Important Features this month

- **New Canadian Pacific Fast "All Sleeping Car" Transcontinental Trains—"Trans-Canada Limited." Section 8.**
- **Three Daily Transcontinental Trains from June 1. Section 8**
- **How to see the Canadian Pacific Rockies, etc., Sections 14, 15 and 16.**

CANADIAN PACIFIC RAILWAY

BULLETIN 125

MONTREAL, June 1, 1919

MOUNT SIR DONALD (10,808 feet high) AND THE ILLECILLEWAET GLACIER—Canadian Pacific Rockies. Within full view of and close to Glacier House, Glacier, B.C.,—Canadian Pacific Hotels—See Section 10 of this Bulletin.

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Gary Train Centre

TICKET AND TARIFF INFORMATION

1. New Tariffs.—Tariff *120-2–§102-2, effective May 26 and cancelling Tariff *120-1 §102-1, gives fares and instructions as to ticketing via the Canadian-Australasian Line.

Supplement 9 to Tariff S1 (sleeping and parlor car fares) takes effect May 22 and cancels all previous supplements. Supplement 10 effective June 5 in Canada and July 5 in U.S. will cancel Supplt. 9.

Fare Advice *2806–§647, effective June 1 to Sept 30, gives round trip summer tourist fares from Vancouver, Victoria and Seattle to destinations in Alaska, Northern British Columbia and the Yukon territory.

F.A. *2810–§648, addressed to pursers of Great Lakes Steamships and to agents Toronto, Port McNicoll, Owen Sound, Sault Ste. Marie, Port Arthur, Fort William and Winnipeg, effective during season of navigation, quotes meal and berth charges on Great Lakes Steamships.

F.A. *2812–§649, effective May 22 and cancelling F.A. *2802–§645, gives charges for movement of special passenger cars from Canada to the United States.

Supplement 6 to F.A. *2733—Supplement 7 to F.A. §598 (combined issue), cancels the Fare Advice, which covered the mobilization of men, etc., under the Canadian Military Service Act.

Supplt. 2 to F.A. *2794—Supplt. 1 to F.A. §641 (combined issue) affects agents at Ottawa, Ont., and Victoria, B.C., only.

Supplt. 4 to F.A. *2797, Supplt. 6 to F.A. §642, effective June 1, gives, changes in list of persons authorized to sign certificates acct. Dominion Provincial Employment Service.

Supplt. 3 to F.A. *2799—Supplt. 3 to F.A. §643, effective June 1, deals with warrants issued by the Board of Pension Commissioners and with ticketing first-class via Great Lakes Steamships.

Eastern Lines.

Tariff 103-2, effective May 15, quotes fares via connecting lake and river steamboat lines.

Tariff 114-1, effective May 15, quotes summer tourist fares to destinations in Eastern Canada and Newfoundland, and Tariff 115-2, effective June 1, summer tourist fares to destinations in Maine, New Hampshire, New York and Vermont.

Tariff 124-2, effective June 1, quotes summer tourist fares to Pacific Coast destinations. See Section 2 of this Bulletin.

Tariff 132, effective June 1, has been suspended per Supplt. 1 and Rule 26 of Tariff 483 will govern milk shipments until further advised.

Supplement 9 to Tariff 473 authorizes fare of $15.49 Toronto to New York via all New York Central trains except Empire State Express—also makes changes in fares to other points.

Fare Advice 2811, effective May 19, cancels F.A. 2807 and names fares via Great Lakes Steamships from Sault Ste Marie, Mich.

F.A. 2813, effective May 22 and cancelling F.A. 2787, gives the charges for special train movements to United States destinations.

F.A. 2814, effective June 1, quotes summer tourist fares to Banff, Calgary, etc., also to Yellowstone Park and other U. S. destinations. See Section 2 of this Bulletin.

Supplement 7 to F.A. 2758 and 2759 (combined issue), effective May 22 and cancelling Supplement 6 to F.A. 2758 and Supplement 5 to F.A. 2759, covers changes in mileage book regulations, etc.

