of the Wapta, where a pack horse broke three of the leader's ribs by a kick. He lay unconscious for hours till his Indians thought him dead and prepared to bury him, but as they bore him along he regained his senses. When he recovered he went to inspect his grave, that had been dug some little way from the camp, and then fired by curiosity determined to discover where led the valley in which it had been intended to leave him for ever. He explored it further and found it a practicable way of crossing the mountains. Thus was the Kicking Horse River brought to

light and received the name of a vicious animal, which all unintentionally had led to so important a discovery.

But soon all eyes are centred on Cathedral Mt., 10,204 feet high, that rises on the south side of the track, just before Field is reached. It is happily named, for its summit bears a wonderful resemblance to some noble



Pack Horses in the Canadian Rockies

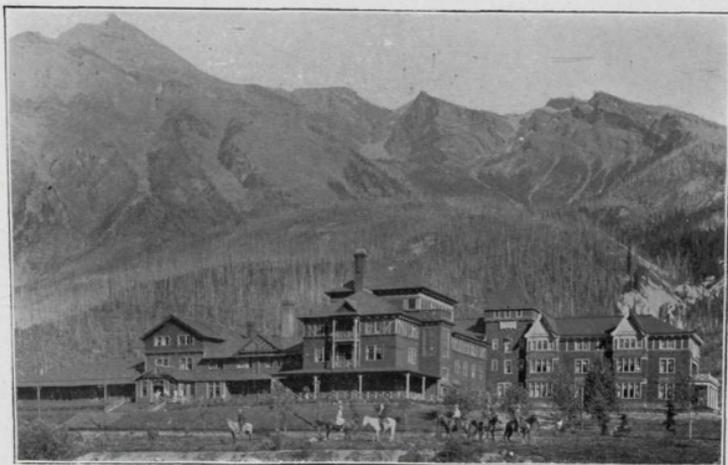


Kicking Horse Canyon

ruin of Gothic architecture. From the very verge of the rise, where the gradual slope has given place to a precipice, springs a great crag, like the shattered tower of a cathedral. The eye can almost trace the windows, their tracery gone, their mullions in pieces; the buttresses remain, but battered out of all shape and proportion, while the truncated shaft of an arch juts up behind, solitary and desolate, speaking eloquently of the noble fane that seems to have been demolished. The illusion is made all the more realistic by a long, low line of crags that extend along the summit of the mount, the perpendicular sides of which might well be the unroofed, half fallen nave of a cathedral.

	FIELD AND THE YOHO VALLEY	
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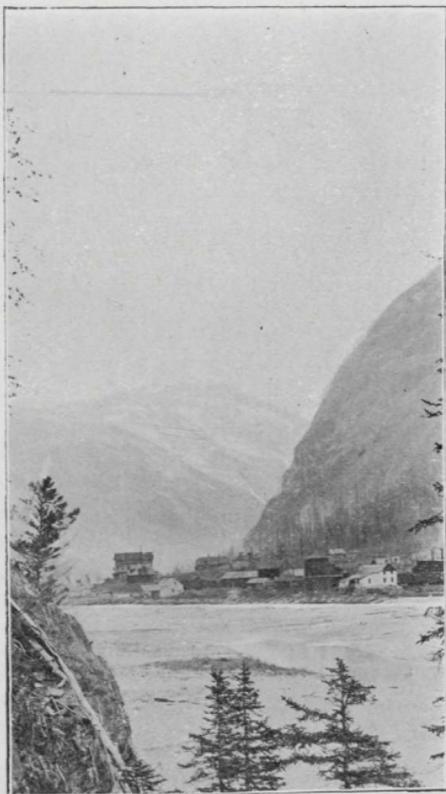
At Field the prospect widens, and the Kicking Horse River for a short distance flows across broad, level flats, that are only covered when the water is high. The place itself is a prosperous little village, but is dwarfed into insignificance by the splendid mountains that hem it in. On one side is Mt. Burgess,



Hotel at Field, B.C.

on the other Mt. Stephen, one of the grandest of all the Rockies. Field is the gateway of the wonderful Yoho Valley, and the headquarters for mountaineers of the more ambitious type. The Yoho Valley is now included within the confines of the National Park.

Looking from the shoulder of Mt. Burgess or Mt. Stephen the valley seems narrow, the river a mere stream, and the dwellings in the village dolls' houses. From below Mt. Stephen fills all the view; so rounded, so symmetrical that the spectator hardly realizes at first that he has before him a rock mass towering 10,000 feet above sea level and 6,500 feet above the valley. But as he gazes its majesty bears in on him and he is filled with a sense of awe and wonder. One great shoulder is thrown forward, a mountain in itself, and then the dome swells, gently, easily, till it reaches the clouds. Sometimes, indeed, the mist settles on it and obscures half its bulk, sometimes the sun lights up its crevices and touches its peak with gold, sometimes a cloud lies like a mantle across its face, but with it all it dominates everything and seems to defy man and nature. There is nothing broken or



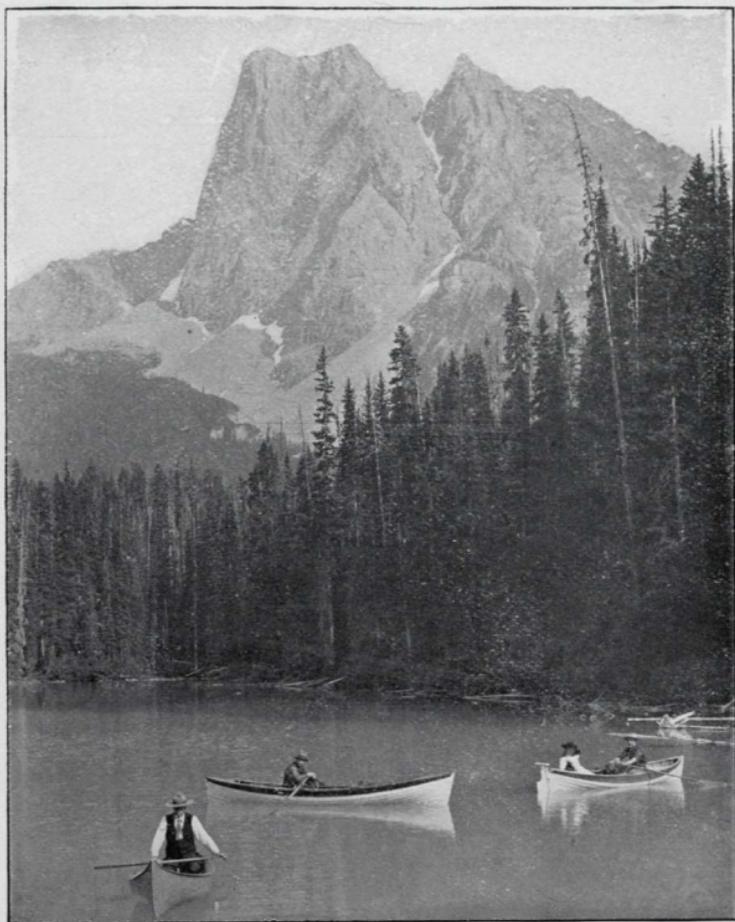
Field from Emerald Lake Road

rugged in its outlines, no suggestion of wildness or desolation; it impresses by its sheer bulk and massiveness and forces the admiration of the most careless.

To practised climbers the ascent of Mt. Stephen presents no insuperable difficulties, and, indeed, the trip to the summit and back from Mt. Stephen House has been made in eight hours. Swiss guides are stationed at the hotel, and will help the ambitious to accomplish the feat. The lower slopes of the mountain have one spot well worth visiting, the Fossil bed, where for 150 yards the side of the mountain for a height of 300 or 400 feet has slid forward and broken into a number of shaly, shelving limestone slabs.

From the top of Mt. Stephen a magnificent view is obtained, that well repays the toil and difficulty of the ascent. The Van Horne range is seen beyond the Kicking Horse Valley to the west, the Emerald group occupies the north, while on the east the peaks that line the Yoho Valley, Mts. Habel, Collie, Gordon, Balfour, and many another are in full view. Across the river to the south a number of fine mountains are in sight, Mts. Assiniboine, Goodsir, The Chancellor and Vaux. For miles and miles the tourist can see over valleys and peaks, and he realizes the immensity, as well as the beauty of the Rockies.

As a centre for the numerous expeditions to be made from Field, the Canadian Pacific Railway has built there a comfortable hotel and has since been called upon to enlarge it twice. It is planned cunningly, and has splendid accommodations, including a billiard room and suites of rooms with private baths. Moreover, at the livery, carriages, pack and saddle horses, mountaineering outfits and Swiss guides can be engaged at reasonable rates.



Mount Burgess and Emerald Lake

Emerald Lake.

