March, 1915.

Canadian Pacific

TRAIN SERVICE

GEO. McL. BROWN—European Manager.
H. S. CARMICHAEL—General Passenger Agent.
T. J. SMITH—General Freight Agent.

LONDON, ENGLAND.

Stepping Stones Across the Continent

ALONG THE LINE OF THE CANADIAN PACIFIC RAILWAY.

Halifax.—Capital of Nova Scotia and the centre of a busy industrial and agricultural district. The Annapolis Valley in Nova Scotia is famous for its apples.

St. John, New Brunswick.—The "new city" that rose from the ashes of the great fire of 1877. Here is the wonderful reversible cataract due to the tremendous tides, and here also is one of the busiest ports on the Atlantic. There are excellent opportunities for fruit-growing in the St. John Valley.

Quebec.—Queen city of North America, throned on a lofty crag commanding the St. Lawrence. Owing to its picturesque situation, its old-world streets, and its historic memories, Quebec has many visitors. Here is the Château Frontenac, the most picturesque hotel in Canada.

Montreal.—Commercial capital of Canada and headquarters of the Canadian Pacific—up the site of the ancient Indian village of Hochelaga, and established by the French 250 years ago. Now half-French, half-English in population, with magnificent wharves and imposing public buildings, banks, churches, &c. Stay at the Place Viger Hotel.

Ottawa.—Political capital of Canada, and picturesquely situated at the junction of the Ottawa and Rideau Rivers. The centre of a great lumber industry. The city is charmingly laid out, and is an admirable centre for sport and sight-seeing expeditions.

Toronto.—Capital of Ontario, centre of busy industries and fragrant orchards. Situated on Lake Ontario, Toronto is a convenient starting-place for Niagara, Muskoka, or the Canadian Pacific Steamship services on the Great Lakes via Port McNicoll.

Niagara.—With its famous falls, the wonder of the world.

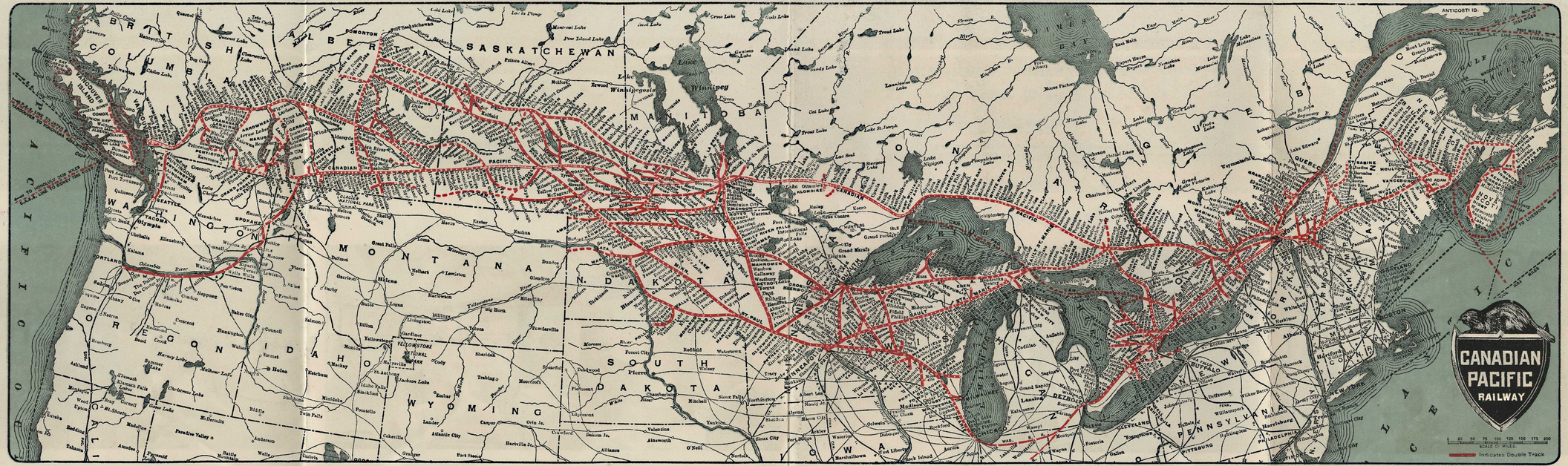
Muskoka.—A picturesque cluster of lakes clothed with innumerable islands. This is one of the chief summer resorts in America, and offers great opportunities for canoeing, sailing, camping out, &c., while there are excellent hotels.

Sault Ste. Marie.—On the "Soo," with its famous locks and rapids, the junction for the Soo Line and centre of a great sporting district. The "Soo" is also reached by rail via Sudbury along a branch of the Canadian Pacific, which passes through one of the best fishing and hunting districts in Canada.