Supplement 4 to F.A. 2786, effective May 19, cancels all previous Supplements re reduced fares for male ex-members of the C. E. F. Supplement 5, effective June 1, applies to Guelph agents only.

Supplement 2 to F.A. 2796, effective May 25 and cancelling Supplt. 1, announces changes in the certificate plan arrangements for conventions.

Supplement 2 to Tariff Index A16, effective June 1, gives changes in list of tariff publications on file with the Canadian Railway Commission.

Western Lines.

Supplement 4 to Tariff 110, effective May 10 and cancelling all previous supplements, makes changes in one-way and round-trip fares from Ontario, Manitoba, Saskatchewan, Alberta and British Columbia (east of Kootenay Landing and Revelstoke) to points in Eastern Canada.

Supplement 2 to Tariff 321, effective May 15, announces new summer tourist fares to Banff, Lake Louise, Field and Glacier, cancelling those formerly in effect.

Supplement 26 to Intersection Tariff 306, effective May 15, makes minor changes and is supplied all agents.

Supplement 30 to Fare Advice 529, effective June 1, cancels Supplements 28 and 29 and all other Supplements except 27 (which remains in effect except where modified by Supplement 30).

Supplement 4 to Fare Advice 610 effective June 6 cancels and previous Supplements and affects agents at Winnipeg, Fort William and Calgary only.

Supplement 2 to F.A. 643, effective May 15, instructs re issuance of tickets to members of Royal Northwest Mounted Police.

Supplt. 1 to Index C1 and Supplt. 1 to F.A. 637, both effective June 1, give changes in lists of tariffs on file respectively with the Canadian Railway and Interstate Commerce Commission.

*Eastern Lines. §Western Lines.

99150 $8.00

Summer tourist fares, effective June 1, are quoted in following.

Tariff Circular	TERRITORY	
	From	To
W1—19	Ontario, Manitoba and Saskatchewan.....	North Pacific Coast and California.
W2—19	Winnipeg.....	Detroit and Alexandria, Minn.
W12–19	Calgary, Edmonton, and intermediate points....	Vancouver, Victoria and New Westminster.
V 11–19	Vancouver, Victoria and New Westminster.....	Banff, Calgary and Edmonton.

N.B.—Agents affected see also Supplement 2 to Tariff 321, referred to in 2nd paragraph under Western Lines on page 2.

Tariff Circular †7-19-‡3-19 shows reduced fare arrangements authorized under certificate plan for the Canadian Manufacturers' Association Convention at Toronto, June 10 to 12 and Tariff Circular W10–19—V6–19 similar information re Canadian Order of Foresters' Convention, London, June 14 to 21.

2. Summer Tourist Fares to Pacific Coast and other Western Destinations.—Particulars of tariff publications are given in the preceding Section.

Note that this year summer tourist tickets to Pacific Coast destinations, also to Banff, Lake Louise, Field, Glacier, etc., and to Yellowstone Park, Glacier (U.S.) National Park and various other U.S. destinations as specified in tariffs require validation before they can be used on return trip, but no validation fee will be charged. As heretofore, Pacific Coast tickets may be validated at a number of intermediate points (specified in tariffs) if passengers desire to return east from such intermediate points instead of completing their journey. A new contract form, Contract 46, has been supplied for use instead of Contract 45; agents having Contract 45 in stock will return same to Auditor of Passenger Receipts at once for cancellation.

Validation is not required of summer tourist tickets to Denver, Colorado Springs, Pueblo, Ogden, Salt Lake, Santa Fe., N.M., Mancos, Colo., or the Mesa Verde (U.S.) National Park.

All tickets to Western destinations sold at summer tourist fares should have letters "S.T." stamped or written with ink on face of contract and each coupon.

Agents' special attention is called to the following regulations in the sale of summer tourist round-trip tickets:—

Vancouver must be destination of round-trip tickets routed on going journey via Canadian Pacific Ry. or Canadian National Rys. to Vancouver and returning via U. S. routes through Seattle or vice versa, when the tickets do not read through Victoria or Portland.