From Field a delightful drive of seven miles round the spurs of Mt. Burgess to Emerald Lake, another of those charming tarns that spangle the mountain side.



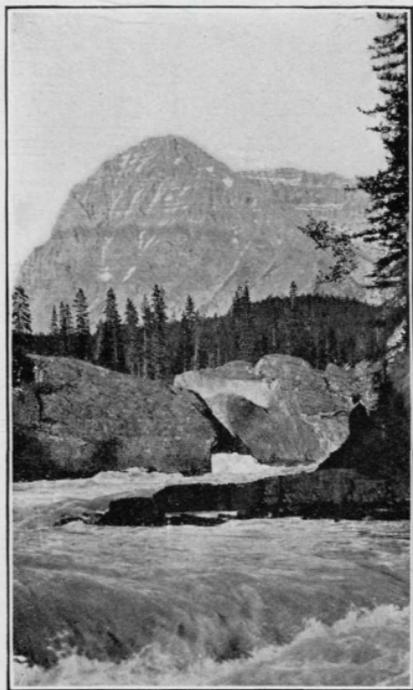
Emerald Lake Châlet

The road leads through a splendid spruce forest. In one place the road has been cut straight as an arrow for a mile in length. Snow Peak Avenue this stretch is called, and the effect of the narrow way with the mighty trunks standing bolt upright on either hand, with a glimpse of the mountains at the end of the vista, is curious and unique. At Emerald Lake is a charming châlet operated by the Canadian Pacific Railway, where tourists may find first-class accommodation, and rest at the very entrance to the Yoho Valley. The lake, apart from its beauty, is a favorite resort for anglers, as the trout are many and gamey, and heavy are the creels that have been filled from its waters.

Natural Bridge.

One of the most interesting of the short excursions to be made from Field is a walk of two and a half miles to the Natural Bridge, spanning the Kicking Horse River. This is caused by the action of the water of the river itself on the soft limestone rock. Once upon

a time the bed of the river extended up to the rocks that now bridge it, and its waters poured over it in headlong fall. Gradually, however, the soft stone was eaten away, and a hole was formed in the very rock. Once the way was found nothing could stop the flood, and day by day it enlarged the outlet, until now it has carved a tunnel for itself, and the rocks that once faced a waterfall remain to bridge a rapid. But the end is not yet, and some



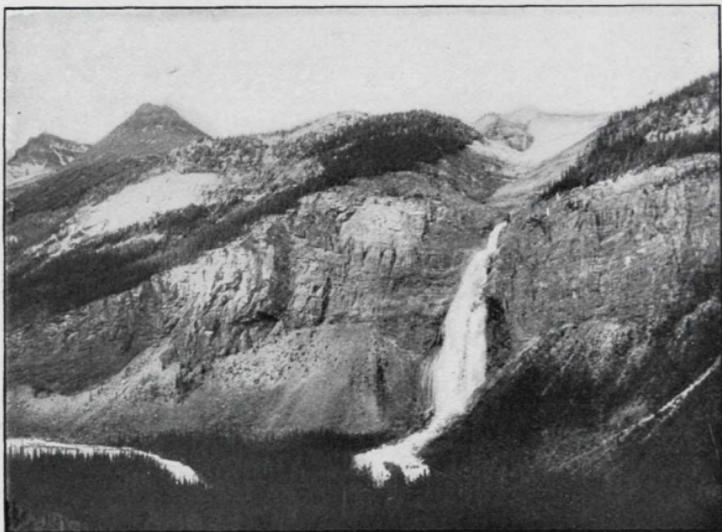
Natural Bridge, near Field

day the river will win. The rocks will be hurled down from the position they have held so long, and will lie as mere boulders in the bed of the stream.

The Yoho Valley.

Emerald Lake is half way to the Yoho Valley, one of the most beautiful mountain vales in all the world. From the Châlet by the lake the tourist may take a pony or can walk around the lake and up the mountain beyond. He passes mighty glaciers, their surface lit up and decked with many hues in the sunlight, and

charming cascades, their waters leaping a scanty thread-like line, 800 feet or more. Thick timber shuts in the summit of the pass, but parts asunder to grant a glimpse of Summit Lake, a stretch of water, 1,800 feet above Emerald Lake.



Takakkaw Falls, Yoho Valley

A short walk brings one to the Look-Out Point, where a superb view of the celebrated Takakkaw Falls, the highest cataract in America, is obtained. In the course of ages the water has worn for itself a regular semi-circle in the face of the cliffs, and as the trees stand well away on either side, its white foam stands out magnificently against the brown, wrinkled surface of the rock. As it begins its fall, it sparkles in the sunlight; but soon it grazes a narrow ledge, widens out and unravels into a fleecy foaming tangle, till at length, all spray, it reaches the valley, and joins the Kicking

Horse River. Eight times as high as Niagara (1,200 feet), it compares with anything in the Yosemite Valley, and fed by the melted snows of the glacier, it is at its best in summer.

All up the valley other cascades are seen or heard. The hills are crowned with glaciers and the water melted from them seeks the shortest way to the valley, even at the cost of

a plunge of hundreds of feet, and among them the Laughing Falls charm particularly. Its leap is only 200 feet, but its waters seem to laugh with glee as they go, and its milk-white flood smiles delightfully through the dark evergreens around it. Further up the valley on the left branch of its forked stream are the Twin Falls, an almost unique phenomenon and as beautiful as it is unexpected. Two streams plunge side by side into the abyss. Every waterfall is beautiful and no one can help marvelling at the ever-varying, ever-constant flow of a cascade with its wondrous force and grace. But when there are two falls leaping side by side, when there is life and motion in two separate



Twin Falls, Yoho Valley.

cascades, when the light plays across them and the rainbow tinges their spray, but remains still for not two seconds together, then indeed the spectator is entranced and he lingers long, loath to tear himself from a sight that appeals to his deepest sense of beauty.

But there is sterner scenery than any the waterfalls present along the Yoho Valley. A great glacier too, far larger even than the famous Illecillewaet Glacier of the Selkirks, overhangs the right hand fork of the valley. The Wapta Glacier, as it is named, is part of the great Waputekh ice field guarded by Mt. Gordon, Mt. Balfour and the broken crags of Trolltinderne (The Elfin's Crown).

At the fork of the Yoho Valley another shelter has been provided for visitors, and there will be many that take advantage of it. It is possible to make the trip round the valley from Emerald Lake in a day, but all who can will spare another day or two.

The return to Field may be varied by crossing the Burgess Pass. From this lofty trail Emerald Lake is seen thousands of feet below, with the Emerald Range rising beyond, while on the other hand Mts. Cathedral, Stephen and Dennis and the Ottertail Range excite admiration. From this eminence a zig-zag path leads down by easy stages to Mt. Stephen House.

FIELD TO GLACIER.

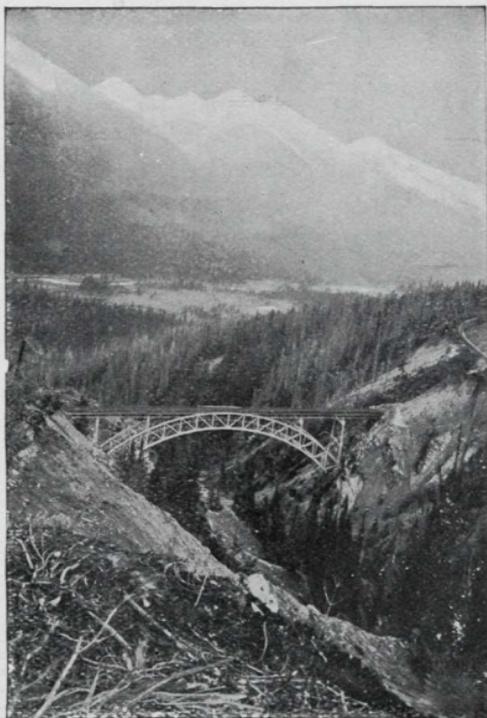
Field left behind, the train has to descend the western slope of the Rockies to the valley of the Columbia. To reach it the course of the Kicking Horse River is followed through some of the finest mountain scenery in the world.

The track runs between the Ottertail and Van Horne ranges. The highest of the range, Mt. Goodsir, a victim to the prowess of Professor Fay, of Tuft's College, stands miles from the railroad, but its hoary head is seen towering above its sisters. The Van Horne Range, just across the narrow valley, is less severe in its outline; its slopes are ochre-hued, and its summit is an alternating succession of crest and trough. To the southeast the Beaverfoot Mountains, a splendid line of peaks, stretch in regular array as far as the eye can reach, and between them and the Ottertails rises the mass of Mt. Hunter.

