1963

EASTWARD

ACROSS CANADA

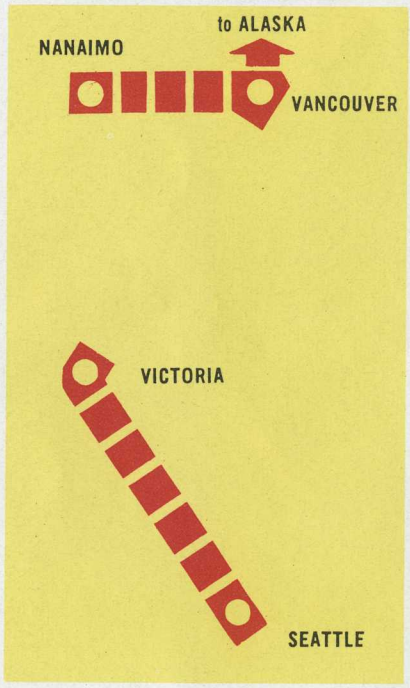
BY *Canadian Pacific*

"The Canadian" "The Dominion"

CANADA'S SCENIC DOME ROUTE

Vancouver

Vancouver, end of steel for the world's first transcontinental railway, is Canada's gateway to the Orient, South Pacific and, by air, Europe. Canadian Pacific Airlines serve five continents . . . link Canada with Japan — Hong Kong — Hawaii — Australia — New Zealand — Mexico — South America — Europe. Vancouver's golf courses, parks, fine buildings, sea beaches and pleasant climate attract visitors from many countries. Fast Canadian Pacific "Princess" liners, from piers a stone's throw from the railway station serve pleasant Vancouver Island via Nanaimo, mainland British Columbia ports and Alaska.

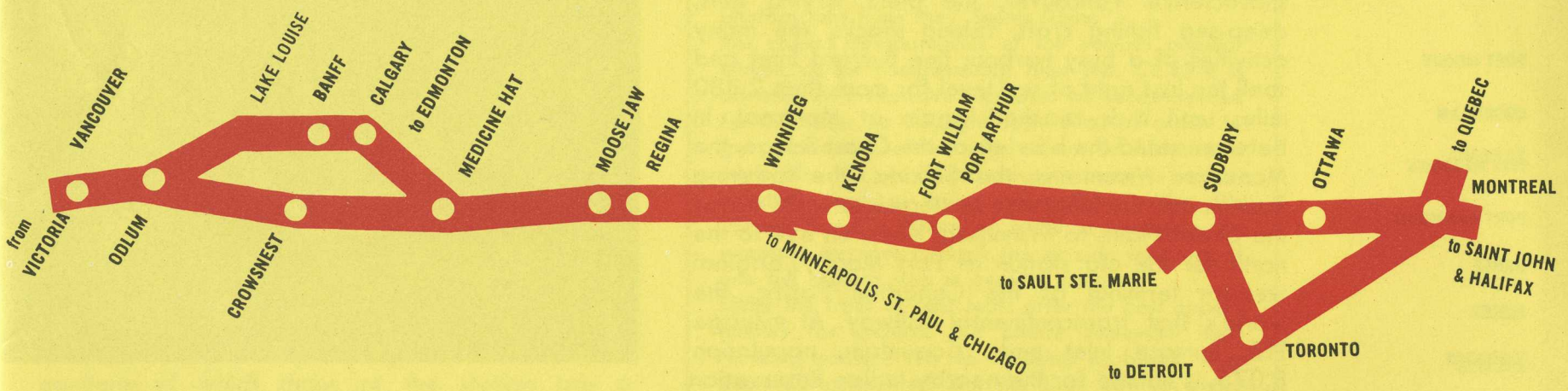


Princess liner near Victoria

Victoria, temperate capital of British Columbia, is the entrance to the year-round playground of Vancouver Island. Here The Empress, westernmost of the Canadian Pacific chain of hotels from sea to sea, vine-clad, set in its own spacious garden facing the harbour, close to business and shopping centres, is the focal point of local society, headquarters for visitors. Golf, motoring, tennis, sailing, swimming, riding, picturesque parks and scenic drives are the background of a holiday life that includes shopping for woollens, diamonds, silverware, linens and many other imports.

The Empress Hotel, Victoria

Across Canada by Canadian Pacific



Travel, even the luxurious travel of today in the comfort of Canadian Pacific Scenic Domes, is an adventure. Travel, the Canadian Pacific way from tidewater to tidewater across the wide provinces of British Columbia, Alberta, Saskatchewan, Manitoba, Ontario and Quebec, is an adventure in which the traveller of today retraces the trails blazed in a glorious past through the promise of a boundless future.

The Canadian Pacific transcontinental main line parallels in this 20th Century the routes of many brave and pious explorers of the 17th Century. It retraces the journeyings of such heroes as Thompson, Fraser, Mackenzie, Joliet, LaSalle, Radisson, Père Marquette, Champlain, Nicolet and Du Lhut, whose names are imprinted indissolubly upon the histories of Canada and the United States.

Explorers of the river routes that first opened the Great Lakes and the rivers to the Gulf of Mexico; discoverers of the great prairies that sweep majestically upward from lake level to the Rockies; pioneers who traced mighty streams through the mountain barriers to the Pacific Ocean, all led the builders of the world's first transcontinental railway. These great men of the past lead you, who sit in the air-conditioned comfort of a high-level Scenic Dome, beside roaring streams that point their silver arrows through the mountain passes, between great wheat fields, beside inland seas along the edge of the rich pre-Cambrian Shield, through lake-lands and forests, through gentle farm lands. Back over the trail of the explorers you see through the picture windows on four sides of you: mines, mills, factories; great cities, Vancouver, Calgary, Medicine Hat, Swift Current, Moose Jaw, Regina, Brandon, Winnipeg, Fort William-Port Arthur, Sudbury, North Bay, Ottawa, Toronto, Montreal; the pleasure lands of the British Columbia coast, Lake Louise, Banff, Lake of the Woods, the North Shore of Lake Superior, French River, Muskoka, the Gatineau.

"Across Canada by Canadian Pacific", prepared for riders of the longest "Dome" route in the world, is based upon the railway practice of dividing the track into Sub-Divisions. While the timetable shows the distance between Vancouver and Montreal as 2,881.2 miles and between Vancouver and Toronto as 2,703.6, the "Mileage Boards" found on telegraph poles along the right of way start afresh at the eastern boundary of each sub-division. For instance, Pembroke, 219.4 miles from Montreal, is indicated on the track side by Mileage Board 93 of the Chalk River Sub-Division. In order to pinpoint points of interest in the scenery for ready location from a moving train, reference is made throughout this book to the nearest mileage board and each sub-division traversed is named at its start. Following the operational practice of dividing the line from east to west, these pages divide the Canadian Pacific transcontinental main line—the "Scenic Dome" route—from Vancouver to Montreal and Toronto. At the side of each page a yellow plan map bears the names of all stations on that page.

Because the Canadian Pacific main line travels generally in an east-west direction "north" is used throughout the book to indicate scenes and places on the left, just as north always is indicated by the top of a map.

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Front cover shows "The Canadian" crossing Stoney Creek Bridge in the Canadian Rockies.

VANCOUVER

BARNET

PORT MOODY

COQUITLAM

PITT MEADOWS

PORT HAMMOND

HANEY

ALBION

WHONOCK

RUSKIN

SILVERDALE

MISSION CITY

HATZIC

DEWDNEY

NICOMEN

DEROCHE

HARRISON MILLS

AGASSIZ

WALEACH

RUBY CREEK

KATZ

ODLUM

HAIG

CHOATE

YALE

SPUZZUM

CHINA BAR

Cascade Sub-Division For a few miles, the eastward run of the world's longest Scenic Dome ride, the Canadian Pacific transcontinental main line, is at sea level. The factories and docks that characterize Vancouver, the piers, drying nets, deep-sea fishing craft, fishing shacks, the many activities of a busy harbour line Burrard Inlet and spell the last sight of sea level for more than 2,880 miles until it is reached again at Montreal. In between stand the barriers of the Coast Range, the Monashee Mountains, the Selkirks, the towering Rockies and the long, steady slope eastward across the Great Plains to Winnipeg. Keep an eye to the north for the old station at Port Moody, original western terminus of the Canadian Pacific, the world's first transcontinental railway. At mileage 115, Burrard Inlet ends. Coquitlam, population 8,075, is named for the nearby Indian Reservation and the Coquitlam River is spanned at 112.3. At mileage 109.7, the Pitt River, almost the last tide-water, is crossed by a long bridge and the track points northeast to the mighty Fraser River and Port Hammond, population 3,600.

Breezes bear the tang of the Pacific Ocean across the meadows and ahead the apparently impassable barrier of the Coast Range looms heavily. Mission City, with a population of 3,330, junction with the Mission Sub-Division, is a busy centre for this fruit growing and dairy country and from your Scenic Dome vantage point, you can see 40 miles south in the State of Washington, snow-topped Mount Baker. The mighty Fraser south of the track waters the Chilliwack Valley, noted for its fine dairy herds, reached by the bridge at Agassiz, population 3,000, site of a Government Experimental Farm and station for Harrison Hot Springs. Along the way activities are divided between sawmills and packing plants to which strings of trucks bring fresh gathered crops, for this is the heart of the fruit and dairy lands. Ruby Creek, mileage 48, owes its name to garnets found in the neighbourhood. The gentle, domesticated pattern of the land begins to change as the stark grandeur of the mountains approaches ever closer and, at Odlum, the mouths of the Fraser and Coquihalla Canyons form a natural landmark for the junction of the Banff-Lake Louise transconti-nental line with the Coquihalla Canyon-Crowsnest Pass route of the Canadian Pacific through the Southern Rockies. Haig honours the name of the famous British Field Marshal. At mileage 31.2, Emory Creek is bridged on its way to the Fraser, still navigable but much faster than in its broader reaches back on the level valley. Yale was once head of navigation on the Fraser and a look at the river here will show what stalwart steamship captains had to contend with as they brought the miners and freighters to the beginnings of the Cariboo Waggon Road. Built, 1862-5, under the orders of Governor James Douglas of British Columbia, this 400-mile road was used by thousands of miners to carry millions in treasure from the famous Cariboo Gold Field. Earlier than that, in 1848, it was the site of a fur brigade trading fort. Now the Fraser, once so placid, hemmed in the canyon that took it countless

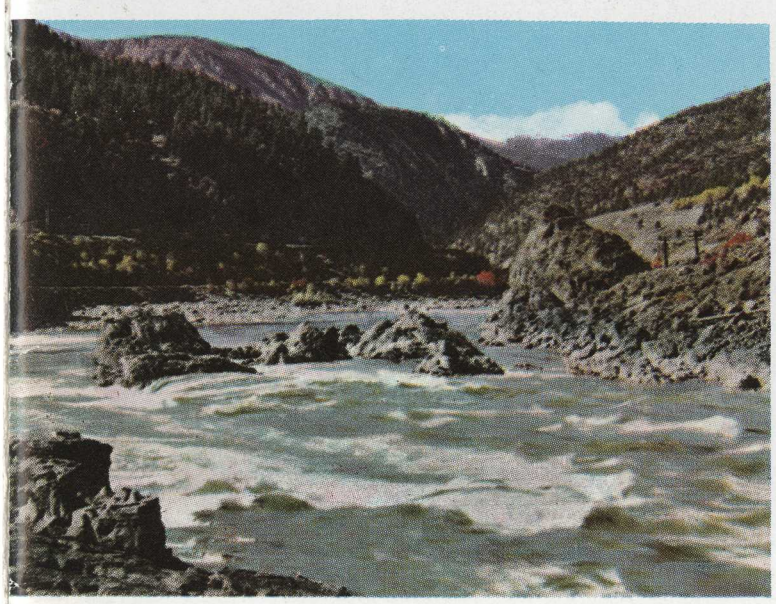
Hell's Gate

aeons to flume out, torments itself into twisting eddies and backwaters. Between mileages 23 and 22, look for a giant rock in the middle of the river which still withstands the heavy pounding. Simon Fraser, discoverer of the river, tells of making his way down the canyon on a series of ladders built by the Indians. He little knew that 19th Century engineers would use his route for a transcontinental railway. The Spuzzum River is bridged at mileage 17.1. At Spuzzum, 15.5, where a steel and concrete bridge spans the Fraser, is sited a bench noted by Fraser in his diary as a resting place. The present bridge is located where the first suspension bridge west of the Rockies, built by Joseph Trutch, was slung on wire cables, woven at the site, on wooden towers. Long before the railroad came to Spuzzum, the great Hudson's Bay Company established a trading post there. Many rivulets and creeks find their way to the Fraser on both sides: White's Creek is crossed at mileage 9.7 and Williams Creek at 9.2. Just above this, a spinning whirlpool is known as "The Devil's Wash Basin". It is caused by a narrow rock formation between mileages 8 and 7 aptly christened "Hell's Gate". Conserva-tionists particularly will be interested in the series of basins beside cascades by which salmon

"Friendly Folk"

Ever notice how friendly railwaymen are? You see crews of passing trains wave to each other. Section men miles away from anywhere stop work and wave as the train goes by — and you wave in return. This is friendliness, but it is more than that. Everyone on the Canadian Pacific is concerned with the welfare of your train and the hands flung high in greeting tell a story to the crew of your train. Watch a little more closely and you will see that section men divide forces as you pass, one to each side of the track. They have been keeping a watchful eye on the running gear of the train and the "highball" is an assurance that everything is in order on both sides. This combination of efficiency and friendliness spreads beyond the railway family and trainmen can tell you of many instances where residents near the track "check the train" and give the proper signals.

evade the rapids as they swim up-river during the spawning season. A notable example is at mileage 5.5 where the Scuzzy River flowing from north of the track enters the Fraser and the "salmon elevator" climbs up under the railway bridge. Although the average gradient between North Bend and Vancouver is a little less than four feet in a mile, the climb between Odlum and North Bend has been 300 feet in 41 miles and the speed and turbulence of the Fraser makes this readily apparent. The gradual climb, together with the abrupt change from wide valley to narrow canyon emphasizes its stark beauty — graphically comparable with the equally stark history of its early development. North Bend, junction of the Cascade and Thompson Sub-Divisions, is mainly a railway town noted for its rich foliage and flower-filled gardens of which those at the station are a notable example.



"Suicide Rapids"

Thompson Sub-Division Eastward from North Bend the Canadian Pacific transcontinental main line climbs along gradually narrowing bench lands. The rise of the land is noticeable although, at Chaumox, Indian translation of "too hot", the altitude is as yet only 548 feet above sea level. Tiny gardens and orchards, some in Indian Reservations, replace the broader fields of the coastal plain. At mileage 113 the Salmon River is bridged. To the south is Kanaka Mountain. Skow Wash Creek is crossed at mileage 106.3 and Kwoiek Creek, named for the peak north of the line, at 104.6. Once worked by Hawaiian labourers, the old placer mining bar across the river gives its name to Kanaka. Between mileages 102.7 and 101.2 the track rests on a ledge hewn from the rock and passes through three tunnels. In contrast the old Cariboo Road toiled high above the river. Near Cisco, named for the late Chief Siska, at mileage 101, the railway crosses to the left bank of the Fraser, to reach, a few miles ahead, its confluence with the Thompson River. Sharply defined, the two waters, drab in the case of the Fraser, clear because — like the St. Lawrence where it is joined by the Ottawa, 2,500 miles to the east — it is filtered through lakes, the Thompson.

For Camera Fans

In general, the precautions you take in shooting through windows should be observed in making photographs from the "Scenic Dome".

For colour transparencies of the various popular makes, colour compensating filter No. CC30-R is advised with exposure increases as recommended for this filter on Daylight Type film. In order to get exposures, either with colour or black and white film, the use of an exposure meter is recommended, readings being taken from within the "Scenic Dome". Where no meter is available, an exposure increase through top or side windows of one full camera stop is general practice.

Either the front or rear seats offer the best opportunities for pictures but please remember that receding scenery sets up focusing problems. It is generally considered that the best way to avoid reflections is to expose as close to the glass as possible and, of course, avoid halation by shooting away from the sun. Train movement effects are lessened considerably for lateral photographs by using a 45° angle.