Victoria must be destination of round-trip tickets routed on going journey via Canadian Pacific Ry. or Canadian National Rys. to Vancouver and returning via steamer and U.S. routes through Seattle or vice versa when the tickets do not read through Portland.

Portland must be destination of round-trip tickets reading through Portland, when they do not also read through California.

3. Homeseekers' Second Class Round-Trip Tickets from Eastern Canada to Manitoba, Saskatchewan, Alberta and British Columbia Destinations.—Fares are given in Tariff *119-2 and Special Supplement A (the latter supplied, with a few exceptions, only to agents at points off Canadian Pacific Ry line). Tickets on sale daily to September 30 inclusive.

Western Lines agents have instructions re validation, extension and variation in route of these tickets, also as to stop-over privileges, in Special Circular †1399.

4. Emergency Fare Quotations.—When agents obtain from head office quotations of fares to destinations, or by routes, not covered by regular tariffs (commonly spoken of as "emergency fares") same are to be understood as for immediate use and are not to be held for use at some indefinite future time.

5. Ticketing to St. Paul and Minneapolis, Minn.—Agents are reminded that the fares to St. Paul and Minneapolis are not the same from all stations. In some cases Minneapolis takes a lower and in some cases a higher fare than St. Paul.—in other cases, both cities take same fare. Eastern Lines agents will note particularly the showing of fares to St. Paul and Minneapolis on pages 5, 7, 9 and 11 of Special Supplement 4 to Joint Tariff AA7.

Tickets form 70-20 and 70-20E, which formerly read via Sault Ste. Marie to "St. Paul or Minneapolis," have been revised to read "St. Paul" only, and new forms 70-96 and 70-96E read to "Minneapolis" only.

6. Ticketing Passengers for Escanaba, Mich., via Sault Ste. Marie.—Soo Line Train 7, the connection of Canadian Pacific Train 17, has no connection for Escanaba and passengers for that point should be ticketed only to Gladstone, Mich., unless they are willing to wait over at Sault Ste. Marie until the following day and take Soo Line local train 87, which leaves Sault Ste. Marie 1.10 p.m. and runs through to Escanaba daily except Sunday, arriving Escanaba 7.00 p.m.

7. Ticketing for New Canadian Pacific Trains "The Trans-Canada Limited".—Special attention is directed to Supplement 9 to Private Instructions to Ticket Agents No. 2 and Supplement 7 to Passenger Department Instructions re Sleeping and Parlor Cars No. 4, effective June 1.

*Eastern Lines. †Western Lines Field Kootenay Landing and East.
‡Western Lines West of Field and Kootenay Landing.

Ticketing for New Canadian Pacific Trains etc.—Continued.

First class tickets (with certain exceptions specified in Supplement 9 to Private Instructions to Ticket Agents No. 2) will be honored on the Trans-Canada Limited only when accompanied by tickets for sleeping car berths, sections, drawing-rooms or compartments, or when passengers have reservations for same to be paid for on train (except that between Montreal and Ottawa in parlor cars running specially between those points first-class tickets will be honored when accompanied by parlor car seat tickets). Second class tickets will not be honored on these trains. See Section 8 of this Bulletin.

MATTERS ESPECIALLY RELATING TO CANADIAN PACIFIC

8. Canadian Pacific Train Service.—General change of time to Summer Schedule took effect Sunday June 1.

"Trans-Canada Limited" trains 7 and 8 between Montreal and Vancouver, 9 and 10 between Toronto and Sudbury.

The putting on of the new fast "all-sleeping car" transcontinental trains is the most important feature of the summer time table and marks a new epoch in Canadian railway history. The double daily transcontinental trains already in service carry heavy mail, express, day coach and tourist sleeping car traffic and require to stop at all important stations. The new trains will carry standard sleeping car passengers only and, except for the necessary change of engines at divisional points, will stop only at the larger commercial centres and tourist resorts and will thus expedite the movement of through passengers and relieve the other trains without interfering, in any way, with the service provided for other traffic.