At Leancoil, the canon of the Kicking Horse is entered. Straight up and down the rocky sides extend a well that seems impregnable. Thousands of feet in the air they rise, and their summit is lined with a number of peaks, perpetually covered with snow, to which no names have yet been given. The cleft is a bare stone's throw across, and through it river and railway find their way. Ledges have been blasted in the face of the rock; jutting spurs have been tunnelled through; from side to side the track has been carried; and always below is the river foaming and roaring, breaking itself against the sides of the canon. The effect is marvellous and stupendous, and the ingenuity of man had to fight a great battle with the forces of Nature.

All of a sudden there is a wonderful change. The descent is completed and the track emerges in the broad valley of the Columbia. One of the resting places of the mountains has been reached and the travellers gaze with pleasure upon the thriving little town of Golden.

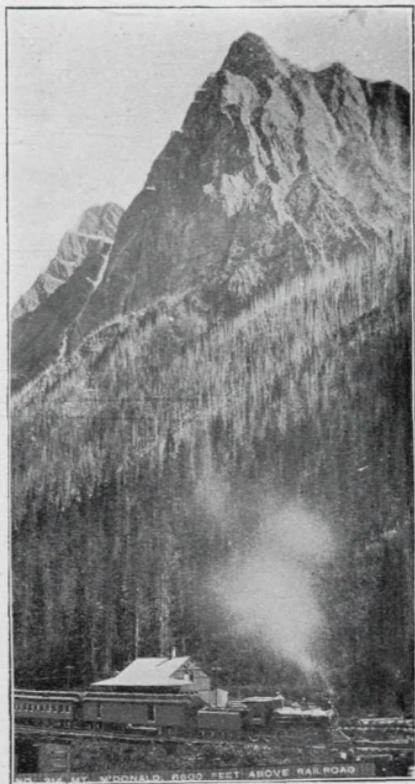
One of the principal difficulties in constructing this part of the line was caused by the mountain torrents, which rush down these mountain sides in deep narrow gorges over which the railway must cross. The largest of these bridges crosses Stony Creek, a noisy stream flowing in a narrow V-shaped channel, 300 feet below the rails. This is said to be one of the highest railway bridges in the world.



Stoney Creek Bridge

Rogers' Pass was named after Major A. B. Rogers, by whose energy it was discovered in 1883, prior to which time no human foot had trod the summit of this

central range. Here is a vast amphitheatre, where seven or eight thousand feet above the valley half a dozen glaciers may be seen at once, and so near that their green fissures are disinctly visible. Here one may behold the never-to-be-forgotten spectacle of the rising sun as it gilds the mighty battlements; or look upon the green valleys, and see the snowstorm trailing along the crests with perhaps a peak or two standing sphynx-like and serene above the clouds.



Mt. Macdonald, over 6,000 feet above
the railway.

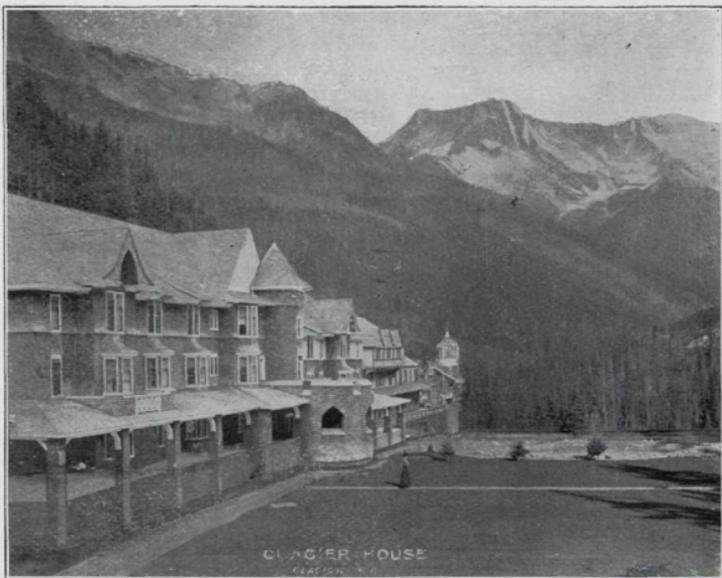
Mt. Hermit, which takes its name from the cowled figure that with a dog appears on the western spurs, has regular strata, running in parallel rows across its front, to which undulating waves just marked by snow give grace and lightness. Mount Macdonald rises with precipitous walls far above the railway.



GLACIER



Nestled in a niche of the narrow valley a few rods from the railway, and surrounded by the beautiful evergreen trees that everywhere thrive in this region, is a charming hotel, the Glacier House, which has become so popular that the Canadian Pacific Railway Company has found it necessary to enlarge the original structure, erect new buildings, and increase the capacity of the annex, so that now over one



Glacier House, Glacier, B.C.



On the Trail, near Glacier, B.C.

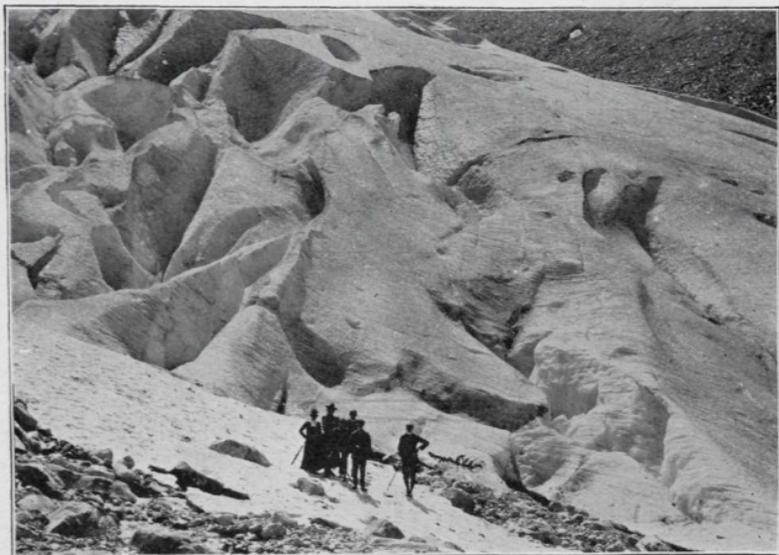
hundred guests can be accommodated. A Surgeon-General in the Army wrote recently in the guests' book at the hotel: "My wife and I have travelled for nearly forty years all over the world, and are both agreed the scenery at Glacier House is the finest we have seen in Europe, Asia, Africa or America." The first to attract the tourist is the Great Glacier of the Selkirks, which crowds its tremendous head down the mountain gorge within thirty minutes' walk of the hotel. At the left Sir Donald rears his mighty head more than a mile and a half above the railway. This monolith was named after Sir Donald A. Smith (now Lord Strathcona and Mt. Royal), who was one of the chief promoters of the Canadian Pacific Railway. A mountain rivulet rushes down the abruptly rocky sides of the mountain opposite the hotel, and a trail has been cut up the steep incline to a spot beside the rushing stream, where a rustic summer house has been erected. The effect is novel and pleasing. The waters from this stream have been utilized to supply the hotel and fountains that play in the foreground. All the streams here are simply ice water from the glaciers. A tower has been

erected near the annex of the hotel, on which is a large telescope commanding a view of the great glacier and surrounding objects. As one alights here a feeling of restfulness comes over him. Everything conspires to a feeling that all the cares and rush of the business world are shut out by the great mountain. The trees, the streams, and even the mountains speak of peace and quiet. The mighty rushing winds never reach this secluded spot. The ever-green trees are restful to the eye, and the mid-day sun is tempered by their emerald sheen. Let the visitor step abroad, inhale the vitalizing air, look at the mighty glaciers, where are stored the snows of centuries; gaze upon the wild rage of the mountain torrent as it takes its mad plunge from the rocks among the clouds; look away and see the ice-bound peaks of these mighty ranges as they stand sphynx-like, serene and grim, as if man beheld a type of the eternal.



Mountain Game.

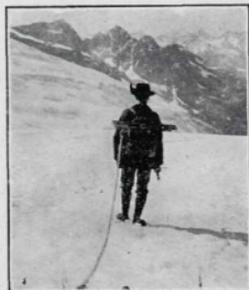
At the west end of this range stands the pyramid form of Cheops, and between two rugged peaks is the Mount Bonney Glacier, known also as the Purity; and to the right is the amphitheatre of the Cougar Range. In the background may be seen the picturesque Asulkan Glacier, and the two sharp peaks furthest south are Castor and Pollux. It is said that from the summit of Sir Donald, 120 glaciers may be seen.