Lytton, the town where the rivers join, was a well-established Indian community when Simon Fraser first came upon it, centuries after its foundation. Traders, using both rivers for their highways, gave Lytton importance, and, during the gold rush it came into its heyday. At mileage 95 the plateau begins to narrow. The Fraser turns northward, the Thompson points to the east. Following the water level, the Canadian Pacific parallels the Thompson River into a canyon noted for the colourful rocks and earth that line its sides. Across the river, at mileage 93.5, Botanie Crag, a green granite crest that overhangs the clear water, takes its name from a creek that enters here. The Painted Canyon, mileage 91, lives up to its name. Sagebrush, dwarf jack-pine, poplar and some bull-pine grow in this area. The rushing river at mileage 87.5 spills out through the aptly named gorge — "Jaws of Death" — the modern highway follows the route of the old Cariboo Road. At 84.6 the Nicoamen River is bridged by the railway which passes under the highway at 81.4. Drynoch is

The Thompson River near Spence's Bridge

NORTH BEND
CHAUMOX
KEEFERS
KANAKA
CISCO
LYTTON
GLADWIN
THOMPSON
DRYNOCH

SPENCE'S BRIDGE

TOKETIC

SPATSUM

BASQUE

ASHCROFT

SEMLIN

WALHACHIN

SAVONA

CHERRY CREEK

TRANQUILLE

The Thompson River

named for the seat of the Clan McLeod on the Island of Skye and the Canadian Pacific follows the river closely as the canyon widens into a gentler contour. Once known as Cook's Ferry — for obvious reasons, Spence's Bridge marks the junction with the Merritt Sub-Division, a line that runs southward to Brodie on the Canadian Pacific route through the southern rockies. The Nicola River is crossed at mileage 71 and the next station, Toketic, is well named, "Pretty Place". The locally prolific wild cotton gives its name to Spatsum. Pimainus Creek is bridged at mileage 67 and Pukaist Creek near mileage 65. Glossy Mountain, south of the track, rears bald contours to a peak of 6,500 feet, and the river narrows to squeeze through Black Canyon, mileage 52.5, in a roaring boil of hissing, foaming white against the rock formations. Ashcroft, named for the birthplace in England of a legendary early settler, was a gold-rush town. Today it is noted for the quality of its potatoes and tomatoes — a long way from the Cariboo days! Walhachin, once more euphoniously "Wallacheen", meaning "land of plenty", has a tragic history. Here was the scene of an early experiment in irrigation. A group of Englishmen watered an orchard and brought fine apples to bearing. Then the bugles of 1914 blew. They crossed the Atlantic to war — and none returned! A few trees, unkempt and untended, still bear lonely fruits. Savona got its name from an early Italian immigrant who operated a ferry across the western end of Kamloops Lake in 1861. As the Thompson widens into Kamloops Lake the countryside takes on a more domesticated pattern. Here is some of the finest ranching land in Canada — look for ranch and farm houses of sturdy, picturesque logs. Cherry Creek, named for the stream crossed near the station, serves this prosperous area. Between mileages 13.8 and 8.5 the train passes through six tunnels — five of them in a mile and a quarter — driven through the glacier-scarred rock. North, across the lake, at mileage 11, red-stained Battle Bluff was the scene of fierce Indian struggles years ago that are still recalled in tribal song and legend. Tranquille station, and the river crossed at mileage 6.5, take their names from an early Indian chief who was thus nicknamed by French traders because of his gentle disposition. History remembers better, though, James Huston's discovery of gold here in 1856 or '57 — the prime start of what developed into the Cariboo gold rush. Kamloops Lake narrows again and by mileage 4 has taken on the characteristics of a river. Historians are certain that David Thompson, the famous explorer and map-maker, never saw the river that is his flowing monument, and feel reasonably sure that he never knew that Simon Fraser had given it his name. Now, as the outskirts of Kamloops

are reached, from almost true north the waters of the North Thompson enter the Thompson which, from this point eastward, becomes the South Thompson. Kamloops, junction of the Shuswap and Thompson Sub-Divisions, has a population of 16,300. The city was founded as a Hudson's Bay Company post in 1812. Fort Thompson was built in 1813 by the North West Company and named for David Thompson, explorer of the Kootenay District and Columbia River — probably when Simon Fraser named the Thompson River. Today's name comes from the Indian "Kumeloops", meaning meeting of the waters. Cattle, forest products, canning, fruit and vegetable shipping and registered seed are the major local industries. Many lakes and streams in this district are well-stocked with game trout. You will see many irrigated farms and broad cattle ranches and this countryside also contains gold, copper and base metal mines.

Shuswap Sub-Division Between Kamloops Station and mileage 126 sites of prehistoric, semi-subterranean houses built by Indians have been discovered in the area that divides the track and the South Thompson River. Local historians offer no origin for the name Monte Creek, perhaps "three-card monte" was a popular pastime in railway construction days! Except for one 500-foot hump at Notch Hill, the line is fairly level for the next 80 miles with an average altitude of 1,160 feet. This is a prosperous mixed farming and fruit belt, more densely populated than any territory in western British Columbia. The Canadian Pacific transcontinental main line parallels the South Thompson River and the Ptarmigan Hills, to the south, though gentle in slope, begin to give promise of greater heights in the Monashee, Selkirk and Rocky Mountains ahead. Chase Creek is spanned at mileage 93.5. Squilax, "sheep" in the Indian tongue, is on the southern shore of Little Shuswap Lake which broadens, at mileage 84, into the western tip of Shuswap Lake itself. The big lake is credited with containing more varieties of trout and other game fish, including steel-head salmon trout and salmon from the Pacific than any other fresh water in British Columbia. The land slopes gently upwards to the north. Weaving between Mount Hilliam, Black and Squilax Mountains to the south and Notch Hill to the north, the line turns to parallel White Creek (north) between Carlin and Tappen, named respectively for a lumber operator and early contractor. The Salmon River is bridged at mileage 64.8. The Shuswap Lakes are the reservoir on which the South Thompson River, traced from Kamloops to Salmon Arm by the Canadian Pacific, draws heavily. They, and the river, important to the economy of British Columbia, are examples of the far-reaching effect of the North West Company. Simon Fraser discovered them early in the 19th Century. Salmon Arm, population 1,240, deals in dairy products, feed, poles, boxes, packing and lumber. Oddly-named Canoe is a farmers' exchange, warehousing and lumbering centre. Wild duck have made the lake — averaging a mile wide between Salmon Arm and Sicamous — a favourite feeding and breeding area. South of the track lies Larch Hills Provincial Forest. To the north Shuswap Lake, of which Salmon Arm, paralleling the line is the south side, is a three-sided rectangle almost surrounding Vella and Bastion Mountains behind which White Lake

Orchards like this earn British Columbia's apple reputation.

KAMLOOPS
MONTE CREEK
PRITCHARD
SHUSWAP
CHASE
SQUILAX
ELSON
NOTCH HILL
CARLIN
TAPPEN

SALMON ARM

CANOE

SICAMOUS

SOLSQUA

CAMBIE

MALAKWA

CRAIGELLACHIE

TAFT

THREE VALLEY

has a fabulous reputation amongst anglers. Sicamous, lake-head port for mail, is the junction with the Canadian Pacific Okanagan Sub-Division. The word means "places cut through". This is great duck country and the wild migrants become tame enough to paddle close for bread thrown on the quieter backwaters. At mileage 44.4 the main line crosses the eastern end of Shuswap Lake at Sicamous Narrows and starts its long, magnificently scenic climb towards the height of land, breasting the course of the twisting Eagle River which it will cross eleven times in 28 miles. The first crossing is made at mileage 43.8. Solsqua, Indian word for bear, may have been an apt choice of name once, but few have been seen recently. It is in scenery such as this that the Scenic Dome comes into its own. Watching eyes are rewarded on all sides. At mileage 40.4, 37.1 and 32.8, the Eagle is spanned again. Malakwa is Indian for mosquito — and fishermen in the local waters will understand its choice as a station name. Another crossing of the Eagle is made at 31.3. North of the track at Craigellachie (mileage 28.3) a simple cairn marks the spot where the "last spike", driven November 7, 1885, completed the world's first transcontinental railway. Here westbound and eastbound construction gangs met. The spike was a good, workable one — not silver or gold as some legends claim! Threading its way between the Hunter and Shuswap Ranges, the line crosses the Eagle three times between mileages 24.6 and 26.3. Near mileage 22, beautiful Kay Falls are seen, and, also to the south Mount Griffin (7,075′) of the Hunter Range. The Gold Range (7,000′) rise to the north. Three more bridges within the three miles between 18.5 and 15.4 complete the crossings of the Eagle. At obviously named Three Valley, Wap Creek flows from the south into Three Valley Lake. Snowsheds, encountered at mileage 13.5, are a reminder of railroading difficulties to be surmounted, and three short tunnels momentarily obstruct the view of Eagle Pass and Summit Lake between mileages 9.5 and 9. A lofty overhead bridge carries the highway above at mileage 8.6.

Automatic Block Signals

While the red, yellow and green lights that you see from the "Scenic Dome" are welcome because they add colour to the journey by day or night, they have more serious business to do. These are the lights of the Automatic Block Signal System — an intricate series of electrical sections called "blocks", into which the transcontinental main line is divided. Entrance of the train into each block is governed by the colour light signal which tells the engineman whether he may enter the block or if he must stop. More complicated than highway traffic signals, but governed by easily interpreted rules, block signals sometimes require two or more colour lights to convey their full meaning.

Under certain rules, for instance, a stop signal may command an absolute stop, requiring the train to stop and stay there. In some cases, it may be a "permissive" stop which allows the train to proceed in accordance with the rules after coming to a stop.

Red, yellow and green lights are used in modern signal practice; some lights flash on and off intermittently. In certain locations, semaphore signals are used and the position of the blade in daytime has the same meaning as the colour light signal.

Eagle Pass

The grassland areas that marked the western end of the Shuswap Sub-Division have gradually given way to Douglas fir, the inevitable lodge-pole pine and Ponderosa pine that are common to this country, variously described as the Fraser Uplands, or Fraser Plateau. Northeastward Mount Revelstoke commands the view and to the south are the Tonkawatla River, Mount Macpherson (7,962′) and Mount Begbie (8,956′). At mileage 1.7 the Canadian Pacific meets and crosses the mighty Columbia River. Of the Columbia River's 1,150 miles, the 459 miles in Canada drain an area of 40,000 square miles, serve the lumber industry and generate thousands of horsepower. From its source in the giant snow-dome that forms the Columbia Icefield, reached from Lake Louise station 86 miles to its south, this mighty stream has wound its way at varying speeds west and south in its search for the wide waters of the Pacific. David Thompson traced the Columbia from its source to its mouth. In 1807, he made his way to the Icefield via the Saskatchewan and in the following years explored the river, evading hostile Piegan Indians who had attacked Lewis and Clarke in 1805, to the point where the American expedition had struck the Columbia and followed it to its mouth. His is still the sole comprehensive survey of the entire river. Southward, the Columbia broadens into the Arrow Lake system, served for many years by that most romantic of all vessels, the "stern-wheeler", S.S. "Minto".

Revelstoke, population 3,600, is a lumbering centre and junction with the Arrow Lake, Mountain and Shuswap Sub-Divisions. Don't miss the station gardens, a bank of lovely flowers, and an exhibition Kiosk which is a key to the area. Mount Revelstoke summit is reached by car for a magnificent view of the Columbia Valley and the winter sports area famous amongst the ski fraternity for the championship jump.

Amherst — Baron Jeffery, Field Marshal (1717-97), Commander in Chief in North America 1758, Governor of Virginia 1763.
Brebeuf — (1593-1649), born in France, Jesuit Missionary to the Hurons, martyred by the Iroquois 1649.
Brule — Etienne, born end of 16th Century, reached Canada as a boy in 1608, accompanied Champlain 1615. In 1618, explored south through Pennsylvania to Chesapeake Bay. Died 1633.
By — John (1781-1836), military engineer, 1826 constructed Rideau Canal. Bytown (now Ottawa) named after him.
Champlain — Samuel de (1567-1635), first visit to America 1598, founded Quebec 1608.
du Lhut — or Duluth, Daniel G. (1640-1710), born in France, explored Sioux country 1681. Duluth, Minnesota, is named for him.
Fraser — Simon (1776-1862), born in New York, partner in North West Company, explored Fraser and Thompson Rivers.
Joliet — Louis (1645-1700), born in Quebec, co-discoverer with Marquette of the Mississippi.
LaSalle — Rene Robert Cavelier (1643-87), born in France, Seigneur of Lachine, explored Ohio River, Lake Michigan and Upper Illinois searching for China; reached Texas by sea.
La Verendrye — Pierre Gaultier de Varennes (1688-1749), born Three Rivers, Que., fur trader and explorer.
Macdonald — Sir John Alexander (1815-1891), born in Scotland, lawyer and statesman in Upper Canada, first Prime Minister of the Dominion, considered "Chief Architect of Confederation".
Marquette — (1637-75), born in France. 1666, Jesuit missionary to Canada, shared discovery of Mississippi with Joliet.
Nicolet — Jean (1598-1642), born in France, came to Canada 1618, explored Lake Michigan as far as Green Bay, senior official of Company of One Hundred Associates.
Radisson — Pierre Esprit (1636-1710), born in Paris, reached Canada 1651, explored Great Lakes, credited with foundation of Hudson's Bay Company.
Strathcona — Lord (1820-1914), Sir Donald Alexander Smith, born in Scotland, became resident governor of Hudson's Bay Co. in Canada; one of the founders of the Canadian Pacific Railway, later President of the Bank of Montreal and Canadian High Commissioner in Great Britain.
Thompson — David (1770-1857), 1808-9 explored Columbia River; 1816-26 surveyed Canada U.S. boundary.

Trail Riders, Alberta

Mountain Sub-Division Twenty feet in a mile doesn't seem like much of a climb, but by the time the 125.7 miles of this sub-division are complete the line will be 2,578 feet higher. Our guide eastward is the Illeciliwaet River, rushing headlong to the west as our powerful diesels take us eastward. A taste of the scenery to come is given by rocky Box Canyon (mileage 123). Greely Creek, named for the famous editor, is crossed at 118.8, Twin Butte marks the narrowing of the valley. At 113.4, Twin Butte Creek is spanned and, on the north side, bounded at the east by Woolsey Creek, sprawls Mount Revelstoke Park. The great Albert snowfield lies to the south. From mileage 109 can be seen the eastern slope of Albert Peak (10,008′). Between mileage 103 and 102 Albert Canyon, north and below the track, is a narrow 150-foot gorge through which the river has forced its way. The slow passage of the train gives you a good view of this fern-wreathed gully.

Glacier Park's boundary is crossed at mileage 95.5. Engineering problems that confronted the pioneers are indicated by the snow sheds and tunnels, mileage 94-96, and by the fact that 10 crossings of the Illeciliwaet River have to be made. Mount Green (8,870′) to the south is the western portal of the Valley of Flat Creek which opens a vista to the south at mileage 91. North and south from mileage 88 are Cougar Mountain and Ross Creek. Now the climb becomes sharper — 1,500 feet between Albert Canyon and Glacier, the station for Glacier National Park, 521 square miles in area. In this area sharp-eyed watchers may spot mountain goats and bighorn sheep just below the snow line and those with binoculars should scan the slides and burns for grizzly bear. To the south, midway between mileages 83.5 and 84.5, up the slope of Mount Abbott sturdy bridge piers show where the line once toiled up over Loop Brook to Rogers Pass.

South, as you approach Glacier, look up the valley ahead for the Illeciliwaet Glacier, outlet for the snowfield, as it forces its way between Perley Peak and Lookout Mountain, and Mount Sir Donald, its 10,818-foot tip piercing the blue sky. This whole area, with Mount Macdonald (9,492′) stolidly across the line, is a challenge to the senses with its magnificent panorama of peaks, precipices and glaciers. To avoid Mount Macdonald the first line was built through Rogers Pass, compelling a climb of 500 feet in five miles and needing, for its protection from slides, more than four and a half miles of snow sheds, some of which and the piers of old bridges can be seen to the north. In 1916, by the boring of the Connaught Tunnel, the climb was cut in half, the distance was shortened by four and a third miles and curves equal to seven circles were done away with. A mile of solid rock roofs the concrete Connaught Tunnel, five miles long, twenty-nine feet wide and twenty-one and a half feet high. Fresh air is forced through by giant ventilating fans at the western end. At mileage 80.2 the train emerges from the tunnel, high on the side of the valley of the Beaver River. Wide flats through which the river winds are filled with the skeletons of long-

REVELSTOKE
GREELY
TWIN BUTTE
ALBERT CANYON
GLACIER
STONEY CREEK
ROGERS
BEAVERMOUTH
DONALD
FORDE
MOBERLY

GOLDEN

LEANCHOIL

FIELD

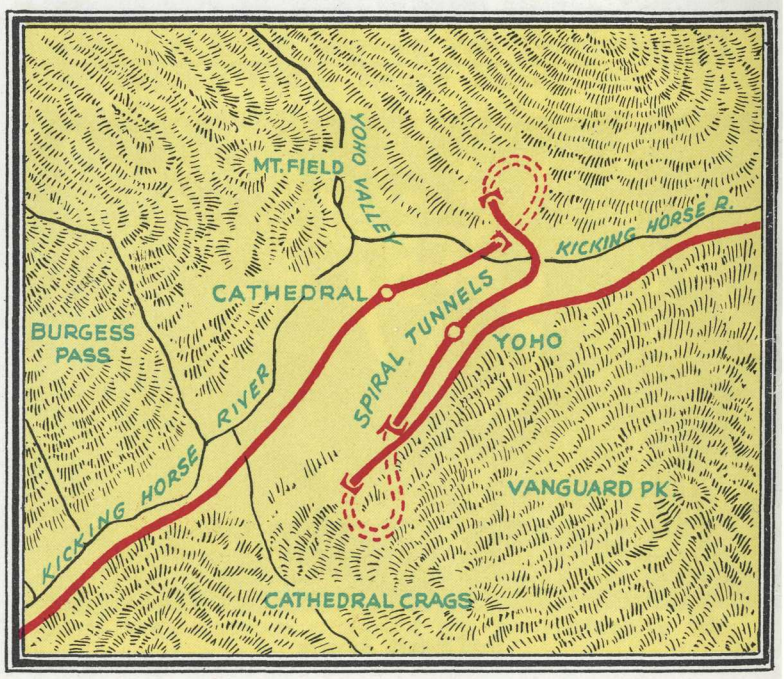
gone inundations to the south. North of the line steep, tree-covered slopes march down to the valley. Backwards to the north the old route through Rogers Pass may be traced. Camera fans who want pictures of the train should ready themselves at Stoney Creek station. East of the station Stoney Creek is crossed by an arch bridge, the western end of which is slightly curved to meet the contour of the land. The engineers probably never thought of it, but this location as the train crosses 270 feet above the foaming stream is ideal for photographers to snap the whole train on the curve. Between Stoney Creek and mileage 74 another interesting bridge spans Surprise Creek. No bigger at its greatest height than a pencilled line, this purling stream cuts its way through a gorge spanned by a truss bridge and foams, noisily and picturesquely to the river bed 170 feet below. Raspberry Creek is bridged at 73.7 and Mountain Creek three miles to the east. Mileage 70 marks the boundary of Glacier National Park.

The Selkirks are left behind, to the north is Mount Rogers (10,546′) and, at Rogers (67.8) named for Major Rogers, discoverer of the pass, the downhill run — 1,200 feet since Glacier — ends. Also to the north is Cupola Mountain, last peak in the Selkirk Mountains. At mileage 64.5 the Canadian Pacific transcontinental line crosses the Beaver River and at Beavermouth (63) meets the Columbia River, about to swing northward in the gigantic "Big Bend". The line parallels The Columbia for nearly 30 miles, travelling through a level country noted for large numbers of deer and moose. But it takes a keen observer to spot them through the heavy growth. The big river is crossed at mileage 52.5, a mile west of Donald, named for Sir Donald Smith (later Lord Strathcona), where the canyon is left behind. To the north is Willowbank Mountain. The Dogtooth Mountains, south of the track and the sharp spurs of the Van Horne Range to the north, give rise to a succession of fast-running, picturesque creeks and rivers, the largest of which is the Blaeberry which enters the Columbia at mileage 44.8. Look north between mileage 35 and Golden for the cluster of typically Swiss chalets — the village of Edelweiss — built by the Canadian Pacific for the Swiss guides who climb the Rockies with mountaineers.