Jackfish, Missanabie, and Nipigon.—North of Lake Superior, and on the main line to Fort William; are also starting-points for fishing expeditions.

Port William and Port Arthur.—The twin cities at the head of Lake Superior; are the outlet for the gigantic harvests of the great Canadian West.

Winnipeg—is the capital of Manitoba, and commands the trade of the fertile prairies—a city of imposing appearance and great wealth, with one of the finest hotels in the world—The Royal Alexandra.



Portage La Prairie, Brandon, Regina, Moose Jaw, and Medicine Hat—are typical prairie towns, bustling, ambitious, and already well on the road to abundant prosperity. Wheat is king from Winnipeg to Calgary, and also from Winnipeg along the direct line passing through **Saskatoon and Wetaskiwin** to **Edmonton.**

Calgary.—The most prosperous town in Southern Alberta, is called the city of the Foot-hills owing to its proximity to the Rockies. New Canadian Pacific Hotel Palliser recently erected. Here is the huge 3,000,000 acre irrigation scheme of the Canadian Pacific, the greatest of its kind on the American Continent. Land on this irrigation block is sold to settlers on the instalment system, and also on the "zero-crop-no purchase" system at very reasonable rates. A visit to the Demonstration Farms well repays the time and trouble. Calgary is directly connected by rail with **Edmonton,** the coming city of the North-West.

Banff.—The tourist capital of the Canadian Rockies, with its splendid Banff Hot Springs Hotel. Situated on the Bow River close to Cascade Mountain, and a great centre for outdoor sport of every kind. Here is the Canadian National Park with its herds of buffaloes.

Lake Louise, the station for Lake Louise, considered by many to be the loveliest spot in Canada. The Château Lake Louise here is the most convenient point from which to visit the Lakes in the Clouds, and is a favourite centre for Alpine climbers. The Valley of the Ten Peaks can be reached by pony trail.

Field, in the Kicking Horse Pass, has another favourite hotel, and is the best point from which to reach Emerald Lake and the magnificent Yoho Valley and the Takkakaw Falls, 1,200 feet in height. During the summer permanent camps for tourists are maintained in the Yoho Valley.

Golden.—Station for the **Columbia Valley,** picturesquely situated between the Rockies and the Selkirk Mountains. The C. P. R. has recently completed a branch line through the valley for the benefit of the farming and fruit-growing industry.

Glacier is reached after passing through the tremendous scenery of the Rogers Pass, and is in the Selkirk Mountains. It lies under Mount Sir Donald, and is in full view of the snowy Hermit Ranges. The Illecillewaet Glacier is only thirty minutes' walk from the hotel. An easy trail leads to Lake Marion. The largest tunnel in America is being constructed here to reduce grades.

Revelstoke is the junction for the **Arrowhead Lakes,** down which one may take steamer for the mining and fruit-growing districts of Southern British Columbia and the Kootenays. These can also be reached by leaving the main line before Calgary at Medicine Hat and passing through the Crow's Nest Pass—as picturesque as the main highway over the Rockies.

Sicamous is the junction for the fertile **Okanagan Valley,** the centre of a great fruit-growing district already famous for its apples, pears, and peaches.

Kamloops is also rich in orchards. At the next stepping stone, **Ashcroft,** one may join the stage-coach for the old Cariboo road, leading to Fort George.

Vancouver is the Pacific terminus of the railway, and is rapidly becoming the chief port on the Pacific Coast. Here, again, is a fine hotel belonging to the railway company. Steamers connect with Vancouver Island and especially

Victoria.—The political capital of British Columbia, one of the most delightful tourist centres in America. The Empress Hotel here spells the last word in luxury. Excursions can be made from here by rail or motor through Vancouver Island.

Observation and Compartment Sleeping Car

Interior Observation Car

Standard First Class Sleeping Car

Standard Sleeping Car by Night

Dining Car

Interior Dining Car

Tourist Sleeping Car

Standard Sleeping Car by Day

First Class Day Coach

Tourist Sleeping Car

Colonist Sleeping Car

Interior Colonist Car

Canadian Pacific Railway Passenger Train Service.

Equipment—This line operates the finest Passenger, Sleeping, Parlor and Compartment Observation Cars in the world. The wheels and axles are of finest steel. The car bodies are strongly framed, and are wider and higher than those of most other railways. Both first and second class cars are designed to secure uniform temperature, combined with perfect ventilation, and freedom from dust, and with the maximum of strength, elegance and comfort.

Light—The Company's cars are brilliantly illuminated by modern lighting systems.