The Great Glacier

The Great Glacier is a mile and a half from the hotel, but among such gigantic surroundings looks much nearer. Its slowly receding front with crevasses of abysmal depths cutting across its crystal surface is only a few hundred feet above the level of the railway. Good trails have been made to it, and its exploration is not difficult, although it is not wise to traverse some portions of it without a guide to pilot the way among yawning bergschrunds that slash its surface. This Great Glacier is said to be greater than all those of Switzerland combined. It is the centre of a group of glaciers embracing more than 200 square miles, and the hoary head seen from the hotel is one of several outlets. The great ice peaks and glaciers are truly an interesting study. Solemn, stately, and serene, smiling

not in the beautiful sunshine; and still unmoved when the fierce blasts of the tempests strike. At times they clothe themselves in thick clouds waiting only the bright rays of noon-day sun to step forth armored in glittering silver, or robed in the gorgeous colors of evening; and in the mysterious silent night the moon and the stars look



Above the Snow Line.

down to see their faces in the glassy surface. The last rays of departing day linger upon the lofty spires; and when the night has passed and the moon has sunk behind the grand old peaks, they catch the first gleam of returning light, and their gilded tops herald the coming morn. The elements combine to pay tribute to such matchless beauty. The sun steals through the sparkling fountains which flutter over the crystal surface in summer, and the hues of the rainbow betray the sun's warm kiss. In winter the hoar frosts gather as a mantling shroud over the silent forms only to add new beauty in the resurrection of spring. Good-bye, grand old glaciers! For untold ages you have lifted your hoary heads among the clouds! For unnumbered ages you will still remain! "Men may come, and men may go," but you keep your silent vigils unmoved by the lapse of Time!

Those interested in glaciers and glacial phenomena should ask for a copy of a little handbook, "Glaciers," published by the Canadian Pacific Railway and kept for gratuitous circulation at the company's agencies and hotels.



Camp in Cougar Valley, near Glacier

The Illecillewaet Glacier, like nearly every other observed glacier in the world, is receding. It is reckoned the sun drives it back on the average 35 feet a year, and recovers this much from the bonds of ice. However, after the ice is gone, the moraine remains, and it will be many centuries before the great rocks carried down by the glacier are reduced to dust, and the land thus reclaimed supports renewed vegetation.

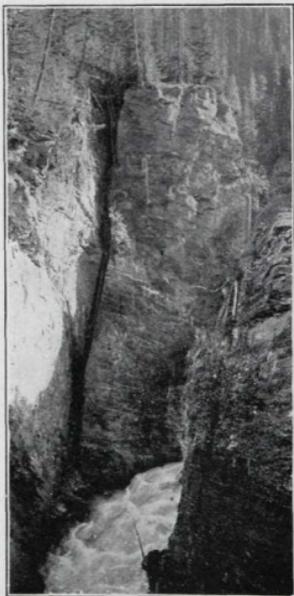
From Glacier House other expeditions of great interest may be made. One trail leads first to the shores of Marion Lake, 1,750 feet above, and two miles distant from the hotel, where a shelter is erected. Splendid views are obtained on the way of the range from Eagle Peak to Sir Donald, and a path strikes off for Observation Point, where another shelter is built for those who would dwell on the glories of Rogers' Pass to the north-east and the Illecillewaet Valley to

the west. Mt. Abbott is a day's climb, but it is an easy one, and should be undertaken by all, for from it a splendid view is obtained of the Asulkan Valley.

From Observation Point an extremely fine view is obtained, adown the Illecillewaet Valley, down the precipitous sides of which the track has had to make a descent of 522 feet in seven miles. The feat taxed to the utmost the skill of the engineers, and they accomplished it by means of the famous Loops of the Selkirks.

The course the railway has to follow to gain the valley has been called the Loops of the Selkirks. First, the track crosses a valley leading from Mt. Bonney glacier. Then it touches for a moment the base of Ross Peak. It doubles back to the right for a mile or more, and so close are the tracks that a stone might be tossed from one to the other. Next it sweeps around and reaches the slope of Mt. Cougar on the other side of the Illecillewaet, but it has to cross the stream once more before it finally finds a way parallel to the general trend of the valley. The line has made a double "S" in its course, and has cut two long gashes on the mountain side, one above the other.

The Illecillewaet River is, of course, of glacial origin,



Albert Canon

and takes its rise from the Great Glacier of the Selkirks; it is, therefore, at first a pea-green color from the glacial mud, but afterwards, as it flows through the valley, it clarifies itself and in the end is perfectly pure. Caribou are found all the way down the valley to the Columbia in considerable numbers.

Twenty-two miles from Glacier, the Illecillewaet River runs through the Albert Canon, a gorge so marvellous that several of the regular trains stop for a few minutes to allow passengers to see its wonders. The Illecillewaet issues from an exceedingly narrow pass, through which the river must pass. The canon widens a little, but it still remains deep, abrupt and narrow. From its brink rocks torn, rent and split can be seen 300 feet straight below. It is but 20 feet across, and in the gloom the white foam of the flood can be made out, while the noise of its fury is redoubled by the closeness of its confinement.

More mountains there are, and we shall not lose sight of them all when the waters of the great Pacific dash at our feet; for in the mighty upheaval the deep waters of the sea were no barrier, as is seen by the uplifting of the thousands of bold promontories and mountain isles that cluster along the northwest coast and stretch out in the great chain of the Aleutian Islands. These mountain fastnesses will ever remain a game preserve for the grizzly, cinnamon, and black bears; the mountain sheep (big horn), the mountain goat, the puma or mountain lion, the moose, elk, caribou, and various species of smaller deer, wolverine, and a great variety of smaller fur-bearing animals. The mountains will remain a vast park, where man can not only behold the rugged savage beasts, and the beautiful creatures whose soft fur, fair women will

ever admire, but he may here find Nature as it passes from the great Creator, untarnished by the hand of man. Succeeding generations of the children of men will gaze upon these majestic mountains, whose peaks of eternal ice tower above the clouds that would hide the sun; and will look with awe at the wild canons and mountain torrents; and will behold with ecstasy the many scenes of Edenic beauty, too sacred to remain in the gaze of the multitude, but "sought out of all those who have pleasure therein."



Entrance to the Caves of Nakimu

The Great Caves of Nakimu.*

These great caves which were recently discovered by Charles H. Deutschman are situated about six miles from Glacier, B.C., at the head of a beautiful valley, the altitude being 1,980 feet from the track and above the snow line. The wonderful caverns are formed by the action of water for ages upon the solid rock, and are a series of chambers with large entrances, the ceilings being polished strata of rock varying in height. The main chamber is about 200 feet in height, with a varying width of from 150 to 200 feet. The walls

* "Nakimu"—Indian for grumbling caves.

sparkle with the quartz crystals, and myriads of miniature lights are reflected from the darkness. In other parts the walls are smooth as marble, the harder portions of the formation showing like the rounded rafters of a cathedral dome. Recesses are abundant where the eddying waters found a softer and more yielding rock. A natural bridge marks the point where other streams in ages past have worn two other passages in the mountain. Vast bowls of water are all that remain to show where former waterfalls existed. None are deep, however, and flint-like ledges afford an easy method of progress. No evidence has so far been discovered that any portion of these caverns have ever been used as the habitation of human beings.

Revelstoke to Kamloops.

Revelstoke is an important centre; from it there is water communication with the rich Kootenay and Boundary districts. It is on the Columbia River, which has made a great bend since the train crossed it at Donald and, flowing now south instead of north, is much increased in size. Twenty-eight miles below



Steamer Rossland.

Revelstoke it expands into the Arrow Lakes, which fill the trough between the Selkirk and Gold ranges as they run north and south. A branch line runs down to Arrowhead, and from there well-appointed Canadian

Pacific Railway steamboats carry travellers to Nakusp and Robson, from which the Slocan, Kootenay, Boundary and Rossland districts are reached.

Down Arrow Lake the steamer plies to Nakusp and Robson, passing near the head of the lake the famous Halcyon Hot Springs. This is a favorite summer resort, having a good hotel, while opposite is Halcyon Peak, 10,400 feet high, and several fine waterfalls. A spur of the Canadian Pacific Railway connects it with Sandon on Slocan Lake, in the centre of the silver-lead district and with Rosebery, to join the steamer that plies down the lake to Slocan City. Here again the rails begin and communicate with Robson at the end of the Lower Arrow on the west, and with Nelson on an arm of Kootenay Lake on the east.

The Arrow Lake steamer has also come the full length from Robson, 165 miles, through splendid mountain scenery, while from Robson trains run over a short but important line to Trail and Rossland through one of the richest mining regions in the world. Yet another branch from Robson has been constructed through the Boundary district to Midway and opens up another prosperous mining locality.

The Crownsnest branch of the Canadian Pacific Railway ends at Kootenay Landing, and from there to Nelson there is communication by Canadian Pacific Railway steamer. A steamboat line has been established from Nelson up Kootenay Lake to Lardo, whence an isolated branch of railroad runs 32 miles north to Gerrard, and a steamer plies across Trout Lake to Trout Lake City, a matter of 17 miles, so that every part of Southern British Columbia may be reached by the Canadian Pacific Railway and its connections.