The number of cars handled on the "Trans-Canada Limited" is limited to

8 cars east of Fort William and west of Banff (exclusive of open top observation cars).
10 cars Fort William and Winnipeg.
9 cars Winnipeg and Banff.

The running time of the new trains (allowing for difference in time) is scheduled at 93 hours 30 minutes, Montreal to Vancouver and 92 hours 15 minutes Vancouver to Montreal.

Equipment consists of:

Standard Sleepers
- Montreal–Vancouver
- Montreal-Winnipeg.
- Toronto–Vancouver.
- Toronto–Winnipeg.
- Fort William–Winnipeg.
- Winnipeg–Vancouver.

Compartment car (1 drawing room, 7 compts.) Toronto–Winnipeg.

Compartment observation car (1 drawing room, 3 compts.) Montreal–Vancouver;

Dining Cars
- Montreal–Vancouver.
- Toronto–Sudbury.

Only a limited quantity of personal baggage will be carried; other than personal baggage requires to be forwarded by other trains.

Berths for one night trip will not be sold or reserved on the "Trans-Canada Limited," between following points, because there is ample and convenient sleeping car service on other trains and because the occupancy of such space on short distance runs would exclude longer distance passengers.

Montreal or Ottawa to North Bay or Sudbury.
Toronto to Sudbury.
Vancouver to Glacier or intermediate points.
Field–Lake Louise–Banff or Calgary to Medicine Hat or Swift Current.

Berth or seat space for day trips will not be sold or reserved on the "Trans-Canada Limited" between following points, because any considerable number of day-trip passengers could not be carried without inconveniencing through sleeping car passengers and there are other convenient trains between those points for the accommodation of day passengers:–

Kenora and Winnipeg.
Winnipeg and Brandon.
Regina and Moose Jaw.
Calgary and Sicamous and intermediate points.

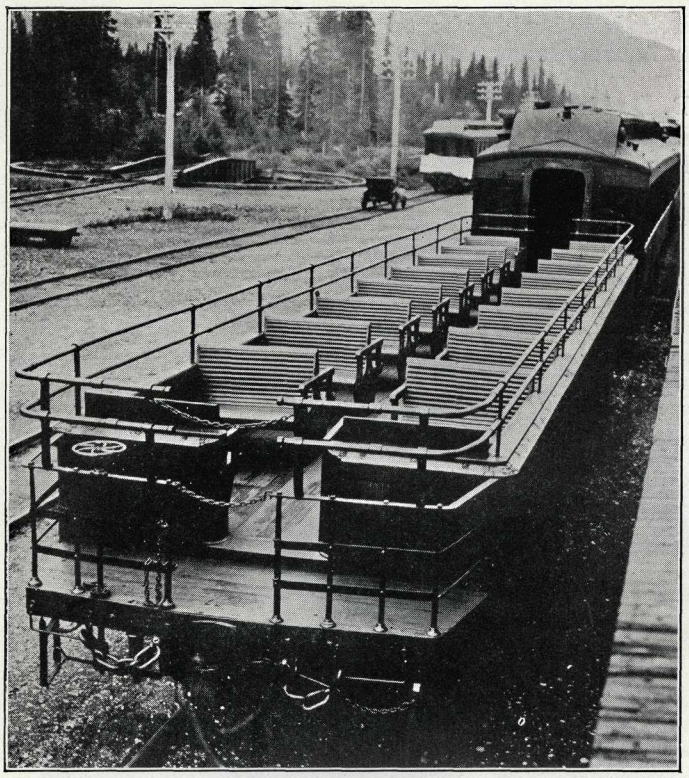
☛ **By the putting on of the "Trans-Canada Limited" the Canadian Pacific establishes three daily transcontinental express trains besides having a fourth daily express, the "Soo Pacific" between Moose Jaw and Vancouver.**

Other features of Transcontinental train Service:–Trains 1 and 2, now known as "The Imperial" (instead of "Imperial Limited") continue to run daily between Montreal and Vancouver with very little change from former schedules, but will no longer carry compartment observation cars and will have parlor cars between Banff and Revelstoke.