The valley of the Columbia now is fairly broad, its lands fertile and well tended. Golden is the junction for the Lake Windermere Sub-Division which connects, through the Kootenay River valley, with the Canadian Pacific route through the southern Rockies. Now the grade really begins to steepen. Between Golden and Hector, a little over 46 miles, the altitude changes from 2,583 feet to 5,213 feet, an average of more than 57 feet per mile. Southward lies the Kootenay River, to the north, at mileage 35, is Moberly Peak (7,731′). At mileage 31.7, 500 feet above the Canadian Pacific main line is the Trans-Canada highway, looking as if it were built on stilts. Near mileage 30 scan the south wall of the lower Kicking Horse Canyon which we share with the river that gives it its name, for "The Old Man of the Mountain", a quirk of nature's sculpture. Between mileages 33 and 21.4 the line crosses the Kicking Horse five times. It is crossed itself by the highway at mileage 26.5. Foaming and churning, the river speeds endlessly past, headed west. Mileage 19.2 marks the boundary of Yoho National Park.

The Beaverfoot Range (9,000′) is skirted for several miles, and, at mileage 15.3 the track turns sharply. Southward, near mileage 13, look south for Mount Vaux (10,891′) and beyond this peak to the glacier between Mounts Allan and Hanbury. North and south the flanking ranges now are the Van Horne and the Ottertail, followed by Mount Duchesnay, (9,602′) and Mount Dennis (8,336′) on the south. To the north sweeps a broad, divided valley formed by Otterhead Creek and the Amiskwi River. Ever-present, the lodge-pole pine climbs to timber-line, with here and there on the lower slopes, stands of poplar, marked at grazing level by the teeth of countless winter-feeding elk. The Kicking Horse River is north of the track, less hurried, briefly, while it meanders through the widened valley in which Field nestles. Field, in Yoho National Park, junction of the Mountain and Laggan Sub-Divisions, is also the junction of the Mountain and Pacific Time Zones. Eastbound travellers advance their watches one hour. Bears are sometimes seen near railway stations in the mountains. No matter how pathetically they look at you, don't yield to temptation and feed them. They are as tame as any wild animal accustomed to human beings can be, but they have no manners and do not know how sharp a supplicatory paw can be. Also, there is a heavy fine imposed for feeding wild animals — this is for your own protection. Take all the pictures you like — from a reasonable distance. Across the river, well-engineered motor roads lead up the scenic Yoho Valley to Takakkaw Falls and westward past the "Natural Bridge", bored through solid rock by the Kicking Horse River, then north through the valley of the Emerald River to Emerald Lake, site of the Canadian Pacific resort, Emerald Lake Chalet.

Map of the Spiral Tunnels



Sure-footed bighorn sheep

Laggan Sub-Division A long shoulder of Mount Stephen juts into the valley on the south, the highway bridge points due north as it spiders its way across the washed pebble-strewn flats, the diesels brace themselves for their climb across the backbone of Canada, and across the lazy river as your train gently gathers strength the highway ambles off to the Yoho Valley. At mileage 133.6, in sharp contrast with the sylvan scene a base metals concentrator high up the cliff processed lead and zinc from shafts nearby, and, across the river, in Mount Field. Ahead lies the thrill of climbing 1,260 feet in less than an hour by means of the most ingenious railroad feat in North America, the Spiral Tunnels. As first constructed in 1882-83, the line between Field and Hector climbed laboriously up the heavy grade, parts of which now form the highway crossed by today's line, which was relocated 1907-08 when the Spiral Tunnels were driven through the solid rock. The upper spiral tunnel, for the statistically minded, is 3,255′ long, its curvature is 288 degrees; the lower, 2,922′, its curvature is 226 degrees and it emerges 50.4′ above its entrance. To the north Mount Field (8,655′) and Mount Wapta (9,116′) guard the entrance to Yoho Valley. Beyond them are Burgess Pass and Mount Burgess (8,473′). The Kicking Horse River parallels the line.

Northward is the Yoho Valley. Near mileage 133 upward to the south can be seen the exits of the upper tunnel and at mileage 131.3 the lower tunnel is entered. A thousand yards later and 50 feet higher you can look down, north, on the track you have just climbed. As you climb westward the Kicking Horse is crossed at mileage 130.6 and at 129.7 the second tunnel is entered. Three-fifths of a mile later and almost completely turned around the train leaves the tunnel at mileage 129.1, 55′7″ higher up Cathedral Mountain (10,464′) and heads east again. Now, to the north, the Yoho Valley is seen, and between mileages 127.5 and 127, northward and down can be seen the adit and exit of the lower tunnel. From mileage 126 Mount Ogden and the Yoho Valley on the north balance the southward views of Cathedral Crag (10,081′) and Vanguard Peak. Paget Peak (8,417′) and Mount Bosworth (9,093′) farther north, and Wapta Lake, reservoir of the Kicking Horse River, beside the line reflect Hector Station, named for Sir James Hector, surgeon and geologist on the Palliser Expedition. In the next 2.8 miles the line climbs 119 feet to reach the highest railway altitude in Canada, 5,332 feet — a mile and 52 feet! Southward stand Pope's Peak and Narao Peak, Summit and Sink Lakes to the north mark the eastern end of the Kicking Horse Pass. Seventy-three yards east of Stephen station is the Continental Divide, which also marks the boundary of Yoho and Banff National Parks. Watch, south of the track, for a rustic sign, "The Great Divide", which marks the boundary between Alberta and British Columbia, the peak of the watershed. Beneath this sign a small brook becomes two smaller streams that find their way, westward to the Kicking Horse River, the Columbia and the Pacific; eastward to the Bow River and eventually Hudson's Bay and the Atlantic. Nearby mountains, south, are Mount Niblock (9,764′), Mount St. Piran (8,691′) and The Beehive, round which the line curves northward to the broad Bow Valley and Lake Louise station.

From Lake Louise station motor roads lead: to Chateau Lake Louise a thousand feet higher; Moraine Lake Lodge in the Valley of the Ten Peaks; the Columbia Icefield eighty-five miles to the north where the Athabaska, Dome and Saskatchewan Glaciers combine to form 150 square miles of ice; Lake Wapta Lodge; Yoho Valley Lodge; Emerald Lake Chalet and Field.

The Chateau, on the shore of the glacial lake for which it is named turns its sun-drenched wings to one of the world's most beautiful scenic spots, the Victoria Glacier. Its deeply wooded mountain trails are favourites with riders. There is boating on the lake, outdoor swimming in a sheltered, warmed pool and many miles of Alpine flower trails around the lake and surrounding hillsides for nature lovers. The magnificent Victoria Glacier, overhanging Lake Louise — first sight to greet visitors to the Chateau, sheds its waters into the Lake and through Louise Creek, to the Bow River just east of Lake Louise Station. South of the line, from Lake Louise to mileage 112 Mount Victoria (11,365′), Mount Aberdeen (10,340′), Fairview, Haddo (10,073′), Sheol (9,118′) and Saddle Mountain; to the north are Ptarmigan Peak (10,070′), Redoubt Mountain (9,520′) and Protection Mountain. Tallest of all, four miles to the south, is Mount Temple (11,636′). The cluster of mountains surrounding the Valley of the Ten Peaks includes the ten Wenkchemna Peaks, snow-covered Mount Babel (10,175′), Quadra (10,410′) and Bident (10,109′). Between these monsters and Storm Mountain, to the south at mileage 106, whose 10,372 foot peak usually lives up to its name, the water's edge to the north should be scanned closely for beaver lodges and other signs of the wild life with which Banff National Park is lavishly supplied. North of the track, east of mileage 102, for eight miles the

BANFF

CANMORE

EXSHAW

KANANASKIS

SEEBE

OZADA

MORLEY

RADNOR

COCHRANE

GLENBOW

BEARSPAW

ROBERTSON

scene is dominated by Mount Eisenhower. Formerly known as Castle Mountain, this tremendous formation, battlemented like a medieval castle, was renamed to honour General of the Army Dwight D. Eisenhower, brilliant Supreme Commander of the Allied Forces in Europe, six years before his election to the Presidency of the United States. Copper Mountain, south of the track just beyond the eastern outpost of Mount Eisenhower, points north to the junction of Johnston Creek with the Bow River. Between this canyon-bound stream and Redearth Creek to the south Mount Ishbel on the north and Pilot Mountain directly south of mileage 93 mark the narrowing of Bow Pass. Now the downward, eastward, flow of the rivers is emphasized.

Mount Massive (9,790′) and Mount Bourgeau (9,615′) farther south are balanced to the north by Mount Edith and between mileage .84 and 83, the huge cave known as "Hole in the Wall" high up the mountainside. In the meadows that flank the track between Lake Louise and Banff elk and deer frequently browse and occasionally a bear — sometimes with her cubs — may be seen begging for "handouts" on the highway north of the track. Near mileage 88 to the north are the Vermilion Lakes, feeding grounds for moose and beaver and beyond them Mount Norquay. To the south the Bourgeau Range and Sulphur Mountain loom, and, near mileage 82, a mile south can be seen the turrets of Banff Springs Hotel.

Banff which has a winter population of 2,525 swells to 8,000 in the summer. Headquarters of the national park are located here, a detachment of the Royal Canadian Mounted Police, hospital, movie theatre. Hotels, boarding houses and tourist bungalows cater to thousands of visitors every year. Beyond the town, where the Spray and Bow Rivers meet between the 1st tee and fairway of the championship golf course, the valleys enclosed by Sulphur, Rundle and Tunnel Mountains are dominated by Banff Springs Hotel — built of stone quarried locally — massive and hospitable as a baronial castle in Scotland. This Canadian Pacific resort, one of the holiday wonders of the world, fits the keynote of gracious living into the outdoor symphony of cascades, rapids, mountain trails and scenic grandeur played by the Canadian Rockies. Natural sulphur springs provide medicinal bathing; buses and cars, mountain ponies and bicycles are available for sightseeing. Scenic chair-lifts on nearby peaks open incredible vistas. The Alpine Club of Canada maintains a headquarters on the slope of Sulphur Mountain and The Trail Riders and Trail Hikers of the Canadian Rockies, both with international membership rosters, at Banff Springs Hotel.

Banff School of Fine Arts, an extension of the University of Alberta, opens from mid-June to mid-August each year a summer school of art, drama, handicrafts and music, culminating in an annual festival. Make a note now, if you're going right through this time, to come back to Banff for a visit. In winter and spring the skiing is unexcelled, too. North of the track, in the shadow of Cascade Mountain, the National Parks Department maintains a paddock for buffalo, rocky mountain goats and bighorn sheep. Here too, is the permanent summer camp of the Royal Canadian Army Cadet Corps. To the south Tunnel Mountain hides the Bow River from view. Cascade Creek, named for the 9,836 foot mountain, is bridged and to the south peculiar sandstone formations known as "Hoodoos" march with the track. Mount Rundle (9,675′) named for an early missionary, to the south, points its razor crest eastward. North of the track Inglismaldie (9,725′), Girouard (9,825′) and Peechee (9,625′) rear their heads. Carrot Creek, bridged near mileage 72, flows from the Fairholme Mountains to the north. Near mileage 71, north of the line, the eastern boundary of Banff National Park is marked by a gateway on the highway. In the 2,500 square miles of the park, all living things — birds, animals, wild flowers and trees, are protected by the Government of Canada, and many travellers, delighted with the sight of "tame" wild animals from passing trains, have blessed the wise statesmen who marked out this great sanctuary. As a tribute to the conservationists, the Canadian Pacific selected names of national and provincial parks to designate 18 Scenic Dome Lounge Sleeper cars in its transcontinental service. A favourite with photographers, the triple-peaked mountain, "Three Sisters", stands south of mileage 63. Canmore, named for Malcolm Canmore, early Scottish king, has a population of 1,400. Its major industry is coal mining. The Bow River is forced into a bend by a shoulder, north of the track, known as The Gap. This geological formation is a shoulder of the Fairholme Mountains and on its slopes, near mileage 62, sharp eyes may detect bighorn sheep. Now the river slows its headlong speed as it widens into Lac des Arcs, frequented by Canada geese and mallard in their seasons.

Kananaskis, named by Captain Palliser for a legendary Indian, produces lime products. The Bow River is crossed at mileage 53.1 and at Seebe — Indian word for "river" — are the Kananaskis and Horseshoe dams and power plants. Ozada, an Indian word meaning "forks of the river" well describes the confluence of the Bow and Kananaskis rivers at that point. Morley, with a population of 30 whites and 700 Indians, is headquarters of the Stoney Indian Reservation. Its Indian School, with an average of 60 in attendance, has a staff of 10. Traditional designs in leather, bead and quilt work are a specialty of the Stoneys, who take part each year in Banff's "Indian Days", at which, in addition to outdoor demonstrations of dances, riding, roping, etc., the lovely work is shown in competition for prizes. Radnor, site of the Ghost Dam, was named for Wilma, daughter of the Earl of Radnor, and wife of Lord Lathom. At mileage 25.7 the Bow River, which has paralleled the line on the north side for 28 miles, crosses to the south. With the high mountains receding, the land has taken on the rolling aspect of foothill country and Cochrane,

mileage 22.8, serves a mixed ranching and farming community that extends eastward. The Bow Valley, born in the grandeur of the mountains, has become a wide depression, barely defined in the general eastward slope and the Bow River is crossed again at mileage 7.7, to lose itself from view in the outskirts of Calgary, junction of the Laggan and Brooks Sub-Divisions on the main transcontinental line.

Brooks Sub-Division Calgary, founded as a North West Mounted Police post called Fort Brisebois in 1875, became Fort Calgary later in honour of Calgary on the Isle of Mull. Its location at the confluence of the Elbow River and Nose Creek with the important Bow River, was a natural one. For years its principal interest was the surrounding cattle ranching, greatly accentuated by the advent of the railway. Later, discovery of the Turner Valley oilfields and the more recent "strikes" to the north, gave the city of 274,500 great importance to the oil industry. "Cowtown" traditions are kept alive by the annual "Calgary Stampede" when the whole city decks itself in "chaps", sombreros and spurs to celebrate the riding, "bronco-busting" and chuck-waggon races in which famous riders, men and women, compete. The Canadian Pacific hotel, named for Captain Palliser, pinpoints downtown Calgary. Industries include: oil-drilling specialties; meat products; sash and doors; structural steel; castings; fertilizers and chemicals; concrete blocks; pre-fabricated buildings; leather; oil-refining; cereals; sheet metal; paper products; pipe castings and explosives. Dinosaur Park on St. George's Island is notable for life-size models of pre-historic animals found in the region. The city stands 3,438 feet above sea level. From Calgary, Canadian Pacific passenger services connect with Edmonton, terminus of the northern trans-prairie line, and Fort MacLeod, junction with the Crowsnest-Coquihalla route through the southern Rockies. Now begins the long, gradual descent to sea level, so gradual that it is imperceptible. Ogden, its principal industry the "Ogden Shops" of the Canadian Pacific, marks the eastern fringe of the variously, according to stages of history, and affectionately named "Cowtown", "Foothills City" and "Oil City". Shepard is the junction with the Strathmore Sub-Division. For a few miles yet occasional cowboys may be seen, but, generally, stock-ranching now gives way to agriculture — to highly specialized irrigation farming. Near the junction of the Third Prairie Plain with the foothills of the Rocky Mountain System, the land contours here are more sharply marked than on the central and eastern prairies. Valleys are deeper and wider, rivers flow at greater speeds and still have some evidence of the glacial silt they carry from the moraines that clog their icy sources. Climatic conditions are affected by the proximity of the, crags and peaks to the west and "The Chinook" a wind that seems almost fabulous to non-residents, in the winter frequently raises temperatures from sub-zero readings to thaws in a matter of minutes. Often spoken of in this country, but never photographed, was the sleigh equipped with runners in the front and wheels at the rear, with which

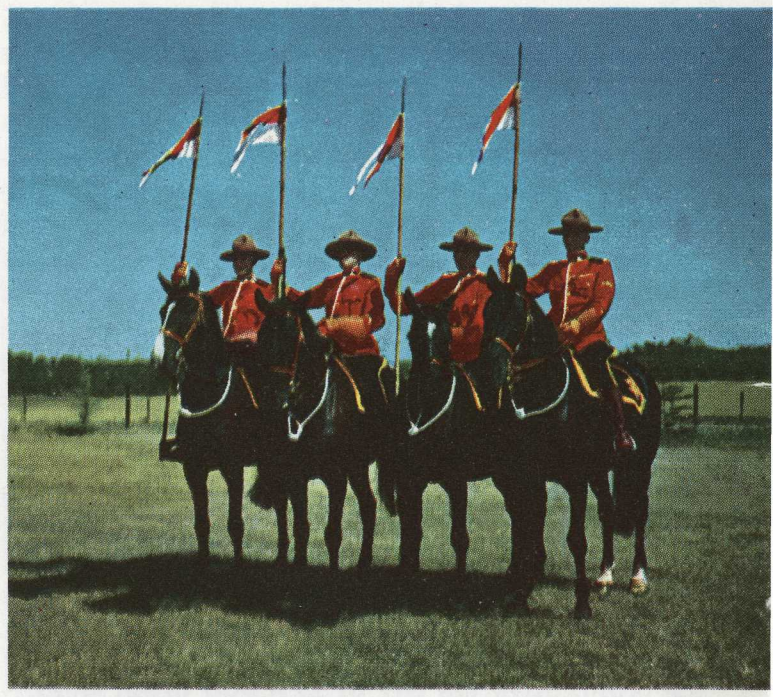
Chuck-waggon race

farmers outran the following Chinook! Ranching in this area had its start in 1874 with the importation of range cattle from the United States. In 1882 government regulations allowed the leasing of tracts up to 100,000 acres and for the next 20 years the industry expanded. At the turn of the century the historical pattern of agricultural settlement asserted itself and larger ranches began to disappear with the encroachment of farmlands on the ranges. Today average ranches are of about 2,000 acres owned by the rancher and 8,000 acres of provincial land under lease. The first irrigation ditch recorded was dug in 1879 and seven years later 79,000 acres were under irrigation. More than 10 times that area is now irrigated in Alberta alone. Canadian Pacific irrigation work started in 1906 and the company, which pioneered the Eastern and Western Irrigation Districts, had spent more than $25,000,000 by 1917 when the districts were formed. Indus, mileage 158.8, was named for the great river that irrigates once arid areas of Western Pakistan. Gleichen, a flour milling point, serves an area with 12,000 irrigated acres and is headquarters of the Blackfoot Reserve. Near mileage 122, the track crosses a tributary of the Bow River. Cluny was the name of an Indian chief. Crowfoot, too, commemorates a famous chief of the Blackfoot tribe, who with the Sarcees, Bloods and Piegans were early inhabitants of these plains. Bassano, junction of the Irricana and Bassano Sub-Divisions, named for an Italian construction engineer, has 1,000 acres of irrigated farm lands. At mileage 96.6 the line crosses a canal of the Canadian Pacific Railway irrigation district established to aid farmers. Lord Lathom, director of an early ranching company, is remembered at the next station. At mileage 87.6 lakes break the landscape to the north and at 76, to the south. At Cassils, where 4,200 acres are irrigated, the Cassils Sub-Division starts. Brooks, population 2,820, is headquarters of the Eastern