The thriving town of Revelstoke stands in the broad valley of the Columbia, over which a bridge half a mile long has been built.

As Craiggellachie is passed a monument may be seen which marks the spot where the last spike was driven into the great line that joins the Atlantic and the Pacific. The work had been begun from both ends of the railroad, and it was on Nov. 7, 1885, that, with fitting ceremonial, the last strokes were put to the truly stupendous task—five years before the stipulated time.

The chain of lakes passed, the valley closes in until Sicamous Junction is reached. Sicamous is at an altitude of only 1,300 feet above sea level, and is remarkable as a sporting resort and as the gateway to a splendid ranching and farming district. From it can be visited by the Okanagan branch, Okanagan Lake, down the 70 miles of which plies the Canadian Pacific Railway steamers to Penticton, from which the mining towns to the south may be reached by stage. The whole region of the Okanagan is a land with a balmy climate where fruit grows to perfection, and at Vernon and at Kelowna on the lake shore Lord Aberdeen, late Governor-General of Canada, has splendid farms. The



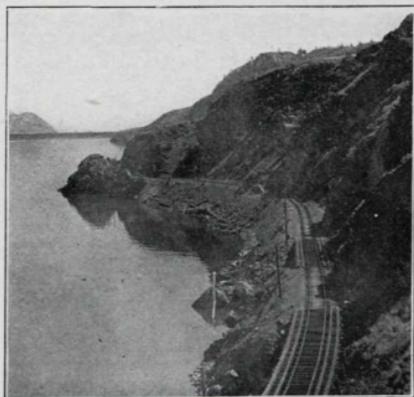
Hotel at Sicamous, B.C.

names, Peachland and Summerland, given to places not far from Penticton, are suggestive and fully justified.

Shuswap Lake is a most beautiful sheet of water. It runs up the valleys between the mountains wherever its waters can find a level, and its long arms have been compared to the tentacles of an octopus. Each of them is many miles long and at places as much as two miles broad, but they often narrow down to a few hundred yards, and at one such spot the railway crosses the Sicamous Narrow by a drawbridge. It then follows the south shore of the Salmon Arm, crossing the Salmon River.

At Tappen the Salmon Arm is left and the track strikes boldly out for Shuswap Arm, though in so doing a way has to be cut through the forest and Notch Hill, 600 feet above the lake level, has to be passed. From this elevation a charming view is obtained. On every side the lake extends silvery arms that wander along among rounded hills and thick woods.

Shuswap Lake gradually narrows into the south branch of the Thompson River, and steadily downhill along its banks runs the line. The country is an excellent ranching district and has been long settled from the Pacific Coast.

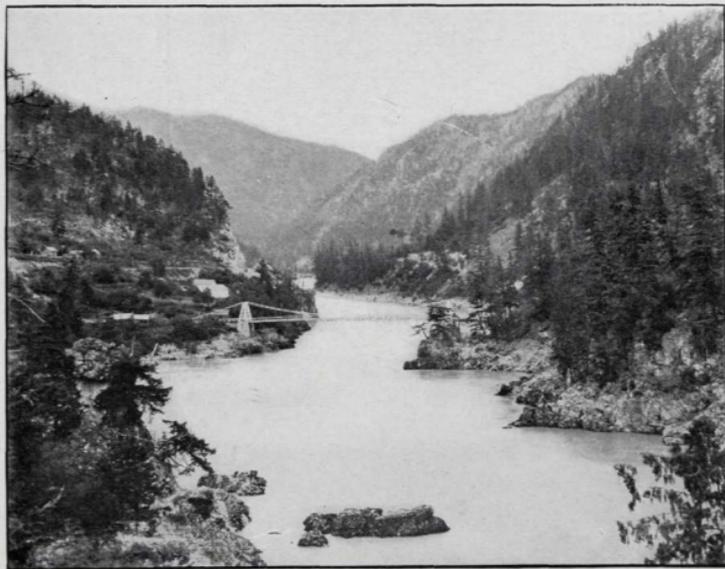


Near Kamloops

Kamloops is a thriving little town, and an air of activity is given to the place by the numerous sawmills and the steamboats, that ply on the lake. It draws much profit from the mining fields, being a supply point for them, and from the ranching district to the south, communication being by stage.

The Thompson and Fraser Canons.

Nicomien is a little mining town where, on the opposite side of the river, gold was first discovered in British Columbia. The discovery was doubtless the clue to the finding of the rich gold fields of Caribou, as miners always prospect up stream to find the lode from which the placer came. We are now in the Thompson Canon, whose gold gorge narrows and deepens till the



Cariboo Bridge, Spuzzum, B.C.

scenery is wild beyond description. At Lytton, a small trading town, the canon widens to admit the Fraser, which comes from the north, between two ranges of mountain peaks.



Harrison Springs Hotel

The old Government road to Cariboo is in evidence all along the Fraser and Thompson valleys. Since the building of the railway the use of the waggon road has been discontinued except in some places where local interests make it convenient. At Spuzzum it crosses the river on a suspension bridge 110 feet above low water; yet it is said that in 1881 the river rose to such a height that it was only by the greatest exertion that the bridge was saved from destruction by driftwood.

For fifty-four miles between Lytton and Yale, the river had cut through this lofty range of mountains, thousands of feet below their summits. On this section of fifty-four miles, a construction army of 7,000 men worked.

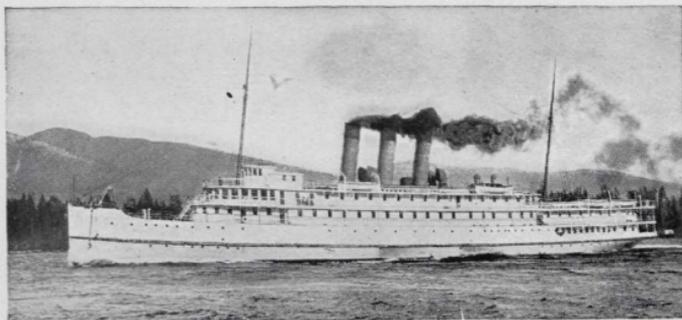
During the building of this road, men were suspended by ropes hundreds of feet below the tops of the cliffs to blast a foothold. Supplies were packed in on the backs of mules and horses; and building materials often had to be landed on the opposite bank of the

stream and taken across at great expense. It is estimated that portions of this work cost \$300,000 per mile. Below the town of Lytton the river is spanned by a cantilever bridge 530 feet long, the centre span being 315 feet. The difficulty of its construction was great, owing to the fact that the site could only be approached from one end. One half the materials were sent across the river on a steel cable one and one-fourth inches in diameter. Several pieces of the structure weighed over five tons each. It is claimed that in this respect the bridge is without a rival.

North Bend is now reached, which is certainly a place whose memory will long linger in the recollection of those who have ever seen it from the car windows.

The Pacific Coast.

At Yale he feels the balmy air of the Pacific. At Spence's Bridge he saw a curious Indian cemetery, with rudely carved birds perched even on the Cross, the totem intruding on the Christian symbol. All down the canons he has seen occasional natives fishing for salmon or washing for gold, and at Agassiz he finds a fine Government experimental fruit farm, while



Steamer Princess Victoria, Seattle, Victoria and Vancouver Service

five miles away to the north is Harrison Lake with its hot sulphur springs, the visitors at which stay at Harrison Springs Hotel.

At Mission Junction he can, if so disposed, change to the branch line, that runs to the international boundary and there joins the Northern Pacific Railroad. By this route he reaches Seattle and makes connection with the Shasta route for San Francisco and all the Pacific states. The main line, however, keeps on past Westminster Junction, where a branch line leads to Westminster, and arrives at the terminus of the Canadian Pacific Railway at Vancouver.

There he finds his long journey ended and himself on the shores of Burrard Inlet, one of the finest harbors on the Pacific. If the inducements of Vancouver and the splendid service of the Canadian Pacific



Canadian Pacific Vancouver Hotel

Railway Hotel, Vancouver, do not tempt him to stay, he can embark at the very railway station on steamships that will take him to the ends of the earth. The Canadian Pacific Railway Company's Empresses will transport him swiftly and comfortably to Japan or China, the Canadian-Australian line runs regularly to Honolulu, Fiji, Australia, and New Zealand, while if such long journeys do not suit his pleasure, he can sail by a Canadian Pacific Railway steamer to Victoria on Vancouver Island, or take longer coasting trips to the golden Yukon, or to Seattle.