Trains 3 and 4, now known as "Vancouver Express" and "Toronto Express" respectively, run daily between Toronto and Vancouver. No. 3 leaves Toronto 10 p.m. (instead of 7 p.m. as heretofore) and arrives Vancouver later than formerly. No. 4 runs on practically former schedule. These trains will carry compartment observation cars between Winnipeg and Vancouver, but not between Toronto and Winnipeg.

Open top observation cars, as shown in cut, will be run as follows:

On trains	Between	On trains	Between
1 and 2	Field and Revelstoke, June 1—Sept. 15.	13 and 14	Field and Revelstoke, June 1—Sept. 15
7 and 8	Field and Revelstoke, July 1—Sept. 15.	3 and 4	North Bend and Vancouver, July 1—Sept. 15



Canadian Pacific Rockies—Open Top Observation Car

They are placed at the rear end of the train in each case. There are no cinders, as oil-burning locomotives are used wherever the open-top observation cars are run. See Special Circular *7526–†1401–‡657 for further details.

Eastern Lines.

Ottawa–Toronto day trains "The York" and "The Rideau", Nos. 37 and 38 respectively commence running via the Lake Ontario Shore Line June 2. Leave Ottawa Central 1.00 p.m. and arrive Toronto (Union) 9.30 p.m.; leave Toronto (Union) 1.30 p.m. and arrive Ottawa Central 10.00 p.m. daily, except Sunday. See Special Circular *7529 for further particulars of this and other Ottawa-Toronto-Brockville-Kingston services.

Montreal–St. Andrews Sleepers commence running June 19 (as Algonquin Hotel opens June 20). Standard sleeper will leave Montreal by train 16, 7.00 p.m. daily except Saturday, and in addition a compartment sleeper will leave Wednesdays and Fridays.

Montreal—Portland Sleepers begin service June 26, leaving Montreal 8.10 p.m. daily on the Boston express (train 210) arriving Portland Union Station 8.00 a.m.; returning leave Portland 6.45 p.m. and arrive Montreal 8.20 a.m. Boston & Maine R.R. connecting train will leave Portland 8.30 a.m. running through to Kennebunk and intermediate points and returning will arrive Portland 6.15 p.m. daily; on week days there will be connection both ways between Kennebunk and Kennebunkport.

Special Circular *7528 gives new assignment of space and Supplt. 1 to Special Circular *7521 particulars of further local time table changes.

Western Lines. Particulars of train service changes are given in Special Circular †1402–‡657 and of assignment of space in Special Circular †1403–‡658.

"Soo-Pacific Expresses" trains 13 and 14, run through daily between St. Paul, Minneapolis and Vancouver with standard and tourist sleepers and compartment observation car, on practically same schedule as ast year.

Kettle Valley Route trains 11 and 12 run daily between Nelson and Vancouver, via Hope, with standard sleeper and cafe observation parlor car. Leave Nelson 9 p.m. and arrive Vancouver 11.30 p.m. next day; leave Vancouver 8 p.m. and arrive Nelson 11.15 p.m. next day.

9. Canadian Pacific Summer Arrangements in the Rockies.—A. L. Powell, District Passenger Agent in charge of territory Banff to Glacier, will have headquarters at Banff, Alta., up to September 30.

Passenger Dept. will handle Banff depot ticket office June 1 to Sept. 30. N. J. Lowes in charge as Ticket Agent, and sleeping car reservation clerks E. W. Travis at Banff Springs Hotel and L. D. Merkley at Chateau Lake Louise will be on duty June 1 to Sept. 30 also.

View Points.–Yoho Valley and Albert Canyon.–During summer season all westbound C.P.R. daylight trains will run slowly at mileage 128 Laggan Subdivision, i.e. 128 miles west of Calgary, in order to give a view of the Yoho Valley, and trainmen are instructed to draw passengers' particular attention thereto.

Daylight passenger trains will stop also for five minutes at Albert Canyon during the summer tourist season giving passengers an opportunity to alight there for a brief inspection of the wonderful gorge.