CALGARY
OGDEN
SHEPARD
INDUS
DALEMEAD
CARSELAND
STRANGMUIR
GLEICHEN
CLUNY
CROWFOOT
BASSANO
LATHOM
CASSILS
BROOKS
TILLEY
ALDERSON
SUFFIELD
BOWELL
REDCLIFF

MEDICINE HAT
DUNMORE
PASHLEY
IRVINE
WALSH
HATTON
KINCORTH
MAPLE CREEK
CARDELL
CROSS
PIAPOT
SIDEWOOD
TOMPKINS
CARMICHAEL
GULL LAKE
ANTELOPE
WEBB
BEVERLEY
SWIFT CURRENT
AIKINS
WALDECK
RUSH LAKE
HERBERT
MORSE
ERNFOLD
UREN
CHAPLIN
SECRETAN
PARKBEG
MORTLACH
CARON
BOHARM

Irrigation District which supervises 167,000 acres watered from the Bow River. Its industries include canning, commercial fishing and seed. Pheasant and duck are hunted in the area. Sir Leonard Tilley, early statesman, lends his name to a grain shipping point with 25,000 irrigated acres at mileage 53.4. Alderson bears the name of a commander of Canadian troops in 1915-16. At Suffield, where the Suffield Sub-Division branches, there is a Defence Research Board experimental station. One of the many irrigation canals that supply this thirsty area is bridged at mileage 19.5. Bowell commemorates an early Canadian statesman and Redcliff, its name set by the colour of the nearby river bank, with a population of 2,230 makes glass, chinaware, and bricks. The 1,000-foot wide Saskatchewan River is spanned at mileage 0.3. In the 175.8 miles between Calgary and Medicine Hat, junction of the Brooks and Maple Creek Sub-Divisions, the Canadian Pacific main line has been lowered by 1,257 feet.



"Mounties" train at Regina

Maple Creek Sub-Division Medicine Hat, population 23,650, claims natural gas, chinaware, clay products, porcelain, brick and tile, concrete, fertilizer, and flour milling amongst its activities. Here the Maple Creek and Brooks Sub-Divisions join and a line branches south for the Canadian Pacific route via Fort MacLeod through the southern Rockies, the Crowsnest Pass and Coquihalla Canyon. Originally called Saamis — Indian for the tepee of a medicine man — Medicine Hat is built on the southern terraces of the South Saskatchewan River at its junction with Ross and Seven Persons Creeks. Industries, homes and a number of large greenhouses are heated by natural gas. At mileage 146.2 Seven Persons Creek is crossed. This river owes its somewhat peculiar name to an Indian fight farther south in which seven Blackfoot warriors were killed by warring Assiniboines. Between Irvine, named for Colonel Irvine of the Royal North West Mounted Police, and Mackay Creek, mileage 115.7, four creeks are spanned. Ross Creek flows south of Irvine, where the creek is bridged. Walsh, mileage 115.2, is the last station in Alberta, the boundary with Saskatchewan coming midway between it and Hatton, Sask., junction with the Hatton Sub-Division. Box Elder Creek is crossed at mileage 112. Maple Creek, grain shipping point for the surrounding territory, takes its name from the river spanned by the Canadian Pacific main line at mileage 84.9. At Hay Lake, 80.4, and an unnamed lake at mileage 75.5 wild fowl are frequently spotted. Piapot on the eastern slope of the long, shallow bowl of which Medicine Hat is the low point, commemorates an Indian chief of the 1880's. South of mileage 59 a lake enlivens the scene, as do two others north of Sidewood. Between mileages 39-38 Whitegull Lake parallels the line and near Gull Lake station the Gull and Antelope Rivers are crossed. North of the line, between Webb and Beverley, Gander and Goose Lakes, a few miles apart, attest the migration of the great Canada Geese every spring and fall. Antelope is named for the river crossed at mileage 29. The trans-continental line now passes through the "Dry Belt", rendered, as you have seen, considerably less arid by irrigation projects and the advancing techniques of modern farming. At Swift Current the Maple Creek and Swift Current Sub-Divisions join.

Swift Current Sub-Division Swift Current, population 12,000, altitude 2,432 feet, handles grain creamery products, tanning and castings. The city's tree-lined streets and parks are in direct contrast to the dry surrounding hills which lend themselves to the study of soil and crop problems of semi-arid areas, carried out at the Dominion Agricultural Experimental Station. Saskatchewan's 252,700 square miles, extending northward to the 60th parallel of latitude, enclose many different types of country. From the central part of the province northward, a land of lakes and forests forms ideal holiday country. In the Saskatchewan River delta muskrat is especially plentiful. There, other fur-bearing animals are mink, weasel, squirrel and beaver. The northern area is a range for barren land caribou, deer, elk, moose and antelope — all carefully protected by closed seasons and hunting regulations. Ducks breed in the northern country, too. Lumbering is carried on in the Porcupine and Pasquia Hills regions and the Torch River area. The Alkali lakes seen from time to time through southern Saskatchewan yield sodium sulphate for paper mills in Ontario and Quebec and the copper-nickel refineries at Sudbury, Ont. At mileage 109.5, a 130-foot bridge takes the train across Swift Current Creek, a tributary of the South Saskatchewan River, which parallels the track to the north as far as mileage 99. The sloughs of Saskatchewan are of immense interest to wild life conservationists and hunters, as they serve as feeding and breeding places for green-neck mallard, black duck, pintail, canvas back, widgeon, teal. Also seen in this part of the country are the California gull and Franklin's gull, prairie chicken, sharp-tailed grouse, Hungarian partridge, snipe, ptarmigan. A local slough, Death Lake, by a combination of the French "mort" and

Indian "lach" names the station, Mortlach. Caron gets its name from a former Canadian Minister of Militia, Sir Adolphe C. Caron. It is another grain shipping point. Boharm, named for Lord Strathcona's home in Scotland, with an altitude of 1,802 feet above sea level, shows that the long slope to the east continues steady, but subscribers to the theory that the prairies are flat are in for an awakening in the miles ahead. Moose Jaw, junction of the Swift Current and Indian Head Sub-Divisions, sets a halt to the downgrade.

Indian Head Sub-Division Moose Jaw, population 33,500, junction of the Swift Current and Indian Head sub-divisions, is Saskatchewan's third largest city. At the confluence of Moose Jaw River and Thunder Creek, Moose Jaw flouts the prairie tradition with the lake for boating and swimming you see just south of the track. The city busies itself with elevators and milling, cold storage, meat products, oil refining, insulation, dairy products, machinery, furs and hides, sash and doors, bags, blankets, seeds, rubber products and a number of smaller industries. The location was first chosen by Captain Palliser in September, 1857, the first settlers arriving in the spring of 1882 a few months before the Canadian Pacific line was built. The city's water supply is brought 12 miles by canal from Buffalo Pound Lake. Moose Jaw's 16 parks total 256 acres. Pasqua, the Indian word for Prairie, is the junction of the transcontinental main line with The Soo Line connection with Minneapolis, St. Paul and Chicago. Regina, population 111,400, originally enjoyed the name of "Pile of Bones", a translation of "Wascana" which still applies to attractive Wascana Lake within the city limits. Capital of Saskatchewan and seat of the Provincial Legislature which, like the Canadian Pacific Hotel Saskatchewan, stands high above the town as a landmark for miles across the prairie, Regina is the training headquarters of the Royal Canadian Mounted Police and the original headquarters of the force which was first known as the North West Mounted Police.

The "Head End"

It takes power with a capital "P" to pull The Canadian and The Dominion eastward and westward across Canada by Canadian Pacific. At the "head end" of each train as many diesel units as needed generate thousands of horsepower to pull the train, light it, supply the kitchens with cooking heat and operate the air-conditioning.

Known as "A" units, the "1400 series", have cabs for the engineman, fireman and head end brakeman. "B" units, "1900 series", are coupled as needed for additional power. Each develops 1,750 h.p., consumes 1,500 gallons every 1,000 miles and is re-fueled every 450 miles. Average top speed is 89 m.p.h., average weight 129 tons. "A's" are 54' 8", "B's" 50 feet long and cost $250,000. Each has a steam generator for train heating.

In case you haven't a sub-teen boy to explain it more scientifically, a diesel-locomotive, by generating its own electricity, has all the advantages of an electric locomotive independent of a stationary power distributing system. It converts mechanical energy to electrical energy which is reconverted by motors and driving wheels to the mechanical energy that moves the train at the engineman's command.

Choice of the present name was made by Lt.-Gov. Dewdney in honour of Queen Victoria, when the city was chosen as capital of the Northwest Territories. Meat packing, brewing, oil refining, tanning, wood working, metal manufacturing, milk products, tanks, agricultural implements, sand and gravel are amongst Regina's industries. The original chapel of the North West Mounted Police, training establishment barracks in use today and Regina Fair Grounds are visible from the train.

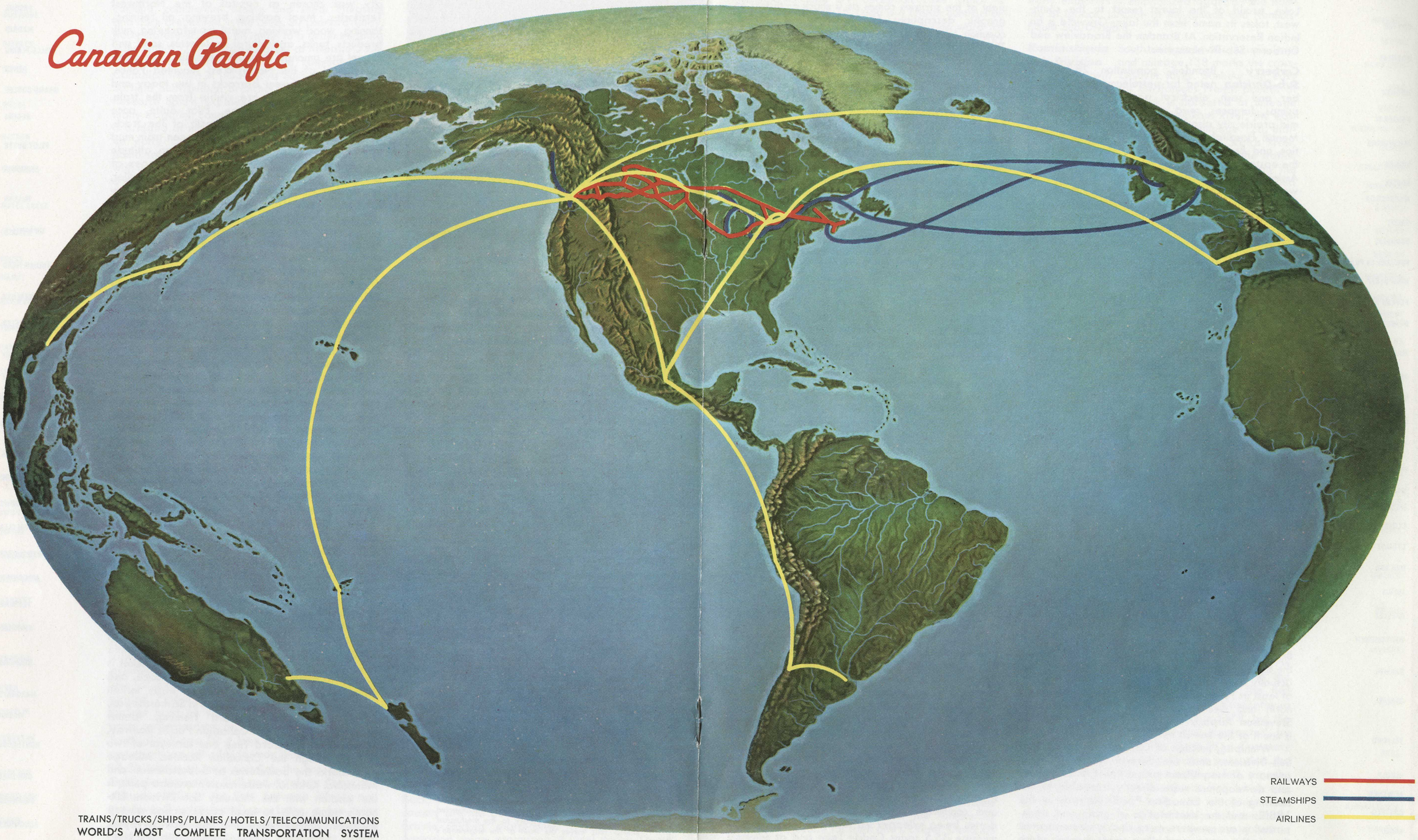
The next station name, Pilot Butte, once you note the low elevation north of the track, becomes obvious—many an ox-waggon train must have used it for a landmark. To McLean, altitude 2,294, goes the distinction of being the apex of the prairies. It forms the "hump" referred to earlier, the downward progression being practically constant to Lydiatt, Man., the theoretical eastern limit of the prairie belt. History does not seem to record who called who when Qu'Appelle was named. Indian Head, population 1,740 has a forest nursery station, experimental farm and entomological laboratory. This country forms part of "Palliser's Triangle", an area surveyed by Captain John Palliser for the Colonial Office of Great Britain, 1857-60. His expeditions took him from Lake Superior to beyond the Canadian Rockies. Actually, the triangle was a five-sided, irregular area, the southern part, which the Canadian Pacific traverses, being classified as "arid". Look at it today! Thanks to later reports, which stressed the summer rainfall, cereal experiments were made and the prairies came into their own as a great wheatland. Plant breeders, under the direction of the Department of Agriculture, developed rust-resistant, quick-ripening "hard" wheat today grown on 25,000,000 acres. Attractively named Summerberry takes for its title a local synonym for the Saskatoon Berry and botanically minded travellers may expect to see in this part of the prairies, aspen, black poplar, high bush cranberry, dogwood and some bur oak. Flowering plants include plains cinquefoil, anemone, milk vetch, baneberry, sweet and golden peas. Oakshela, Indian for "child", shows the geographic trend, with an altitude of 1,959 feet. Broadview is the junction of the Indian Head and Broadview Sub-Divisions.

Broadview Sub-Division Another time zone is entered at Broadview. Here eastbound travellers, leaving the Mountain Time Zone, set watches ahead one hour to Central Standard Time. Wapella is an Indian word for "white snow", Red Jacket is thought to commemorate the Mounted Police, and Moosomin takes its name from an early Indian chief. Fleming, easternmost station in Saskatchewan, commemorates Sir Sandford Fleming, former engineer-in-chief of the Canadian Pacific Railway, originator of Standard Time and surveyor of two passes through the Canadian Rockies. Mileage 74.7 marks the boundaries of Saskatchewan and Manitoba. Kirkella, westernmost Manitoba point, is the junction with the McAuley Sub-Division. Elkhorn's name calls to local minds a find of top specimen antlers when the line was surveyed. Virden, population 2,680, junction with the Neudorf Sub-Division and centre for flour, feed and

(Continued on page 18)

MOOSE JAW
PASQUA
MADRID
BELLE PLAINE
PENSE
GRAND COULEE
REGINA
PILOT BUTTE
BALGONIE
McLEAN
QU'APPELLE
INDIAN HEAD
SINTALUTA
WOLSELEY
SUMMERBERRY
GRENFELL
OAKSHELA
BROADVIEW
PERCIVAL
WHITEWOOD
BURROWS
WAPELLA
RED JACKET
MOOSOMIN
FLEMING
KIRKELLA
ELKHORN
HARGRAVE
VIRDEN
ROUTLEDGE
OAK LAKE
GRISWOLD
ALEXANDER
KEMNAY

Canadian Pacific



TRAINS/TRUCKS/SHIPS/PLANES/HOTELS/TELECOMMUNICATIONS
WORLD'S MOST COMPLETE TRANSPORTATION SYSTEM

BRANDON
CHATER
DOUGLAS
HUGHES
CARBERRY
MELBOURNE
SIDNEY
AUSTIN
MACGREGOR
BAGOT
BURNSIDE
PORTAGE LA PRAIRIE
HIGH BLUFF
POPLAR POINT
REABURN
MARQUETTE
MEADOWS
ROSSER
BERGEN
WINNIPEG
NORTH TRANSCONA
OAKBANK
HAZELRIDGE
CLOVERLEAF
LYDIATT
MOLSON
JULIUS
SHELLEY
WHITEMOUTH
DARWIN
RENNIE
TELFORD
INGOLF
LOWTHER
BUSTEED
LACLU
KEEWATIN

dairy products, boasts oil wells between mileages 48-47, derricks stand north of the track. Oak Lake, proud of the tourist resort to the south-west, takes its name from the lake; Griswold is an Indian Reservation. At Brandon the Broadview and Carberry Sub-Divisions meet.