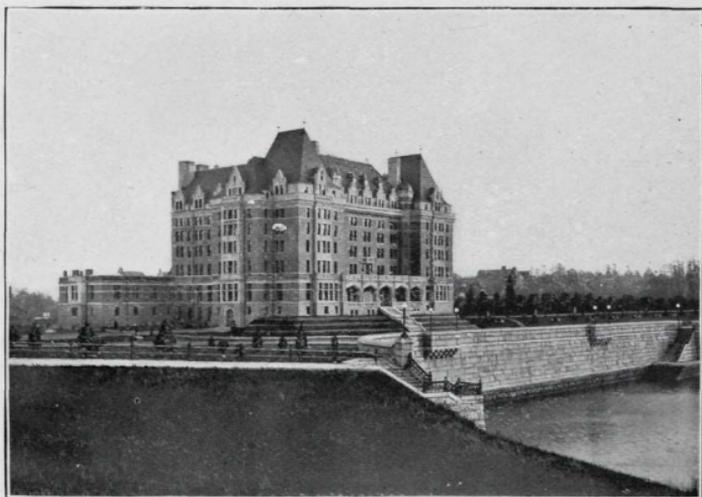
Station and Offices, Vancouver, B.C., Canadian Pacific Railway

Vancouver has a fine harbor, landlocked, well-lighted and safe, to which resort, besides the liners already mentioned, freighters from all parts of the world. They bring silks and teas from the Orient; they take away the lumber and canned fish of British Columbia and the wheat and flour of the Canadian

West; and they make the port one of the most important of the Pacific Coast.

The city, though only nineteen years old and burnt to the ground in 1886, now numbers over 50,000 and is the centre of flourishing industries. Industries there are in plenty, and Vancouver has everywhere the appearance of a rapidly progressing community. Its well-built, wide streets add to the impression, and the extremely picturesque surroundings of the city make it pleasant as a residence and delightful to visit. Stanley Park is its crowning glory, in the depths of which the Douglas fir and giant cedar are seen in all their magnificence and nature is allowed to display her unspoiled beauty.

A few hours steam from Vancouver is Victoria, the capital of British Columbia. Across the Straits of Georgia daily plies the fast new Canadian Pacific Rail-

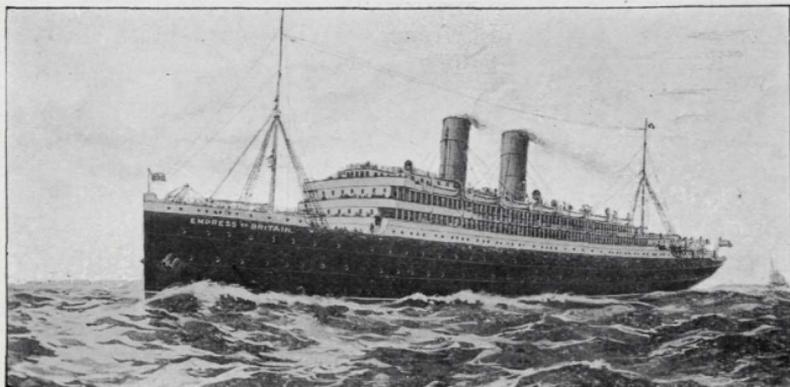


New Empress Hotel, Victoria, B.C.

way steamer "Princess Victoria," passing through a world of small islands, comparable to the Thousand Islands of the St. Lawrence, though with infinitely finer timber. Victoria itself is a city of lovely homes and the seat of the Provincial Government, its Parliament buildings being one of the handsomest piles on the continent. This city is of singular beauty and has a population of over 30,000. There is now nearing completion a palatial hotel by the Canadian Pacific Railway Company, which will be completed during the coming summer. Beacon Hill Park, 300 acres in extent, is no less beautiful than Stanley Park.

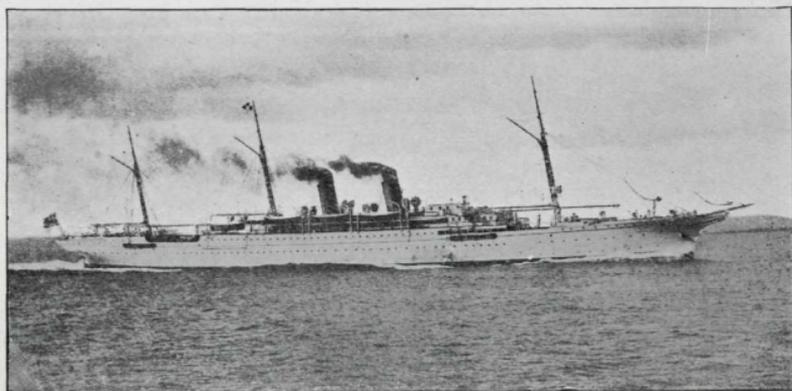
Farewell, old mountains! Your vales with their beautiful verdure, and your sunny slopes shut in from the fierce winds, and fiercer business of the outside world, have spoken of earthly peace, and given glimpses of Edenic beauty too rarely seen on earth! Your snowy crests, reaching above the clouds into the purer atmosphere of the heavens, have been an inspiration, speaking to the inner consciousness with a "voice as of a trumpet," ever pointing to the Infinite! Your great glaciers with their enduring ice have been a monitor of the Eternal. Grand old mountains! Your frown is terrible!

Canadian Pacific Ry. Co., Atlantic Service



EMPERESS OF BRITAIN

One of the palatial Royal Mail steamships of the Canadian Pacific Railway Company's Atlantic Service. Length 570 feet, breadth 65 feet, displacement 20,000 tons, 18,000 horsepower, and makes the passage between Liverpool and Quebec in less than a week.



EMPERESS OF JAPAN—PACIFIC SERVICE, CANADIAN PACIFIC RAILWAY CO.

TO JAPAN AND CHINA

"Empress of India," "Empress of Japan," "Empress of China," "Tartar" and "Athenian."

Sailing between Vancouver and Victoria, B.C., and Yokohama, Kobe and Nagasaki, Japan, and Shanghai and Hong Kong, China.

THE SHORTEST AND SMOOTHEST ROUTE ACROSS THE PACIFIC

The Canadian Pacific Railway

THE WORLD'S HIGHWAY BETWEEN THE ATLANTIC AND THE PACIFIC

SPECIAL ATTENTION IS CALLED to the PARLOR, SLEEPING and DINING CAR SERVICE—so important an accessory upon a railway whose cars run upwards of THREE THOUSAND MILES WITHOUT CHANGE.

These cars are of unusual strength and size, with berths, smoking and toilet accommodation correspondingly roomy. The Transcontinental Sleeping Cars are fitted with double doors and windows to exclude the dust in summer and the cold in winter. The seats are well upholstered, with high backs and arms.

The upper berths are provided with windows and ventilators. The exteriors are of polished red mahogany and the interiors are of white mahogany and satinwood. No expense is spared in providing the **DINING CARS** with the choicest viands and seasonable delicacies, and the bill of fare and wine list will compare favorably with those of the most prominent hotels.

OBSERVATION CARS, specially designed to allow an unbroken view of the wonderful mountain scenery, are run on transcontinental trains during the Summer Season (from May to about October 15th).

THE FIRST CLASS DAY COACHES are proportionately elaborate in their arrangement for the comfort of the passengers: and for those who desire to travel at a cheaper rate, **TOURIST CARS**, with bedding and porter in charge, are run at a small additional charge: **COLONIST SLEEPING CARS** are run on transcontinental trains without additional charge. The colonist cars are fitted with upper and lower berths after the same general style as other sleeping cars, but are not upholstered, and the passenger may furnish his own bedding, or purchase it of the Company's agents at terminal stations at nominal rates.

The entire passenger equipment is **MATCHLESS** in elegance and comfort.

First Class Sleeping and Parlor Car Tariff

FOR ONE DOUBLE BERTH, LOWER OR UPPER, IN SLEEPING CAR BETWEEN	TOURIST CAR TARIFF
Halifax and Montreal.....	\$ 4 00
St. John, N.B., and Montreal.....	2 50
Quebec and Montreal.....	1 50
Montreal and Toronto.....	2 00
Montreal and Chicago.....	5 00
Montreal and Winnipeg.....	8 00
Montreal and Calgary.....	13 00
Montreal and Banff.....	14 00
Montreal and Revelstoke.....	15 50
Montreal and Vancouver.....	18 00
Ottawa and Toronto.....	2 00
Ottawa and Vancouver.....	17 50
Fort William and Vancouver.....	15 00
Toronto and Chicago.....	3 00
Toronto and Winnipeg.....	8 00
Toronto and Calgary.....	12 00
Toronto and Banff.....	13 00
Toronto and Revelstoke.....	14 50
Toronto and Vancouver.....	17 00
Boston and Montreal.....	2 00
Boston and Vancouver.....	19 00
New York and Montreal.....	2 00
Boston and St. Paul.....	7 00
Boston and Chicago.....	5 50
Montreal and St. Paul.....	6 00
St. Paul and Winnipeg.....	3 00
St. Paul and Vancouver.....	12 00
Winnipeg and Vancouver.....	12 00

Between other stations rates in proportion.

Rates for full section double the berth rate. Staterooms between three and four times the berth rate.