The Sleeping and Parlor Cars are owned and operated by the Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany, and their interiors, with their beautiful fittings, are beyond comparison. The berths are wider, higher and longer than in other Sleeping Cars, and the mattresses, springs, curtains, blankets, pillows, etc., are of the finest quality. Writing paper and envelopes are furnished free to Sleeping Car passengers on transcontinental trains on application to the porter, and to keep travellers informed on current events, a summary of the news of the world is daily bulletined in the Sleeping Cars and at the Company's hotels in the mountains.

Compartment Observation Cars, finished in the most luxurious style and fitted with every convenience, are run on transcontinental trains. These cars are known as the "Glen" Series ("Grassmere," "Glen Alba," etc.) and the "Mount" Series ("Mount Abbot," "Mount Baglie," etc.) and are the very latest that skill and experience can suggest. The "Glen" Series contains besides one drawing room (similar to the drawing room in a standard sleeper) one compartment (containing one lower and one upper berth and toilet facilities), a dining room for eight, a library, a smoking room, a kitchen, and a pantry. The "Mount" Series contains a large observation room, fitted with easy chairs, and an observation platform at the rear end; they are lighted by electricity. The "Mount" Series differs from the "Glen" in that they have a drawing room and three compartments and no smoking room.

Tourist Sleeping Cars, fitted with mattresses, curtains, blankets, pillows, etc., and in charge of porters, are run daily between Montreal and Vancouver and Toronto and Vancouver. The Tourist Sleeping Car Company's cars are fitted with the Company's standard berths, and have the same finish as regular sleepers, leather. There is a small kitchen and cooking range provided in car where passengers may prepare their own meals if supplies have been taken along. Passengers who do not wish to prepare their own meals may, when on trains that carry a dining car, have their meals on dining car à la carte. The berth rate is the Tourist Sleeper one-half that of the Standard Sleeper.

Colonist Sleeping Cars are well built, bright and pleasant, and the sleeping accommodation is excellent. **No extra charge is made in these cars** for holders of Second-Class or Colonist Tickets travelling on regularly scheduled trains, provided there is room in the Colonist Sleeping Cars, and berths are not otherwise provided, at Halifax, St. John, Quebec, Montreal, Ottawa (Broad St.), North Bay, Toronto (Union), Sudbury, Fort William, Winnipeg, Calgary and Vancouver, at following rates: Mattresses, $1 each; blankets, $1 each; pillows, 25 cents each; sheets, 25 cents each; curtains, $1 per pair.

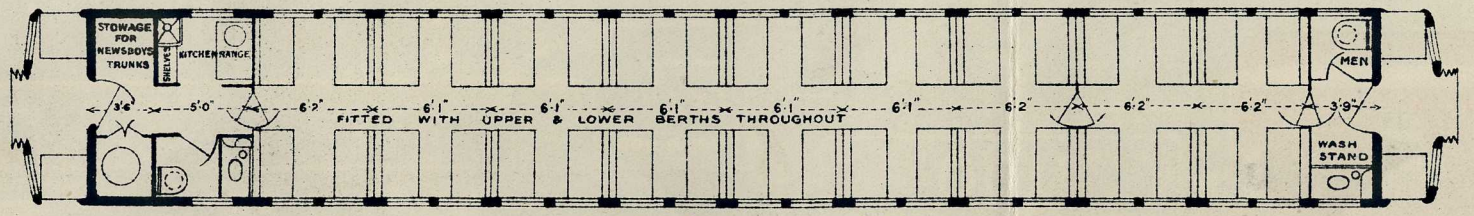
Dining Car Service—The Company operates Dining Cars on all important trains. **The service is à la carte**, meals being charged for as orders only. This service is well up to the standard of the first-class restaurant and the prices charged are as reasonable as a high-class service permits of. In addition to the above service **Dining Halls** are maintained at points where a sufficient number of trains is allowed for meals. Dining Halls and lunchroom counters are marked thus ◻ on time table.

Special attention is called to the excellent dining facilities at **McAdam Junction, N.B.; Windsor Station, Montreal; Union Station, Ottawa; North Bay Station; Winnipeg Station; Field, B.C.; Glacier, B.C.; Revelstoke, B.C.** and Sicamous, B.C.

The Civility and Attention of the employees of the Company are spoken of by every traveller on the line. The cleanliness of cars and stations is also noticed. These two points are, next to safety, most carefully watched by the management.