Carberry Sub-Division Brandon, population 28,100, is noted for petroleum products, lumber and sash, electrical goods, brick, wooden pumps, furnaces, seed and dairy products. This mid-prairie city also houses an Experimental Farm, Mental Hospital, Indian School, Provincial Exhibition and Brandon College. At mileage 131.3, on the eastern outskirts of the city, the line crosses the Assiniboine River, significant to the history of western exploration of Canada and the United States by early French and Canadian expeditions. Douglas, its roads sometimes martial in appearance, is close to Shilo Military Camp. Hughes is named for General Sir Sam Hughes, Canada's Minister of Militia, 1914-18. MacGregor, junction with the Varcoe Sub-Division, was named for the doctor with Governor-General The Marquess of Lorne on an early visit. Portage la Prairie, population 12,350, junction with the Minnedosa Sub-Division, a marketing, manufacturing and dairy centre, owed its first settlement to Pierre Gaultier de Varennes, Sieur de la Verendrye, Canadian-born explorer who, with his sons Jean, Pierre, Louis and Francois, established Fort la Reine there in 1731, the first white men to reach the prairies. Paddling from Montreal by way of the Ottawa, Lake Huron, Lake Superior, Pigeon River (west of Fort William), the Lake of the Woods, the Red and Assiniboine rivers, they discovered that only 15 miles separated the new fort from Lake Manitoba and established the portage which opened a route via Lake Winnipeg and the Hayes or Nelson Rivers to Hudson Bay. Further explorations from this base included the Saskatchewan River and, south and west, to the Missouri River.

After their father's death, Pierre and Louis became the first white men to see the Rocky Mountains, probably somewhere in Wyoming. Pierre, North Dakota, named for the explorer, was the spot selected by him for the burial of a memento, which was unearthed in 1913. South of the line, the Assiniboine River which bore the canoes of the traders and, later, the York boats of Hudson's Bay Company factors, parallels the railway from Brandon to Winnipeg. Ox-waggon trails across the trackless prairie in the early 19th Century may actually have traced the rail's path from Winnipeg at least as far as Portage la Prairie before slanting north and west towards the fur country. Busy Stevenson Airport, Winnipeg's international field is south of the line at mileage 5.7.

Winnipeg, junction of Carberry and Keewatin Sub-Divisions, ends the Second Prairie Plain, a granary of magnificent proportions! Its settlement and development were directly traceable to the building of the Canadian Pacific Railway in the 1880's and the interrelation of grain and transportation are nowhere more clearly demonstrated than in the great marshalling yards through which transcontinental trains all pass west of Winnipeg station. To many westbound travellers the first sight of the prairies comes as a shock — thanks to graphic descriptions of "flat, treeless plains" common to early geographies and school books. The "grasslands" so adversely reported on by early surveyors have today become a pattern of wheatlands divided into farms ranging from 320 to 480 acres in extent, mostly provided with trees for wind-breaks around buildings, water holes and in strategic places to guard against soil erosion. From the elevation of the air-conditioned all-around windowed Scenic Dome the widened field of vision has shown the gently rolling character of the landscape not easily seen from ground level. Lord Selkirk, who measured land in his treaty with the Indians by "as far as a horse can be seen across the prairie" could have widened his boundaries if the chiefs had had today's air-conditioned point of vantage.

Keewatin Sub-Division The real settlement of the Winnipeg of today, capital of Manitoba with a population of 473,750 in its metropolitan area, began with the building of Fort Gibraltar by men of the North West Company in 1806. Further development came five years later when the Earl of Selkirk bought control of the Hudson's Bay Company in order to obtain a grant of 100,000 square miles of Red River lands for colonization. Driven off three years later by North West traders, the colony soon regained its feet and Winnipeg has developed ever since. Financial and commercial headquarters for Western Canada, Winnipeg's industries include slaughtering, meat packing, flour and feed, printing, publishing, general manufacturing, clothing, brewing, baking and transportation. Fort Garry, a stone building established by the Hudson's Bay Company, is maintained today, and a relic of early Canadian Pacific days, the earliest locomotive, "The Countess of Dufferin", may be visited while the transcontinental train is in the station. Here is the Canadian Pacific Royal Alexandra Hotel, the magnificent Manitoba Parliament Buildings and, of course, the confluence of the Red and Assiniboine Rivers that made the site so attractive for settlement. La Verendrye established the first known settlement at Winnipeg by building a post he named Fort Rouge in 1738.

Lydiatt, altitude 825 feet, is looked upon geographically as the western boundary of the belt of marshland that separates the prairies from the "Central Coniferous Region" of Canada. At Molson the Lac Dubonnet Sub-Division which links Great Falls to the north with Winnipeg, via Tyndall, crosses the main line. Whitemouth, a prosperous business centre, serves a district population of 3,500. The Whitemouth River is crossed at mileage 71.3, and the Bog River at 69. Darwin bears the name of the famous scientist and author of "The Origin of Species". This area really shows the transitional marsh fringe that separates prairie and coniferous regions, its approximate boundaries being mileages 90 and 50. The bridge at mileage 35.5 spans Caddy Lake and at mileage 33.4 the boundary of Manitoba and Ontario is

crossed. Anglers will be tempted by the lake at mileage 19 and by Deception Lake which is crossed at mileage 15. Laclu is a French contraction of Lake Lulu. Keewatin, Ojibway Indian word for "home of the north-west wind", population 2,200, mills 12,000 barrels of flour a day and processes lumber. It is the starting point for tourist expeditions to the Sturgeon River and Black Sturgeon Lakes area. At Kenora, the Keewatin and Ignace Sub-Divisions join.

Ignace Sub-Division Originally named Rat Portage because of the muskrat crossing seen by La Verendrye after the establishment of his fort on the west shore of the Lake of the Woods, Kenora, a Canadian Pacific Division Headquarters, on the route of the La Verendrye expeditions to the headwaters of the Missouri River, played an important part in the early history of North American exploration. In 1899, the nearby village of Norman was united with Rat Portage and the new name, taken from KE for Keewatin, NO for Norman and RA for Rat Portage, was established. Today, with a population of 10,820 this newsprint, brewing, commercial fishing centre on the northern tip of the Lake of the Woods, is the tourist entrance to a great holiday land famous for its thousands of wooded islands ideal for boating, swimming and fishing. Here the Canadian Pacific established Devil's Gap Lodge, a holiday and fishing resort. Island Lake's southern tip is crossed at mileage 139 and the lake visible to the south of Scovil station is Scovil Lake. The tip of Eagle Lake appears south of the track at mileage 88 and Eagle River station serves a hunting and fishing centre whose river feeds the lake. Beaver Creek, one of the many of this name, crossed by the Canadian Pacific transcontinental main line between east and west tidewaters, is spanned at mileage 77.4. Minnitaki, mileage 75.3, is an Indian invitation to "take a drink" — a rather more robust name than that of Aubrey Creek, bridged at mileage 75. Oxdrift, a shipping point for high-grade clover seed, owes its unusual name to the fact that a herdsman reported to railway construction engineers that oxen missing from his tally had "drifted away". Dryden, population 5,430, was named for the late Hon. John Dryden, Minister of Agriculture. In addition to being a popular tourist centre, Dryden, where the Wabigoon River is crossed, makes wood-pulp, paper and paper bags.

At mileage 53 the line passes between Thunder Lake to the north and Wabigoon Lake, an inlet of which it bridges at mileage 50. To the south, Dinorwic Lake connects with Wabigoon Lake. Dinorwic, a Hudson's Bay Post in the days of the fur trade, marks the junction of a former trail known as the North Highway with the Trans-Canada Highway. Dyment is a shipping point for farms, lumber camps and a gold-mining area. Tourist camps on both sides of Raleigh Lake, south of the track, point to the sporting importance of Raleigh station, named after the famous Sir Walter, as a centre for trout and pickerel. Osaquan takes its name for the river crossed at mileage 6. The fact that today's short-cut across Canada by Canadian Pacific follows in the main the routes of early explorers is emphasized again by the naming of Ignace, junction of the Ignace and Kaministiquia Sub-Divisions.

Kaministiquia Sub-Division South of Ignace lies Azimik Lake and mileage 138 marks the crossing of the swift Gulliver River. Bonheur, an easy guess, is named for the famous French painter of animals. South, the track is bordered at mileage 128 by Raven Lake. The Megikons River, the east branch of which is bridged at mileage 126, indicates its namer's nationality, as do Scotch River, mileage 112, and English River, close to the station of the same name. Ornithologists will scan the skies above Hawk Lake, south at mileage 108 and naturalists the banks of Beaver River (mileage 100). Niblock Station recalls a former railway superintendent. Fishermen will take hungry looks at Firesteel River, spanned at mileage 88.5, and the long lake south of the line at mileage 86.5. The hardy voyageurs who made the early trips through this beautiful, but rugged, land of forests, lakes and streams, would have had it easier had fire-watchers' towers — like that north of the track at mileage 85, been in existence. An odd name — remember your French lessons? — Lac des Milles Lacs titles the water the line crossed at mileage 71, actually the northeast arm of the "Lake of a Thousand Lakes". "Savannah" — an Indian word for "level tract of land" — suffered a slight translation at Savanne, mileage 71.3, a tie, pulp and cordwood shipping point where the north branch of the Savanne River is bridged. The main river is visible, to the south, at mileage 58. McGhie Lake is seen southward from mileage 51.5.

Between here and mileage 48.5 several tributaries of the Oskondaga River are crossed. Buda is a shortening of Budapest and Finmark perpetuates the name of an early settler. Sunshine Creek is bridged at mileage 32. The Matawan River is crossed twice, at mileage 25.5 and, two miles east, at Kaministiquia, graphically chosen Indian word for "twisting water". Farming and mink ranching keep this area busy. Vegetation here, as across the Great Lakes, includes sumach, hawthorn, raspberry, blackberry, honeysuckle and thimbleberry bushes in addition to conifers. At mileage 23 Strawberry Creek, a tributary of the Kaministiquia River is spanned, and five miles east the historic river can be seen to the south. Murillo, mileage 12.5, bears the name of the famous Spanish artist, and at mileage 7.6 the Keebing River is visible to the south. The first trading post at the mouth of the Kaministiquia River was built by French settlers in 1678, but the city owes its name to the fort constructed by William McGillivray of The North West Company in 1801-3. Surrounded by 15-foot palisades, the fort buildings included a metal-roofed powder magazine and the famous Great Hall which was parchment-windowed, hung with paintings — including King George III, Lord Nelson and the Battle of the Nile. David Thompson's great map, now in the Ontario archives in Toronto, held one place of honour, a bust of Simon McTavish, head of the

KENORA
MARGACH
SCOVIL
HAWK LAKE
PINE
EDISON
VERMILION BAY
GUNNE
EAGLE RIVER
MINNITAKI
OXDRIFT
DRYDEN
BARCLAY
WABIGOON
DINORWIC
DYMENT
TACHE
RALEIGH
OSAQUAN
IGNACE
BONHEUR
MARTIN
ENGLISH RIVER
NIBLOCK
UPSALA
SAVANNE
RAITH
BUDA
FINMARK
KAMINISTIQUIA
MURILLO
WEST FORT WILLIAM

FORT WILLIAM
PORT ARTHUR
MACKENZIE
LOON
PEARL
OUIMET
DORION
HURKETT
RED ROCK
NIPIGON
ROSSPORT
SCHREIBER
TERRACE BAY
JACK FISH
NEYS
COLDWELL
ANGLER
MARATHON
HERON BAY
HEMLO
MOBERT
REGAN

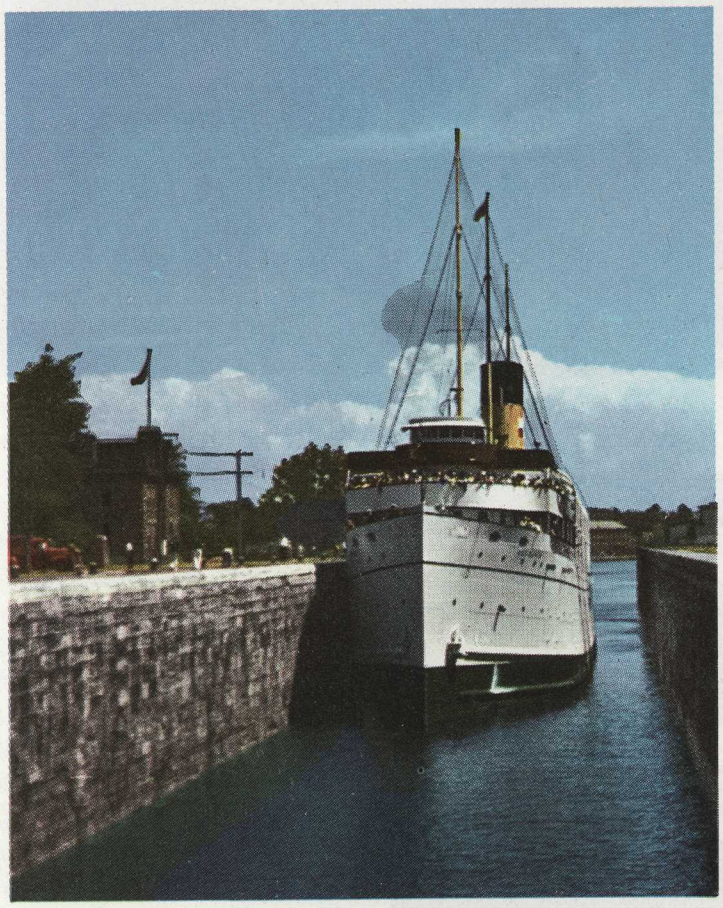
company, the other. From the great fort explorers and traders, by canoe and portage, pioneered the route now approximated by the Canadian Pacific main line. They saw, but not as well as modern travellers from their Scenic Domes, Mount McKay (south), travelled the Kaministiquia River, which is bridged near West Fort William. Their names included La Verendrye, Lord Selkirk, Alexander Henry, Cadotte, Colonel Wolseley, and rugged though the territory may seem to railway travellers, to them, threading their way from lake to lake it was really gruelling travel. Fort William, junction of the Kaministiquia and Nipigon Sub-Divisions, is the western limit of the Eastern Standard Time Zone. Watches are advanced one hour.

Nipigon Sub-Division Between Fort William and Schreiber the Canadian Pacific main transcontinental line follows the contours of Lake Superior's rocky north shore, leaving the coast from time to time by short cuts across promontories. Fort William, at the mouth of the Kaministiquia River, continues the tradition of transportation service in which history gives that city an honoured place. The twin cities, Port Arthur and Fort William combined population 90,000 known as the "Canadian Lakehead" annually ship 14 million tons. 25 grain elevators, holding more than 93,000,000 bushels, and four large paper mills, line the waterfront. The passenger liners "Assiniboia" and "Keewatin" sail twice weekly during the navigation season for Sault Ste. Marie and Port McNicoll. Other manufacturing grossing upwards of $75,000,000 annually, adds to the prosperity of the great ports. Southward, the great natural harbour of Thunder Bay, sheltered by Thunder Cape and Pie Island, is still in sight at mileage 123. Thunder Cape, known to water-borne travellers by Canadian Pacific Great Lakes Steamships as "The Sleeping Giant", extends north-eastward from its craggy promontory for 24 miles as a wild-life sanctuary. Loon station, named for Loon Lake, north of mileage 101, is the stop for the sanctuary, Sibley Provincial Park — selected for decoration of the Mural Lounge of the Scenic Dome Lounge Sleeper that bears the park's name. Pearl takes its name from the river spanned at 96.3. Dorion, a commercial fishing port that once boasted lead and zinc mines, is mineral-minded again with diamond drills at work on the old properties. The Coldwater (mileage 84) and Wolf (83) Rivers both intersect the main line on their way southward to Lake Superior. At Hurkett, a centre for woods operations and commercial fishing, the track cuts across a 15-mile-wide peninsula to Red Rock, crossing the Black Sturgeon River at mileage 73.9. Red Rock, population 1,900, named for the local rock formation, centres around a wood-pulp board, container and paper industry with a daily tonnage capacity in excess of 800. An arm of Nipigon Bay is crossed near mileage 65. Mileage 62.4 marks the Nipigon River and the name, meaning "clear, fast water", is given to the town of 2,880 population. Ground wood pulp, fishing camps, summer resorts and a hydro-electric development on the southern tip of Helen Lake (north) are the local industries. Well-named waters, noted for sporting fish enliven the next 20 miles. Notable among them are the Jackfish River (53.5), Kama Bay, mileage 50, Jack Pine River, mileage 45.4 and Big Gravel River at mileage 33.2. Facing south to Isle St. Ignace, and all sailors' landmarks in Nipigon Bay, are Grant Point, Mountain Bay, Rainboth Point, Gravel Bay, Crow Point and Pays Plat Bay. The Pays Plat River is bridged at mileage 22.4. Rossport, mileage 14.3, is a shipping point for the famous Lake Superior Trout featured in the dining room car. Schreiber is the junction of the Nipigon and Heron Bay Sub-Divisions.