Accommodation in First Class Sleeping Cars and Parlor Cars will be sold only to holders of First Class transportation, and in Tourist Cars to holders of First or Second Class accommodation.

Canadian Pacific Hotels

While the sleeping and dining car service of the Canadian Pacific Railway furnishes every comfort and luxury for travellers making the continuous overland through trip, it has been found necessary to provide comfortable well managed hotels at the principal points of interest among the mountains, where tourists and others might explore and enjoy the magnificent scenery.

ALCONQUIN HOTEL—ST. ANDREWS, N.B. (Open from June to September)

This popular Atlantic Seaside Resort, is situated on a peninsula five miles long, extending into Passamaquoddy Bay. Good deep sea and fresh water fishing may be enjoyed; the roads are perfect, making driving and cycling most enjoyable. The facilities for yachting and boating cannot be surpassed, and there are golf links that have no superior in Canada.

The hotel, on which a large expenditure has recently been made, in improvements, offers every modern accommodation for tourists.

Rates, \$3.50 per day and upward. Special rates to those making prolonged visits.

McADAM STATION HOTEL—McADAM JUNC., N.B.,

offers the visitor in search of sport a choice of routes through the whole provinces. It gives him, too, an outing at a summer retreat, free from the heat and crowds of the fashionable resorts, whence the hunting and fishing grounds are easily accessible.

The rates are from \$2.50 per day upwards.

THE CHATEAU FRONTENAC, QUEBEC,

in the quaintest and historically the most interesting city in America, is one of the finest hotels on the continent. It is fireproof, and occupies a commanding position overlooking the St. Lawrence, its site being, perhaps, the grandest in the world. The Chateau Frontenac was erected at a cost of over a million of dollars. Great taste marks the furnishing, fitting and decorating of this imposing structure, in which comfort and elegance are combined to an unequalled extent.

Rates, \$4.00 per day and upward, with special arrangements for large parties and those making prolonged visits.

THE PLACE VIGER, MONTREAL,

is a handsome structure in which are combined, a hotel and station. The building, which faces Place Viger, is most elaborately furnished and modernly appointed, the general style and elegance characterizing the Chateau Frontenac, at Quebec, being followed.

Rates, \$3.50 per day and upward, with special arrangements for large parties or those making a prolonged stay.

CALEDONIA SPRINGS HOTEL—CALEDONIA SPRINGS, ONT.,

is situated at the famous Caledonia Springs, so well-known all over the American Continent.

Rates, \$3.00 per day and upward.

THE ROYAL ALEXANDRA—WINNIPEG, MAN.,

a newly completed 300 room house situated at the Railway station, furnished with every modern convenience, including Cafe and Grill Room. European and American plan. Rates:—American plan, \$4.00 per day up; European plan, \$2.00 per day up.

MOOSE JAW HOTEL—MOOSE JAW, SASK.,

in the Canadian North-West, at the junction of the Soo-Pacific road with the main line of the C.P.R. The hotel is appointed in the most modern style and is elegantly furnished.

Rates, \$3.00 per day and upward, with reductions to those making prolonged visits.

BANFF SPRINGS HOTEL—BANFF, ALBA., (Open from May to October)

In the Canadian National Park, on the eastern slope of the Rocky Mountains, is 4,500 feet above sea level, at the junction of the Bow and Spray Rivers. A large and handsome structure, with every convenience that modern ingenuity can suggest, costing about half a million dollars.

Rates, \$3.50 per day and upward, according to the rooms. Special rates by the week or month will be given on application.

Canadian Pacific Hotels.—Continued.

THE LAKE LOUISE HOTEL—LAGGAN, ALBA.

(Open from June to October)

This quiet resting place in the mountains is situated on the margin of Lake Louise, about two miles distant from the station at Laggan, from which there is a good carriage drive and an excellent base for tourists and explorers desiring to see the lakes and the adjacent scenery at their leisure.

The rates are \$3.50 per day and upward.

MOUNT STEPHEN HOUSE—FIELD, B.C.,

is a magnificent mountain hotel, several times enlarged, fifty miles west of Banff in Kicking Horse Canon, at the base of Mount Stephen, the chief peak of the Rockies, towering 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists, and sport is plentiful, Emerald Lake, one of the most picturesque mountain waters, being within easy distance. The newly-discovered Yoho Valley is reached from Field.

Rates, \$3.00 per day and upward, with special arrangements for parties making prolonged visits.

EMERALD LAKE CHALET—NEAR FIELD, B.C.,

(Open from June to October)

is a Swiss Chalet Hotel, situated on the margin of Emerald Lake, near Field, and affords splendid accommodation for those wishing to remain at the Lake or who intend visiting the famous Yoho Valley, to which excellent trails lead from this point.

Rates, \$3.00 per day and upward. Special rates to those making prolonged visits.

GLACIER HOUSE—GLACIER, B.C.,

is situated in the heart of the Selkirks, within forty-five minutes' walk of the Great Glacier, which covers an area of about thirty-eight square miles.

The hotel, which has recently been enlarged several times to accommodate the ever-increasing travel, is in a beautiful amphitheatre surrounded by lofty mountains, of which Sir Donald rising 8,000 feet above the railway is the most prominent. The dense forests all about are filled with the music of restless brooks, which will irresistibly attract the trout fisherman, and the hunter for large game can have his choice of "big horn, mountain goat, grizzly and mountain bear." The main point of interest, however, is the Great Glacier. One may safely climb upon its wrinkled surface or penetrate its water-worn caves.

Rates, \$3.50 per day and upward, with special arrangements for parties making prolonged visits.

HOTEL REVELSTOKE—REVELSTOKE, B.C.,

at the portal of the West Kootenay gold fields and the Arrow Lakes, situated between the Selkirk and Gold Ranges, is complete in all details.

Rates, \$3.00 per day and upward.

HOTEL SICAMOUS—SICAMOUS, B.C.,

a fine structure, built on the shores of the Shuswap Lakes, where the Okanagan branch of the Canadian Pacific Railway leads south to the Okanagan Valley and the contiguous mining country. The hotel has all modern appointments and conveniences.

Rates, \$3.50 per day and upward, with reductions to those making prolonged visits.

HOTEL VANCOUVER—VANCOUVER, B.C.,

is at the Pacific Coast terminus of the Railway. This magnificent hotel, lately much enlarged, is designed to accommodate the large commercial business of the place, as well as the great number of tourists who always find it profitable and interesting to make here a stop of a day or two. It is situated near the centre of the city, and from it there is a glorious outlook in every direction. Its accommodations and service are perfect in every detail, and excel those of the best hotels in Eastern Canada or the United States.

Rates, \$3.00 per day and upward, with special terms for those making prolonged visits.

The new Empress Hotel at Victoria, now in course of construction, and which will be one of the grandest on the Continent, will be opened for guests during the coming Summer.