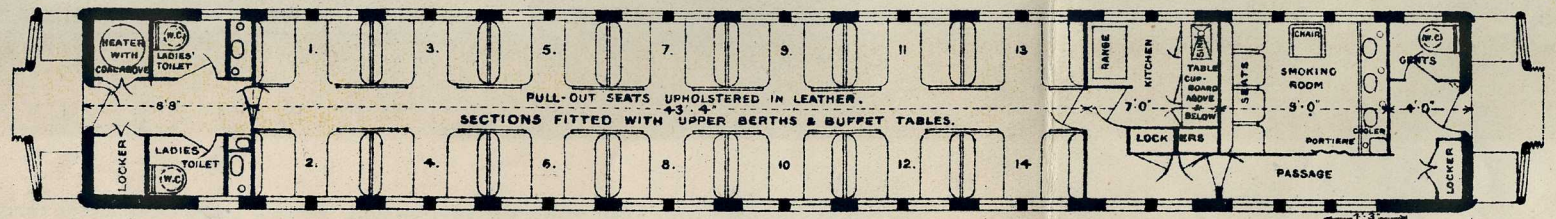
Safety—Every appliance of proved value calculated to secure safety has been adopted on this line. These appliances comprise not only those required by the government, but they include an elaborate guard system at all bridges, electric block signals, and portable telephones. Special care has been taken to make the heating apparatus on trains entirely safe.

COLONIST CAR.



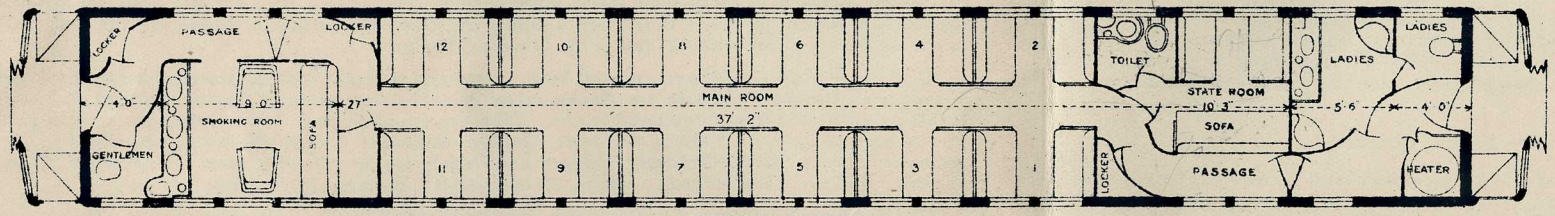
CAPACITY 72 PASSENGERS.

TOURIST CAR.



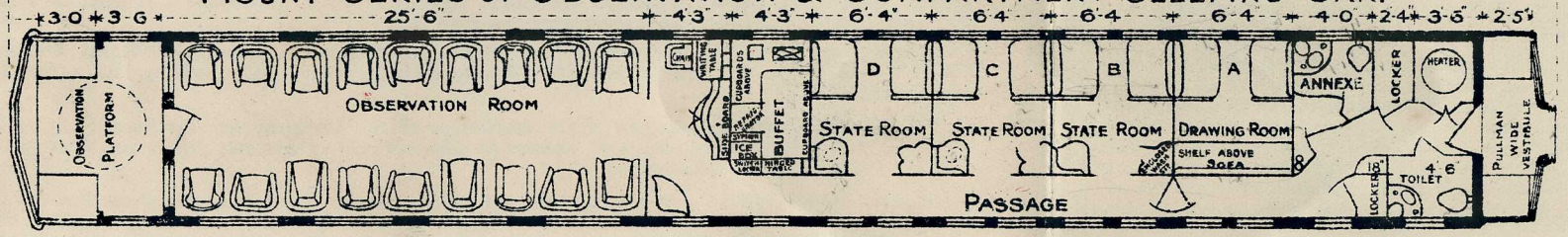
CAPACITY 61 PASSENGERS.

SLEEPING CAR.



CAPACITY 62 PASSENGERS

"MOUNT" SERIES OF OBSERVATION & COMPARTMENT SLEEPING CAR.



COLONIST CARS are provided for the use of passengers holding second-class tickets. They are adapted for sleeping in at night, but are not upholstered.

TOURIST CARS are available for passengers holding second-class rail tickets on payment in Canada of the Sleeping-berth rate. These cars are upholstered.

Passengers holding first-class rail tickets, use the first-class SLEEPING CAR on payment of the berth rate.

All passengers holding first-class Sleeper tickets are allowed to use the OBSERVATION ROOM without additional charge.

For further particulars apply to any agent of the Canadian Pacific Railway.

QUEBEC
MONTREAL
NIAGARA FALLS
ORCHARDS
HARVESTING
VICTORIA
CANOEING
MOUNT SIR DONALD
BANFF HOTEL