Heron Bay Sub-Division Schreiber has a population of 2,130. Named for the noted engineer, Sir Collingwood Schreiber, in 1887, it was formerly known as Isbester's Landing. Terrace Bay, once known as "Black", population 2,010, has a 370-ton paper mill operated by power from the Ontario Hydro-Electric Power Commission plant on the Aguasabon River, which is crossed at mileage 110.5. The power development at 112.8 generates 53,000 h.p., a 3,500-foot tunnel leading the water under the track from Hayes Lake to the power house at the lake side. At mileage 102.7 a monument marks the meeting of eastern and western railway construction gangs in this district in 1885. The attention-holding sight of the line's curve around Jack Fish Bay keeps all eyes south. But at the apex of the horseshoe note the still water north of the causeway. This whole area is popular with wild-fowl and many a flotilla of little ducks, paddling in formation with the parent may be seen in breeding time. At Jack Fish mighty Lake Superior stretches south as far as eye can see. Steel River is spanned at mileage 94.8, Prairie River at mileage 80 and Little Pic River nine miles east. Highway bridges are seen here. Neys, and Coldwell, a commercial fishing village perched on the lip of the deeply-indented rock-bound "North Shore of Lake Superior", are starkly picturesque. Marathon, formerly known as Peninsula, population 3,300, takes its name from paper mills that produce 500 tons of sulphate per day. Wood for the mill is driven down the Pic River to Lake Superior and towed to Peninsula Harbour where large rafts are frequently seen. Lake Superior is hidden from view after a last sight at mileage 56.4. Heron Bay, named for the Jesuit missionary Père Heron, is a commercial fishing centre. At mileage 54.4 the Big Pic River, sometimes filled with logs for Marathon, is bridged, and Little Black River at 50.4. Visible from the Scenic Dome between Heron Bay and Hemlo are the flumes down which logs are sluiced, after barking, to Heron Bay harbour. Hemlo, woods operations centre, processes 150,000 cords annually. Cache Lake is crossed at mileage 40.5 and continues south of the line to mileage 39 where Cache Creek enters it. North, from mileage 36 is Cedar Lake, fed near mileage 35.5 by Cedar Creek. Between mileages 33.9 and 32.9 Cedar River is bridged twice by the tracks. The White River is spanned at mileage 24.7. At Mobert, a contraction of Montizambert, the Hudson's Bay Company post, established before the Canadian Pacific was built,

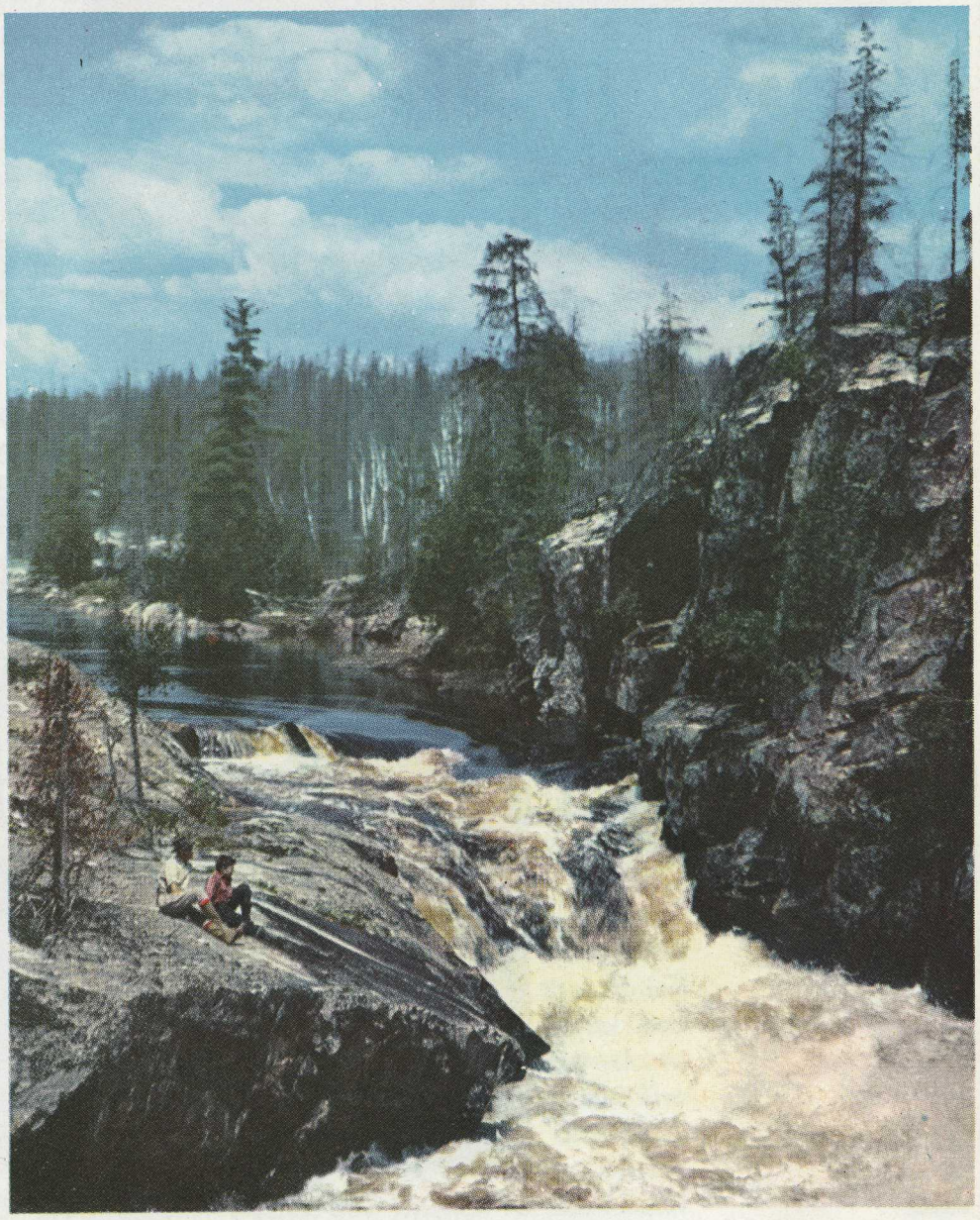
(Continued on page 23)

Topped by the famous "Golden Boy" statue, the dome of the Manitoba Legislature is visible for miles around Winnipeg. The building is magnificently sited on the Assiniboine River and with its surrounding greensward, to be enhanced by a wide mall, is the outstanding architectural feature of Canada's "Gateway to the West".



Canadian Lock, Sault Ste. Marie

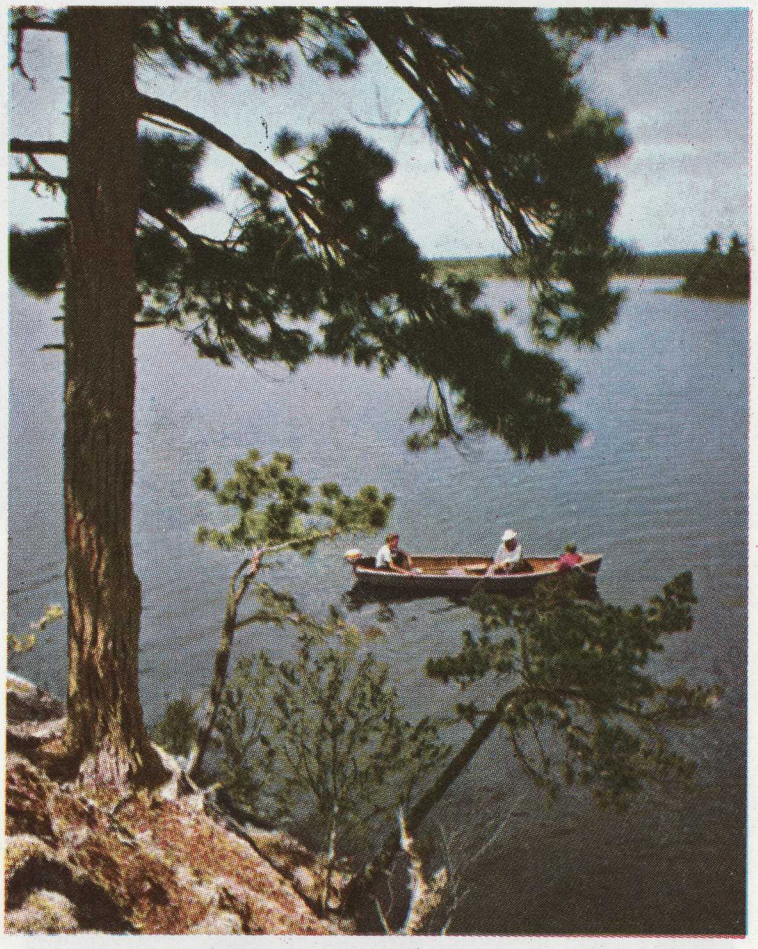
"The North Shore" describes a wild and beautiful countryside bordering Lake Superior, seen from the "Dome" or from the pleasant alternative summer route by Canadian Pacific Great Lakes liners between Port McNicoll and Fort William via Sault Ste. Marie.



The Aguasabon River

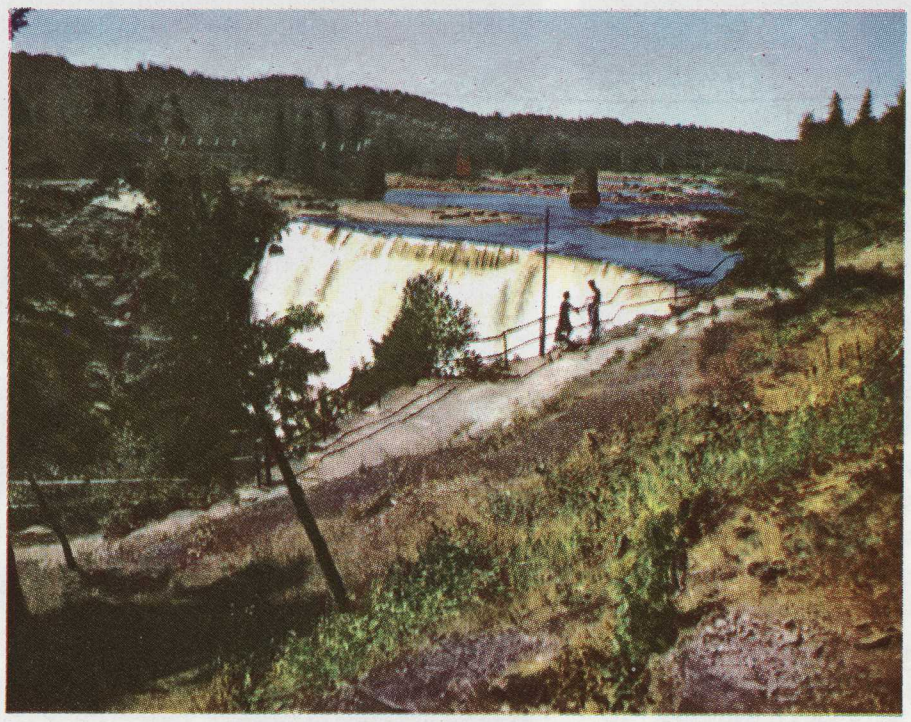
Fishing in French River

Typical of the lovely holiday country for which Ontario is famous, the pictures on this page are clues to its popularity. In the various seasons fishing, hunting, boating, canoe trips, photography and painting attract visitors from all over the world.



The Lake of the Woods

Ontario River in Autumn



Kakabeka Falls, Fort William

(Continued from page 20)

still operates. There is an Ojibway Indian settlement here. Tumbling rapids and fast white water to test paddlers' skill to the utmost abounds in this country. Regan is the supply point for local woods operations. Pulpwood cut in this area is driven down the White River to Lake Superior for rafting to Sault Ste. Marie. An arm of White Lake is crossed at mileage 19, and at 15.3 the line spans the Bremner River. At mileage 12.2, the White River is crossed and it continues south of the line eastward to mileage 6. White River, obviously named, is the meeting point of the Heron Bay and White River Sub-Divisions.

White River Sub-Division Still in the coniferous belt, with jack pine as the most important source of pulpwood, White River is a meteorological reporting station which frequently registers very low temperatures. More crossings of the White River, at mileages 129.2 and, after bridging the Pickerel at 122.6, at 117.6 emphasize the importance of this stream to the territory. From mileage 115 Lake Negwazu parallels the track to Amyot, a tourist centre. The Magpie River is bridged at mileage 88.2. A mile east, to the south a power dam is visible and at mileage 87 an arm of Esnagi Lake is spanned. Sounds of a crossover at mileage 81.4 draw attention to Franz, junction with the Algoma Central and Hudson Bay Railway. Leaving Franz, look south for Hobon Lake. Lochalsh is hard enough to pronounce but it seems simpler when you look north for Wabatongushi Lake. The Scottish settlers who named this part of the country were responsible for the Lochlomond River, mileage 64.2 and Lochalsh River at 61.6. Missanabie, Indian for "big water", was a station on the old fur route by water from James Bay to Lake Superior. Dog Lake is crossed at mileage 57. Carry Lake, south, and a creek that serves Pickle Lake to the north, are marked by mileage 46. North of the track, too, at mileage 44 lies Lake Ogawisi. The line crosses Goldie Lake near mileage 32. Lakes, on both sides of the track at mileage 3, continue to offer glimpses of wild-life to the alert watcher. Herring and ring-billed gulls are common and sharp eyes will identify robins, cardinals, catbirds, bobolinks, red-winged blackbirds. The track now follows the southern boundary of the Chapleau Game Preserve. Chapleau, junction of the White River and Nemegos Sub-Divisions, population 4,000, is an educational and banking centre and district headquarters of the Ontario departments of Lands and Forests, and Game and Fisheries. On the station lawn a monument commemorates Louis Hemon, author of the Canadian classic "Maria Chapdelaine", who died there. The Kebsquasheshing River flows through here.

Nemegos Sub-Division To generalize a little, the Canadian Pacific main line between Cartier and Kenora penetrates the "Great Lakes Forest Region" and there are many evidences of lumbering to be seen. Such woods as white, red and jack pine; tamarack, hemlock, balsam fir, white spruce; sugar, red and silver maple; red, bur and white oak; yellow birch; white elm; white and black ash; white elm and hazel are seen. The Nebskwashi River marks mileage 135 and at Nemegos, the Nemegosanda River is bridged. Claims have been staked out in the country north of here for titanium, phosphate and iron. We cross an arm of Nemegos Lake at mileage 120 and the Kinogama River for the first time at mileage 111.7, the Aspiskanagama at 107.5 and the Kinogama again at 105.5. To the north from Ridout Station the line is paralleled by the Ridout River which is crossed twice near mileage 99. There are so many lakes and rivers in this game-filled area that only a few have names. At Sultan the saw and planing mill handles pulpwood, pitprops, ties and lumber. Wakamagasing River is crossed at mileage 95. The fast-flowing water north of the line is the Woman River, which gives its name to the station at mileage 86.2. Turnbull Lake lies south of the line now and the river of the same name is crossed at mileage 80. Cavell Lake is the open water south of mileage 78. Biscotasing, another Indian word, means "body of water with long arms"—another example of the picturesque tongue that named so much of Canada! The lake is crossed at mileage 54 and another arm of Biscotasing Lake at 52.5. Metagama, Indian for "river flows out of the lake" is famous as a starting point for hunters and fishermen. From mileage 30 the Spanish River flows north of the track to mileage 28, and for the next two miles—on the south—is Pogamasing Lake. Pogamasing River is spanned at mileage 25. The station of the same name serves woods operations on the river. The Spanish River, scene of many a log run, parallels the line to the south at mileage 17.5. North of the track near Geneva station is Geneva Lake and on the same side, a mile and a half east, Hess Lake. At Cartier the Nemegos and Cartier Sub-Divisions meet.

Cartier Sub-Division From Cartier the line heads eastward still towards the mining belt of northern Ontario. The lake south of mileage 104.5, generally rough due to prevailing winds, gives its name to Windy Lake station. Levack, population 3,180, serves nickel mines in its locality and is the junction with a mine railroad. The Vermilion River, crossed at mileage 97, shows that red war-paints were as popular among the Woods Indians of the east as the Plains Indians of the west. Larchwood, named by a lumber developer, is a cue to the preponderance of this timber in the district. Chelmsford, near the crossing of the Whitson River, was named for a town in Essex County, England. South of the track, near mileage 89, is Whitewater Lake. Azilda station honours the memory of the first woman settler in the mining country. At mileage 81.5 workings of nickel and copper mines show to the north and huge stacks to the south indicate a smelter. South of the line Ramsey Lake, handy terminus for bush airplanes, faces the headquarters of the Sudbury Division of the Canadian Pacific and junction for the Nickel and Webbwood Sub-Divisions. Incorporated as a

WHITE RIVER
AMYOT
FRANZ
LOCHALSH
MISSANABIE
DALTON
BOLKOW
NICHOLSON
CHAPLEAU
NEMEGOS
KINOGAMA
KORMAK
RIDOUT
SULTAN
WOMAN RIVER
RAMSAY
BISCOTASING
METAGAMA
POGAMASING
GENEVA
CARTIER
WINDY LAKE
LEVACK
LARCHWOOD
CHELMSFORD
AZILDA
SUDBURY

ROMFORD

DILL

WANUP

BURWASH

PAGET

DELAMERE

RUTTER

BIGWOOD

FRENCH RIVER

WANIKEWIN

PICKEREL

PAKESLEY

BEKANON

BRITT

BYNG INLET

NAISCOOT

MANBERT

PTE. AU BARIL

SHAWANAGA

CARLING

NOBEL

PARRY SOUND

DOCKMURE

OTTER LAKE

BLACK ROAD

ROSSEAU ROAD

BRIGNALL

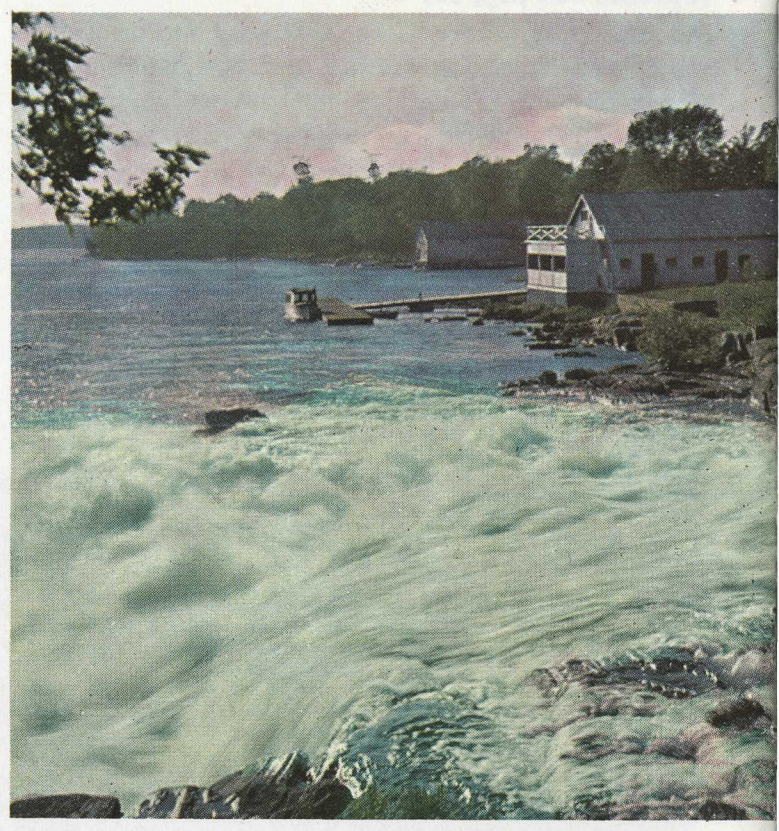
GORDON BAY

LAKE JOSEPH

city in 1930, Sudbury was established in 1883 when the railway was built and copper ore, economic foundation of the city's early prosperity, was uncovered. Today, in addition to nickel and copper mining, smelting and refining, this city of 110,500 population deals in rough and dressed lumber, concrete, glass and paint, brick and cement blocks, steel fabrication, concentrators, mining equipment, tile, building products, ties and smaller industries.