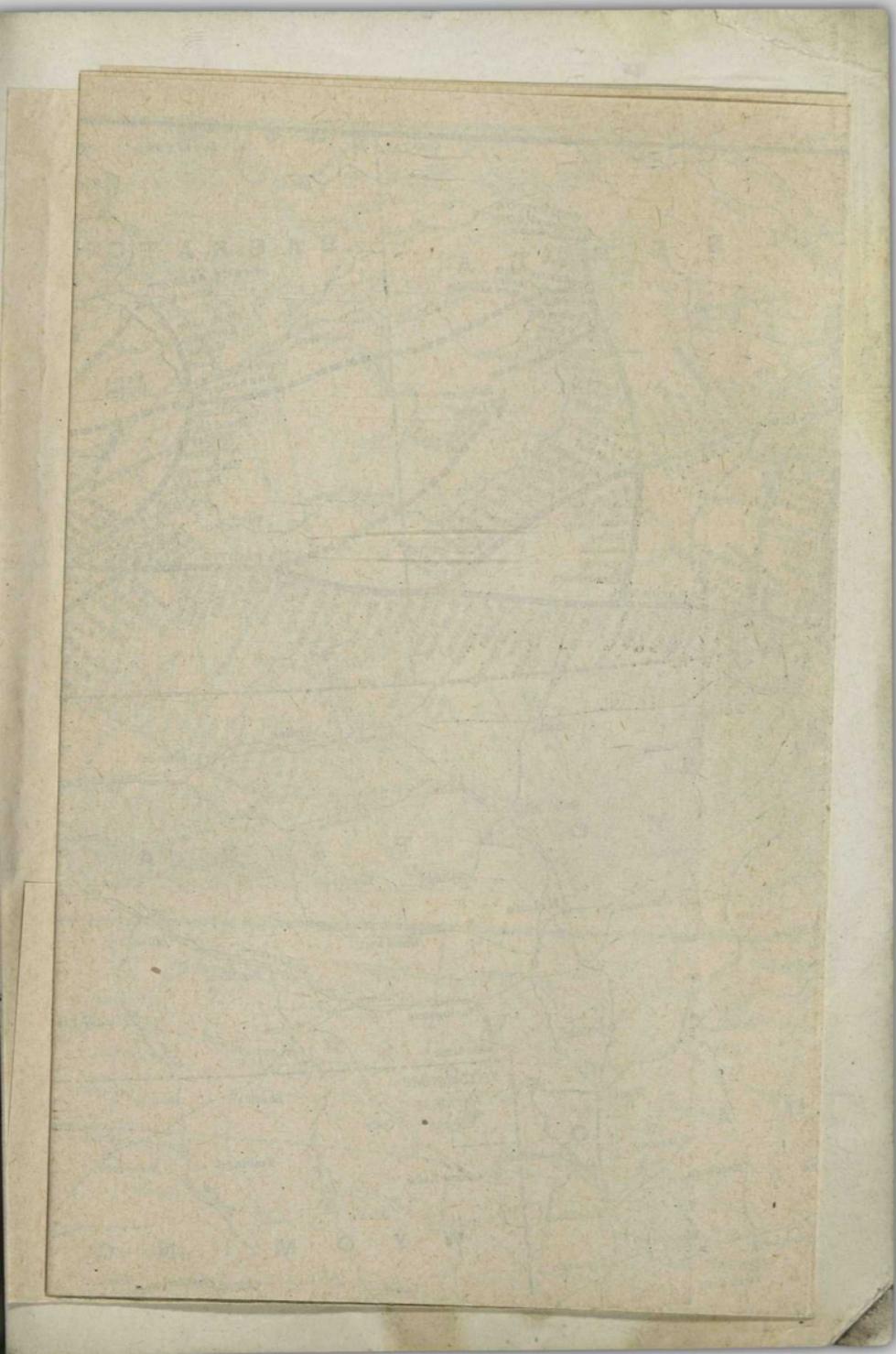
Enquiries as to accommodation, rates, etc., at any of the Canadian Pacific Hotels will be promptly answered by addressing managers of the different hotels, or communicating direct with

The Manager-in-Chief of C.P.R. Hotels, MONTREAL.

AGENCIES

Adelaide	SOUTH AUS.	Australasian United Steam Nav. Co. [Ltd.]	
Antwerp	BELGIUM	H. De Lathau, Agent	33 Quai Jordaens
Auckland	N.Z.	Union S.S. Co. of New Zealand [Ltd.]	
Baltimore	M.D.	A. W. Robson, Passr. and Ticket Agent	127E Baltimore St.
Bellingham	WASH.	W. H. Gordon, Passenger Agent	1225 Dock St.
Berlin	GERMANY	International Sleeping Car Co.	71 Unter den Linden
Bombay	INDIA	Ewart Latham & Co. Thos. Cook and Son	13 Esplanade Rd.
Boston	MASS.	F. R. Perry, Dist. Passr. Agent	362 Washington St.
		G. A. Titcomb, City Passr. Agent	
Brisbane	QD.	The British India and Queensland Agency Co. [Ltd.]	
Bristol	ENG.	F. W. Forster, Agent	18 St. Augustine's Parade
Brussels	BELGIUM	International Sleeping Car Co.	Nord Station
		Thos. Cook & Son	41 Rue de la Madeleine
Buffalo	N.Y.	R. A. Burford, City Passenger Agent	233 Main St.
Calcutta	INDIA	Gillanders, Arbuthnot & Co.	49 Court House St.
Canton	CHINA	Jardine, Matheson & Co.	
Chicago	ILL.	A. C. Shaw, Gen. Agent, Passr. Dept.	282 South Clark St.
Cincinnati	OHIO	R. L. Thompson, G. A., P. D.	Sinton Hotel Block, 15E Fourth St.
Cologne	GERMANY	International Sleeping Car Co.	Central Station
		Thos. Cook & Son	1 Domhof
Colombo	CEYLON	Bois Brothers & Co. Thos. Cook & Son	
Detroit	MICH.	A. E. Edmonds, City Passr. Agent	7 Fort Street W.
Duluth	MINN.	M. Adson, Gen. Passr. Agt., D.S.S. & A. Ry.	Manhattan Bldg.
Frankfurt	GERMANY	International Sleeping Car Co.	1 Kaiserstrasse
Glasgow	SCOTLAND	Thomas Russell, Agent	67 St. Vincent St.
Halifax	N.S.	J. D. Chipman, City Passr. and Frit. Agent	107 Hollis St.
Hamburg	GERMANY	Thos. Cook & Son, Tourist Agents	39 Alsterdamm
Hamilton	ONT.	W. J. Grant, Commercial Agent	Cor. King and James Sts.
Hobart	TASMANIA	Union S.S. Co. of New Zealand [Ltd.]	
Hong Kong		D. W. Craddock, General Traffic Agent, China, etc.	
Honolulu	H.I.	Thos. H. Davies & Co. [Ltd.]	
Kobe	JAPAN	J. Rankin, Agent	14A Mave-Machi
Liverpool	ENG.	J. J. Gilbertson, Agent	24 James St.
		Allan Cameron, Gen. Traffic Agt.	
		F. W. Flanagan, Gen. Passr. Agt.	62-65 Charing Cross S.W. and
		H. D. Annable, Gen. Freight Agt.	67-68 King William St. E.C.
London	ENG.		
London	ONT.	W. Fulton, City Passr. Agt.	161 Dundas St.
Los Angeles	CAL.	F. A. Valentine, Travelling Passr. Agent	Room 349, Wilcox Bldg.
Madrid	SPAIN	International Sleeping Car Co.	18 Calle de Alcalá [Equitable Bldg.]
		Thos. Cook & Son	5 Carrera de S. Geronimo
Madbourne	AUS.	Union S.S. Co. of New Zealand [Ltd.]	
Minneapolis	MINN.	W. R. Callaway, General Passr. Agent, Soo Line	
Montreal	QUE.	E. J. Hebert, Gen. Agt. Passr. Dept.	Windsor St. Station
		A. E. Lalonde, City Passr. Agent	129 St. James St.
Moscow	RUSSIA	International Sleeping Car Co.	Hotel Metropole
		E. V. Skinner, Assistant Traffic Manager	458 Broadway
New York	N.Y.	International Sleeping Car Co.	281 Fifth Avenue
Niagara Falls	N.Y.	D. Isaacs	Prospect House
Nice	FRANCE	International Sleeping Car Co.	Avenue Massena
		Thos. Cook & Son	16 Avenue Massena
Ottawa	ONT.	George Duncan, City Passr. Agent	42 Sparks St.
Paris	FRANCE	Hernu, Peron & Co, [Ltd.] Ticket Agents	61 Boulevard Hansmann
		Thos. Cook & Son	1 Place d'Opera
Philadelphia	PA.	F. W. Huntington, Gen. Agent, Passr. Dept.	629-631 Chestnut St.
Portland	ME.	H. A. Snow, Ticket Agt., Main Central Rd.	Union Depot
Portland	ORE.	F. R. Johnson, Freight and Passr. Agent	142 Third St.
Quebec	QUE.	Jules Home, City Passr. Agent	30 St. John St., cor. Palace Hill
Rome	ITALY	International Sleeping Car Co.	Place San Silvestro
		Thos. Cook & Son	54 Piazza Esedra di Termini
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St. John	N.B.	W. B. Howard, District Passr. Agent	8 King St.
St. Paul	MINN.	L. M. Harmsen, City Ticket Agent, Soo Line	379 Robert St.
St. Petersburg	RUSS.	International Sleeping Car Co.	5 Perspective Nevsky
San Francisco	CAL.	E. E. Penn, C.P.A.; J. H. Griffin, D.F.A.	77 Ellis St., James Flood Bldg.
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Shanghai	CHINA	A. R. Owen	
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Sydney	AUS.	Union S.S. Co. of New Zealand [Ltd.]	
Tacoma	WASH.	J. O'Grady, Passr. Agent	1113 Pacific Avenue
Toronto	ONT.	G. B. Foster, Dist. Passr. Agent	71 Yonge St., cor. King
Vancouver	B.C.	E. J. Coyle, Asst. Gen. Passr. Agent; W. R. Thomson, Ticket Agent	
Victoria	B.C.	Geo. L. Courtney, Dist. Freight and Passr. Agent	58 Government St.
Warsaw	RUSSIA	International Sleeping Car Co.	Hotel Bristol
Washington	D.C.	Wm. Linsion, G.F. & P.A.	Bond Bldg., 14th St. and New York Avenue
Winnipeg	MAN.	A. C. Smith, City Ticket Agt.	Cor. Main St. and Portage Avenue
Yokohama	JAPAN	Wm. T. Payne, General Traffic Agent for Japan, etc.	4 Bund

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