Parry Sound Sub-Division At Romford, first station east of Sudbury, Toronto-bound trains leave the Cartier Sub-Division to head southward through cuts blasted out of the strange geological formation of striated rock, tilted by some ancient upheaval. The uneven effects of the explosive charges show the difficulties faced by the builders of the railway. At mileage 120.5, north of the track can be seen the big smelter at Coniston, seen again through broken country from mileage 117.5. Lonesome in the surrounding bush at mileage 116, a small farm gives faint promise of lush agriculture ahead. The Wanapitei River is crossed at mileage 112.9. Pot lakes—with no apparent source or outlet—characterize this rocky country and there are many in the Sudbury Game Preserve between mileage boards 110 and 104. Kakakiwaganda Lake is crossed near mileage 103. Between mileages 98 and 95 beaver lodges are visible in lakes both sides of the line and deer and occasional elk are seen from time to time. North and above the line at mileage 83.4 French River Bungalow Camp perches on the rocks, a popular tourist resort that caters to golf, fishing and boating enthusiasts. The French River, famous in history as the route of early explorers of Canada and the west and southern states, is crossed on its way from Lake Nipissing to Georgian Bay (see the pages from Romford to Montreal for fuller particulars), followed by the equally scenic Pickerel River, at mileage 81. The Pickerel parallels the line for half a mile, north of the track, the Key River is bridged at mileage 72.6.

Trim white buildings, radio antenna and flag-pole south at mileage 68 designate the Still River Detachment of the Ontario Provincial Police and at mileage 65.5 a steel arch and concrete bridge carries a highway above the railway and the Still River. Britt, with a population of 1,200, is a lake port, unloading large cargoes of oil from United States lake ports destined to Northern Ontario. Byng Inlet, named for Lord Byng of Vimy, former Governor-General of Canada, marks the mouth of the Magnetawan River, crossed by a bridge nearly 300 yards long. At mileage 55 the Naiscootyong River is crossed. The tourist resort to the south is not far from the "Naiscoot", or Burnt Point, which commemorates a legendary fire that destroyed Indian hunting grounds. A typical beaver pond north at mileage 51 may reward sharp eyes with a sight of beavers at work. Pointe au Baril, originally identified by a barrel on a pole, at the apex of a narrow inlet of Georgian Bay, is a popular summer resort south of the line well seen from the high bridge at mileage 49. Between mileages 46 and 45 a chain



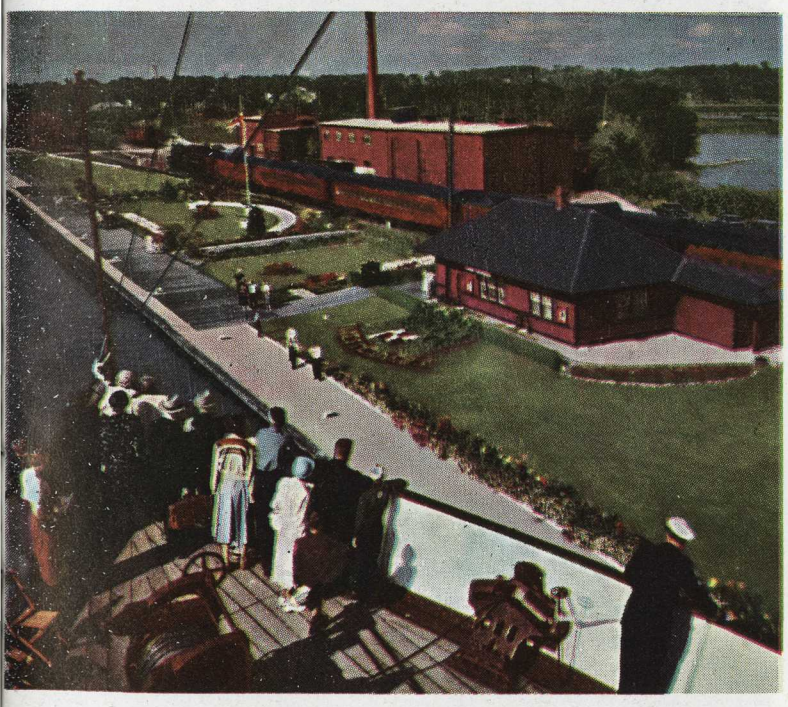
Bala Falls

of lakes lies between the track and Georgian Bay, and at 44.5 the Shawanaga River is crossed. South, again, at mileage 40, the buildings of Shawanaga Indian Reserve attest Canada's interest in the aboriginal tribes. Keep your eyes on the alert for deer and other small game around the many lakes, large and small, both sides of the track. Nobel, named for the Swedish scientist and philanthropist who established the Nobel Peace Prizes, has, in addition to the explosives plant to be expected, a test plant for airplane engines. South of the Canadian Pacific main line between Vancouver and Toronto at mileage 29, is the model town which houses employees of the explosives plant. From the same window, at mileage 28, a glimpse of Georgian Bay is gained. At 27.5 Portage Lake (north) connects with the Seguin River and Mill Lake, and mileage 26 rewards a southward look with a good view of Georgian Bay. Parry Sound, population 5,950, deals in forest products, dressed lumber, wood products and boat building, is a gateway to Georgian Bay and noted fishing and hunting centre. The high railway bridge across the Seguin River gives an excellent view of Seguin Falls in the north and the town lying picturesquely in the valley. At mileages 22.6 and 20 the Seguin and Boyne Rivers are bridged on their way to Georgian Bay, and at mileage 17, the line crosses Otter Lake Narrows.

In defiance of the major land characteristics, a farm, sited on a lake north of the line enlivens the scene at mileage 15. Rosseau Road perpetuates the old stage route to Rosseau Village and Lake Joseph, to the north at mileage 3.5, and Lake Stewart at 1.2, two of the famed Muskoka Lakes, introduce a holiday atmosphere into the countryside. The transition to farm land through wooded holiday lakes from the Ontario forest has taken place between Romford and MacTier, eastern end

of the Parry Sound Sub-Division in a way marked by the changing scenery that unrolled on all sides for the sightseer in his comfortable seat in a Canadian Pacific Scenic Dome. Game, less evident in cleared land except for occasional red-fox and ground hog, includes deer, beaver, porcupine, skunk, mink and muskrat. The Canadian Shield toward the western limit thinned out through rocks, pot lakes and coniferous trees to the more open country between Muskoka and Lake Ontario. At MacTier the Parry Sound and MacTier Sub-Divisions join.

MacTier Sub-Division Sandwiched between the Muskoka Lakes north of the track and Georgian Bay on the other side, this countryside is an ideal holiday area filled with lakes, rivers, gentle woodland and meadows. Bala, marked by the Moon and Mishkosh Rivers, by Bala Falls, south of the Canadian Pacific transcontinental line, and Lake Muskoka to the north, is the entrance to the Muskoka Lakes area. A pot lake at mileage 113 and a long finger-lake pointing north at 111.5 freshen the scene. Lovering still shows evidence of the Canadian Shield in outcroppings of rock, but meadows to the south mitigate its harshness. Tied by its present transportation importance to the early history of Huronia, Medonte is the junction for Port McNicoll, terminus of Canadian Pacific Great Lakes Steamships that ply between that port, Sault Ste. Marie and Fort William, historic highway to Western Canada and the central and southern states. Father Brébeuf, travelling via the Ottawa, Mattawa and French Rivers in 1626, explored this area, to return later with Lalemant, Jogues and Danielle. Near Port McNicoll, The Martyrs' Shrine commemorates the four, two of whom were tortured and killed at St. Louis, not far from Medonte. At mileage 77 a saw mill, reminiscent of the country behind, is an outpost on the edge of a reforestation area that extends on both sides of the line. The high bridge at mileage 68, gives a fine view of the project which is administered locally from Midhurst. The Ontario Provincial Forestry Station at mileage 66, south of the line, is the operational headquarters. Memories of the west will be stirred at mileage 65.5, south of the track, where log farm buildings are still in use. On the same side, mileage 62.5, a lake suggests summer sport. Ypres, named for a famous Canadian battle of World War I, is the junction for Camp Borden, largest military establishment in Canada. Its 50 square miles includes training centres or detachments of almost every branch of army and air force. Alliston, population 2,900, trim and well-kept, is famous as the birthplace of Sir Frederick Banting, co-discoverer of insulin. Rows of drying sheds lining the fields around here indicate a major crop, tobacco. Beeton was named for a pioneer family, Tottenham for the northern suburb of London, England. Sam Bolton, another pioneer, left his name to his village and Kleinburg was established by Miller Klein, builder of the second grist mill recorded on the Humber River. Woodbridge, also on the Humber, has textile factories and a famous Fall Fair. Originally called Burwick, for Rowland Burr, who settled there in 1837, it owes today's name to a bridge built by a man named Wood. Now farmlands are infringed by suburban developments and south of the track across the low hills near mileage 10 are the buildings of Toronto's Hospital for Sick Children (the main building is in the city proper). Weston, population 9,650, makes aircraft, agricultural machinery, truck bodies, cameras, castings, bicycles, floors and woodwork. Toronto, a city of homes, extends widely in a suburban area north, east and west. Although the city fronts on Lake Ontario it has even extended south to include the islands of the bay in its residential area. Today this progressive capital of Ontario, visited by Champlain and Brulé in 1615, has a population of 1,816,500 in its metropolitan area. Manufacturing centre, site of the Canadian Pacific Royal York Hotel, connected with the station and civic subway system by a tunnel, the University of Ontario, Provincial Museum and Art Gallery and some of Canada's tallest buildings; this lakeside city is a landmark. Canadian Pacific lines and connections link Toronto with Windsor, Detroit and Chicago; Hamilton, Buffalo and New York; Montreal.



S.S. "Assiniboia" and "Keewatin", Canadian Pacific passenger liners in the Great Lakes Service, provide a steamer interlude in the transcontinental journey between Port McNicoll and Fort William. Picture shows arrival at Port McNicoll's flower-gardened pier and station.

Canadian Pacific Highlights

In 1962, 69,436 people were employed by all services of the Canadian Pacific. Canadian Pacific Railway operated 16,823 miles of track with 131 steam locomotives, 1,054 diesel electric units.

Canadian Pacific operated 80,164 freight cars, 447 coaches, 415 sleeping, dining and parlour cars, 575 baggage, mail and express cars. Canadian Pacific operated 4 inland steamships, 7 ocean steamships and 9 coastal steamships.

MACTIER
RODERICK
BALA
SEVERN FALLS
LOVERING
MEDONTE
EADY
CARLEY
CRAIGHURST
MIDHURST
ESSA
YPRES
BAXTER
ALLISTON
BEETON
TOTTENHAM
PALGRAVE
HUMBER
BOLTON
KLEINBURG
WOODBRIDGE
WESTON
WEST TORONTO
PARKDALE
TORONTO

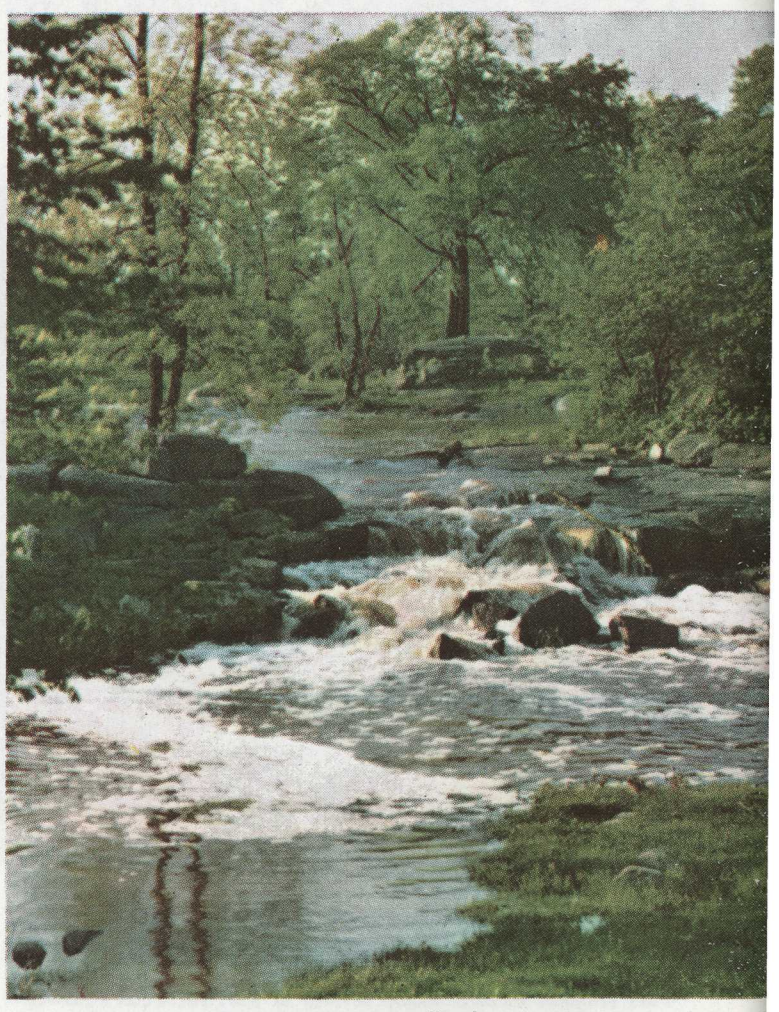
ROMFORD
CONISTON
WANAPITEI
MARKSTAY
HAGAR
WARREN
VERNER
CACHE BAY
STURGEON FALLS
MEADOWSIDE
BEAUCAGE
NORTH BAY
CORBEIL
NOSBONSING
BONFIELD
RUTHERGLEN
EAU CLAIRE
MATTAWA
KLOCK
DEUX RIVIERES
BISSETT
STONECLIFFE
MOOR LAKE
BASS LAKE
WYLIE
CHALK RIVER
PETAWAWA
PEMBROKE
MEATH
SNAKE RIVER
COBDEN

Cartier Sub-Division Montreal-bound travellers have an historical ride ahead of them from Romford east to Canada's great bilingual metropolis. Between Romford, where the Vancouver-Toronto transcontinental line branched south, and Coniston the line was blasted in many places through the iron-hard solid rock of the Canadian, or pre-Cambrian shield. At Coniston, named for the novel by the American author, Winston Churchill, a population of 2,700 results from operation of a matte smelter, four blast-type furnaces, sintering plant and concentrator. The river, bridged at mileage 67.3, gives its name to Wanapitei station. Between mileages 58.6 and 57.4 the line crosses the middle branch of the Veuve River five times and the North Veuve River just west of Markstay, a pulpwood and lumber point named for an English village. Stag Creek, mileage 41.5, and Bear Creek, mileage 39, give clues to early denizens of this area.

Verner, cheese and creamery centre, owes its name to the proprietor of a grocery store there before the Canadian Pacific was built. Cache Bay gets its name from its use by Indians as a hiding place for supplies before the white man came. Sturgeon Falls, named for the cataract on the Big Sturgeon River, crossed just west of the station, makes barrel and keg staves and woodpulp board — using many woods of no other value. Founded in 1885, the town's name was obvious to fishermen. At mileage 12.9 the line crosses Meadow Creek, named for the nearby pastureland of Meadowside. Beaucage opens the western view of Lake Nipissing, an historic water that comes into sight to the south near mileage 5. The land between railway and lake from Sturgeon Bay to mileage 2 is an Indian Reservation. Here also were the sites of forts built by the Hudson's Bay and North West Companies. North Bay is the junction of the Cartier and North Bay Sub-Divisions.

North Bay Sub-Division North Bay, population 23,140, a stopping place for Champlain in 1615, is an important centre. Diamond drilling equipment, lumber and building products, castings, dairy products, dressed lumber and forest products, boat-building, hardboard and operating headquarters of the provincially-owned Ontario Northland Railway to Hudson Bay make this market for 120,000 acres of general farming land a busy place. Islands visible to the south mark the westward channel of the explorers, and four miles south along the coast is the site of a post of great importance in the days of the fur trade. Near Corbeil, an arm of Lake Nipissing known as South Bay explains the naming of the busy centre just left behind. Near here the famous Dionne quintuplets were born in 1934. Their advent led to the naming of the siding passed at mileage 104. All sidings have names but few are as interesting as "Camey" — the initials of the five girls — Cecile, Annette, Marie, Emilie and Yvonne. Lake Nosbonsing, between mileages 102.5 and 98.5, is known for bass, pickerel and maskinonge fishing. North of the track at mileage 98 are Bonfield Falls, their name having been given to the next station, formerly known as Callander. Between Bonfield and Rutherglen, at mileage 94, look north for a glimpse of Lake Talon, one of the chain of lakes that formed the early canoe route to the west and south. The lakes, south of the Canadian Pacific transcontinental main line at Eau Claire are beaver-filled, look for lodges on the banks. Trout are caught in the Amable du Fond River, crossed at mileage 83. There is little doubt that Radisson, Marquette, Nicolet, LaSalle and other pioneer discoverers fared well during their arduous journeys to judge by the beaver lodges seen in lakes at mileages 79 and 77 and the promise of fish from Earl's Lake, at mileage 74.5. North, a bridge carries the Timiskaming Sub-Division across the Ottawa. Mattawa, population, 3,300, a forest products centre, marking the junction of the Mattawa and Ottawa Rivers, is aptly named by the Indian word for meeting of waters. Here Champlain ended his first journey of exploration and here, two years later, he started up the Mattawa to Lake Nipissing, the French River, Georgian Bay and Lake Huron, a route that was followed many years by early explorers. Mattawa has been a trading post since 1784.

More beaver dams and lodges, north of the track at mileage 63, illustrate the industry of Canada's national animal and at mileage 61, on islands in the Ottawa River, have been found traces of camp sites of the early explorers whose route to the west still parallels the Canadian Pacific main line. At mileage 50.5 indications of man's harnessing of nature to produce power are seen. The line takes a curve of almost 90°, and from the track diversion necessitated by the dam-



Typical Ontario woodlands

ming of the Ottawa River, the original main line can be seen under water on the north side. At Deux Rivieres the Magnassippi River enters the Ottawa, the two rivers being responsible for the station's name. The surrounding marsh land at mileage 44.5 rewards keen watchers with signs of beaver. Rapids, falls and lakes between mileages 40 and 39 interest fishermen and near Bissett, at mileage 38, the transcontinental line crosses a bridge once featured by Ripley. Three bridges cross each other and Bissett Creek, the C.P.R. at the top, the highway and a local road.

Here the Ottawa River comes in sight again, swelled to greater width by the Des Joachims dam a few miles downstream. Between mileages 32 and 31 the old line is visible again on the north side and, between 31 and 30, another 90° curve brings the whole train in sight. Grant's Creek is crossed and again, between mileage 28, just east of Stonecliffe and mileage 26.5 the widened Ottawa covers the old roadbed. At mileage 22.4 a sawmill in a backwater of the big river indicates the country's character. Look north near mileage 19 for a good view of the Laurentian Mountains across the river. The wooded landscape is broken at mileages 18 and 16.5 by lakes south and north respectively. At mileage 14, Moor Lake lies south of the track. Moor Lake Station serves the hydro-electric power station opened at Des Joachims in 1950. The Canadian Pacific main line track diversions you have travelled permit dams for this new development which generates 480,000 h.p. Between mileages 13 and 12, Hart Lake is renowned for good pickerel fishing, but Bass Lake (mileage 9) is said to have been given its name in derision. The stretch between mileages 14 and 7 is looked upon by hunters as good deer territory. All told, the country covered by the North Bay Sub-Division is characterized by geographical qualities of equal interest to industrialists and fishermen. Historians, too, find it a treasure trove. Chalk River marks the junction of the North Bay and Chalk River Sub-Divisions.

Chalk River Sub-Division Chalk River is served by the Chalk River, for which it is named. At Deep River, five miles from here, is Canada's atomic energy plant, specializing in the production of atomic energy for peacetime purposes. To the south lies Algonquin Provincial Park, a wild-life sanctuary and holiday area established by the government of Ontario. At mileage 106.5 the land both sides of the track begins to show the scars of heavy armoured vehicles. To the south is the artillery range of one of Canada's large army training centres through which the line passes for several miles. The entrance to Petawawa Military Camp, called Montgomery's Crossing after Viscount Montgomery, famous World War II Field Marshal, is located north of the line at mileage 105. Many arms train here, but as the country testifies, the emphasis is on mechanization. At Petewawa the railway serves a civilian population of 1,830. Obvious signs of reforestation between mileage 101 and 98.5 will delight conservationists. Pembroke, county seat of Renfrew, a city of more than 17,030, marks the limit of Champlain's 1613 exploration of the Ottawa River. This busy city, named for Pembroke in Wales, makes box shooks, match blocks, matches, office furniture, pulp, lumber, veneer and electrical appliances.

The hills in this area, especially north of the track, are noted for the nesting of eagles. Separated from the Ottawa by a narrow range of hills the Muskrat River, crossed at mileage 93.6, in a country in which rivers flow east and south, reverses this direction when seen at mileage 84.4. Snake River station marks the crossing of Snake River by the railway. At mileage 79 the spring and fall migrations of Canada geese are a sight to remember, and, at mileage 74, Muskrat River justifies its name. Cobden is a livestock centre named for the 19th Century British statesman, Haley's serves magnesium mines and the Chenaux Falls plant of the Ontario Hydro-Electric Power Commission. At Payne, junction is made with the Eganville Sub-Division to the south. The West Bonnechere is bridged at mileage 59.8. Renfrew, a town of 8,840, is noted for castings, woodworking, refrigerators, airplane engine parts, plastics, flour, feed and textiles. Sand Point, a bar jutting into Chats Lake, to the north, faces Norway Bay. Arnprior, population 5,500, devotes itself to textiles, boat-building, electronics, dairy products, lumbering and construction. Its name, like that of Braeside, where the Ottawa River is visible south of the track for the last time for 40 miles, is Scottish in origin. At mileage 40 the Madawaska River is crossed. It parallels the line to the south as far as mile 39. Pakenham, marked by attractive falls south of the railway, commemorates General Sir E. M. Pakenham, killed at the Battle of New Orleans in 1815. Wide meadows and well-tended grain and root crops characterize this part of Ontario. Not as large, well-travelled or well-known as its counterpart, Canada boasts a Mississippi River which is spanned at mileage 32.4 and 17.6. Almonte is a textile centre. Note, south of track, the clever use of mill tailraces of the Mississippi River in landscaping of gardens. Junction of the Chalk River and Carleton Place Sub-Divisions is made at Carleton Place.

Carleton Place Sub-Division Carleton Place, whence the Chalk River Sub-Division swings south to Smiths Falls on the Canadian Pacific line between Toronto and Montreal, is a manufacturing and market centre with a population of 4,700. From here to Ottawa the main line leaves the river and takes a shorter route than that of Père Marquette, who with fur-trader Louis Joliet, his co-explorer of the Mississippi, Ohio, Arkansas, Illinois and Chicago Rivers, paddled up the Ottawa River to Mattawa 350 years ago. At Britannia Bay, on the north, the Ottawa — to be crossed twice in a few minutes — comes into view again. Ottawa West is the junction of the Carleton Place and M. & O. Sub-Divisions.

M. & O. Sub-Division The Ottawa is crossed between Ottawa West and Hull West with, as a result, good views of Chaudiere Falls, the lumbering activities on both sides of the river and governmental Ottawa. For a little less than three

HALEY'S
PAYNE
RENFREW
MAYHEW
CASTLEFORD
SAND POINT
BRAESIDE
ARNPRIOR
PAKENHAM
SNEDDEN
ALMONTE
CARLETON PLACE
ASHTON
STITTVILLE
WESTBORO
OTTAWA WEST
HULL WEST
HULL
OTTAWA
BLACKBURN
NAVAN
LEONARD
HAMMOND
BOURGET
PENDLETON
PLANTAGENET
ALFRED
CALEDONIA SPRINGS
McALPIN

VANKLEEK HILL

STARDALE

ST. EUGENE

RIGAUD

DRAGON

CHOISY

ALSTONVALE

HUDSON HEIGHTS

HUDSON

COMO

ISLE CADIEUX

VAUDREUIL
Dorion

ILE PERROT
Terrace

STE. ANNES
Ste. Anne
de Bellevue

BAIE D'URFE

BEAUREPAIRE

BEACONSFIELD

POINTE CLAIRE

CEDAR PARK

LAKESIDE

VALOIS

STRATHMORE

PINE BEACH

DORVAL

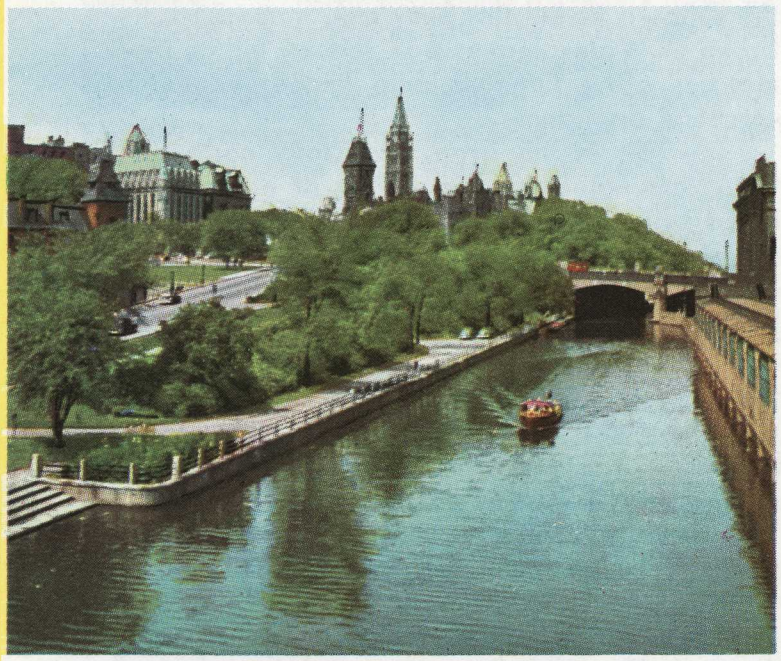
SUMMERLEA

GROVEHILL

MONTREAL WEST

WESTMOUNT

WINDSOR STATION
MONTREAL



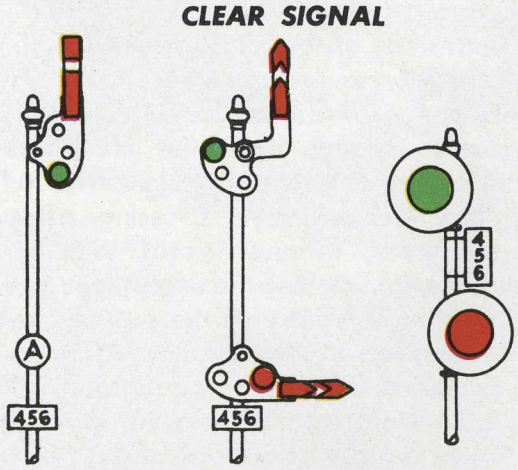
Ottawa, showing the Rideau Canal, Confederation Square and Parliament Buildings

miles the line runs through the Province of Quebec then, from Hull, junction of the Maniwaki and Lachute Sub-Divisions, crosses Brewery Creek, scene of ornithological studies by the Rt. Hon. Malcolm Macdonald and the Ottawa again for another excellent view of the Canadian Parliament Buildings, and the Rideau Locks. Ottawa, Ont., capital of Canada, population 422,600, and Hull, Que., population 56,200, in addition to many other industries, are lumbering centres. The area was first seen by Champlain, de Vigneau and Brulé. First called Bytown, the city was started by Colonel By, builder of the Rideau Canal, in 1827, incorporated as "Ottawa" in 1854 and chosen as capital of Canada in 1858. Hull processes paper, matches, textiles, cement and meat products. The Rideau River, given its name by Champlain on an early voyage, is crossed at mileage 85.9. Bourget, once known simply as "The Brook", was named for Bishop Bourget, an early head of the Roman Catholic diocese of Montreal. Plantagenet, settled in 1798, wears an English royal name, the South Nation River is crossed at mileage 50.1, and Alfred, also settled in 1798, was named for the son of George III. Vankleek Hill, called after Simeon Vankleek — a Loyalist from Dutchess County, N.Y., serves a rich farming area.

A century ago these farmlands were forests that made many fortunes. Between St. Eugene and Rigaud, mileage 21.6, the boundary between Ontario and Quebec is crossed. Rigaud, where the Rigaud River is bridged, has a population of 1,990. In addition to industries and religious institutions there is strange geological formation known as "The Devil's Garden" here. The Ottawa widens soon into the "Lake of the Two Mountains" and the line passes through early established Como, where, across the lake, the gleaming spire of Oka Church marks the site of an early Hudson's Bay Post which J. G. McTavish, who went to the relief of David Thompson, the mapmaker and explorer, in 1811, operated as factor. Isle Cadieux, a flag station, marks Point Cavagnal where an early missionary, Père Garreau, was martyred by Iroquois Indians in 1656. To the north, across the flat, long farmlands the Ottawa heads for its confluence with the St. Lawrence at Vaudreuil, junction of the M. & O. and Winchester Sub-Divisions.

Winchester Sub-Division Vaudreuil-Dorion, junction with the main line to Toronto, played a part in the war of 1776, when de Lorimier captured an invading American force. On both sides of the island the Ottawa River flows into the St. Lawrence — greatest river draining to the Atlantic coast of North America. Its 1,900 miles drains 359,000 square miles of Ontario, Quebec and the north-eastern United States. Ile Perrot, across the west channel of the Ottawa River, was Lord Jeffery Amherst's camp in 1760 before the capitulation of the French. Across the railway bridge from Ile Perrot is Ste. Anne de Bellevue. Below the tracks are the locks used by vessels navigating up and down the Ottawa. To the north a veterans' hospital is close to the site of Du Lhut's defeat of the Iroquois in 1690. Golf links and bright new housing developments line the railway now and there is increasing evidence that the long journey from tidewater to tidewater — the longest "Dome" ride in the world — is coming to an end. North of the track, mileage 5.5, sprawls the international airport of Montreal, Dorval, followed by the great Cote St. Luc marshalling yard of the Canadian Pacific. Directly south is the industrial suburb of Lachine, population 40,200, named for LaSalle's dream of a route to China west of the rapids. Montreal West, junction for Quebec, the Laurentian Mountains, Saint John, Halifax, Boston and New York brings us to a stop. Now, all semblance of suburbia is lost, Westmount serves mid-town residents, the industrial city spreads out to the south and Windsor Station marks the end of the line. Montreal, 1,000 miles from the sea, the world's largest inland seaport, is terminus for Canadian Pacific liners in passenger and freight service across the Atlantic. Port, manufacturing centre, focus of the cultures of two great races, greater Montreal — second largest French-speaking city in the world — has a population of 1,831,300, is the home of two universities, McGill and Montreal, Cardinalate of the Roman Catholic Church and the seat of the Anglican Archbishop. Metropolitan hotels, many fine stores, theatres and clubs attract visitors.

CLEAR SIGNAL



See page 8 for brief description of automatic block signals.

Mountain scenery near Coquihalla in southern British Columbia.

Red Indians no longer roam the Canadian Prairies nor hunt and fish in the rivers and lakes of the Canadian Rockies, except as other Canadians and visitors, but . . .

At Banff, served by the Canadian Pacific transcontinental main line, a feature of every summer is the gathering from nearby Reservations of Canada's original citizens who are interested in the preservation of tribal arts, skills, games and folk-lore known as "Indian Days", when groups such as that depicted here are commonplace sights.

EASTWARD

Across Canada by Canadian Pacific

THE MAIN LOUNGE
Tranquil pastel shades, harmonious as your own home decoration; soft, clear lighting; luxuriously comfortable chairs—moveable for chummy groupings; wall-to-wall carpeting sympathetic in pattern to the decorative scheme; wide picture windows—these characterize the Main Lounge of the Canadian Pacific Scenic Dome Lounge Sleeper.

THE MURAL LOUNGE
Named for famous national and provincial parks, the new cars are disc-braked for smooth starts, smooth running, smooth stops. The Mural Lounge, snugly ensconced below the upper level Scenic Dome of Canadian Pacific's smart, new Lounge Sleeper Car, is original. Intimate as an exclusive club, each Mural Lounge of the 18 "Park" cars on the transcontinental route has an original mural of the national or provincial park for which the car is named, covering two walls, signed by a member of the Royal Canadian Academy of Arts. Banquette seats, thoughtfully arranged, and an etched-glass third wall enhance these unique rooms.

THE SCENIC DOME

Scenery along the world's longest "Dome" ride, across Canada from tidewater to tidewater, is enjoyed most from the upper level "Scenic Dome". Vision all-around and as high as the sky is provided by glare-proof picture-windows. Twenty-four seats, spaced for comfort and upholstered for ease, fitted with individual ash trays and armrests are points of vantage in air-conditioned spaciousness.

THE COFFEE SHOP

Deluxe Scenic Dome Coaches are the ultimate in luxurious economy for transcontinental travellers who go the Canadian Pacific way. The "Skyline" coaches feature a Coffee Shop for economical meals in addition to the 24-seat upper-level Scenic Dome and 26 reserved seats with adjustable full-length leg rests for travel comfort by day or night. Wide, picture windows, decorator design and wall-to-wall carpets add to their economical luxury.

The World's Longest Dome Ride

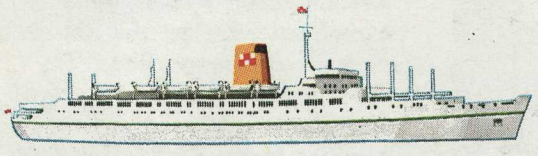
Canadian Pacific

TRAINS / TRUCKS / SHIPS / PLANES / HOTELS / TELECOMMUNICATIONS

WORLD'S MOST COMPLETE TRANSPORTATION SYSTEM

RAIL FREIGHT . . . Canadian Pacific's largest transportation service. Serves Canada and United States with modern equipment—fast schedules—experienced personnel. Transcontinental—trans-border—intercity—local services.

RAIL PASSENGER . . . Canada's transcontinental streamlined scenic dome train—The Canadian—operates daily between Montreal-Toronto and Vancouver—connections to Saint John and Halifax—intercity and local schedules.



STEAMSHIPS . . . White Empress liners between Canada-Europe . . . winter cruises New York to Mediterranean and West Indies—United Kingdom to North African waters and the West Indies. Beaver cargo ships and chartered vessels between Britain-Europe-Canada.

AIRLINES . . . Super DC-8 jet Empresses and jet-prop Britannias serve five continents—link Canada with Japan-Hong Kong-Hawaii-Australia-New Zealand-Mexico-South America-Europe. Daily transcontinental flights across Canada.

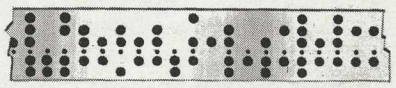
MERCHANDISE SERVICES . . . This fast-growing service—conceived by Canadian Pacific—using all the tools of transportation—provides for one-control handling of shipments by rail-road-water-air.

HOTELS . . . Year-round hotels in major cities in Canada—famous summer resorts in the Canadian Rockies and eastern Canada—modern and attractive facilities for conventions and business meetings.

Canadian Pacific since its completion as Canada's first transcontinental railway has become the world's most complete transportation system operating 85,000 route miles by land, sea and air to serve five continents.

As the world's leading privately owned transportation company, Canadian Pacific offers the widest possible choice of services and facilities to meet the diversified travel and shipping needs of individuals and industry.

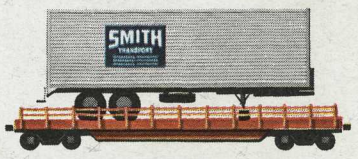
Canadian Pacific provides modern equipment — convenient schedules — experienced personnel — world-wide service—and a name highly respected for reliability and performance.



TELECOMMUNICATIONS . . . High-speed circuits across Canada with connections throughout the world. Teletype—telex—facsimile—telemetering—telegrams—broadcast transmission—integrated data processing.

TRUCKING . . . Canadian Pacific Transport Company, and Smith Transport Limited offer fast, safe, efficient, economical road transportation services throughout the major areas of the nation.

EXPRESS . . . Safe, economical, fast shipment and delivery of goods in Canada and abroad. Travellers' cheques—money orders—foreign remittances.



PIGGYBACK . . . Operating from 39 major centres across Canada—Saint John to Vancouver—one of the world's largest piggyback operators—handled 114,800 trailers in 1962 and steadily expanding.

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