Customs Officers.–In order that tourists from and to the United States may not be inconvenienced by an examination of their baggage at the International boundary, Canadian Customs Inspectors will be stationed at Banff and at Lake Louise up to September 30, and a U.S. Customs officer also will be on duty at Banff up to October 1.

Emerald Lake Chalet will be open July 1 to Sept. 15 and *Glacier House* from July 1 to Aug. 31, and it is expected theBrewster Transport Co. will have carriages and ponies available at Field station for those desiring to make the Emerald Lake trip. Further particulars will be given next month.

Lake Louise Transfer–As in previous years, passengers and baggage for Chateau Lake Louise are transported to and from the station, a distance of 3½ miles each way, in gasoline tram cars, which meet all trains. Rate 50 cents each way per passenger.

Moraine Lake Camp, nine miles from Lake Louise is conducted for the accommodation of visitors who wish to obtain tea and other refreshments and for fishermen who desire to stay all night at the Lake in order

†Eastern Lines. ‡Western Lines Field, Kootenay Landing and East. ‡Western Lines, West of Field and Kootenay Landing.

(Over)

Moraine Lake Camp, &c.—Continued.

to fish during the evening and early morning. Boats, rods and rubber boots are for rental at moderate rates. This camp is not run by the Canadian Pacific Ry. but information as to terms, etc., can be had on application to Miss M. K. Danks, Moraine Lake Camp, Lake Louise, Alberta. There will also be a refreshment booth of the Lakes in the Clouds' conducted by Miss E. B. Dodds.

Swiss Guides.—Arrangements will be about same as last year, the guides being stationed as follows:

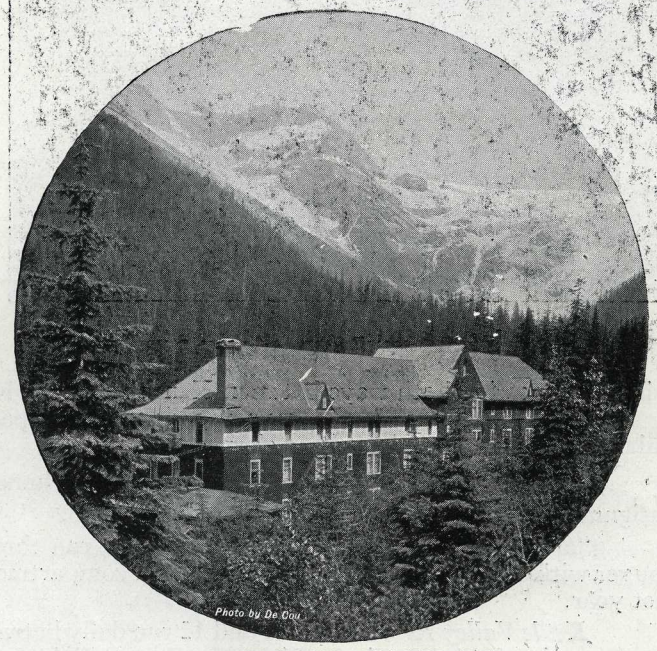
E. Feuz,	Lake Louise.
R. Aemmer,	" "
Ernest Feuz,	Glacier.
Christian Haesler,	"

and their services can be engaged through the hotel managers at $6.00 a day.

10. Canadian Pacific Hotels—*Glacier House*, situated in the heart of the Selkirks, is an exceedingly attractive place in which to enjoy Alpine scenery and surroundings under comfortable conditions.

Up to 1916, Canadian Pacific main line trains passed directly in front of the hotel, on their way over the "Loops of the Selkirks" and through the Rogers Pass—now, the long climb over the Loops is avoided by using the double track Connaught Tunnel, the longest in America, which pierces Mount Macdonald and, though five miles long, is so straight that the exits are never out of sight. From Glacier Station, at the Tunnel's western portal, it is an easy carriage drive of about one mile to the hotel, which stands at the foot of the great Illecillewaet Glacier and in full view of Mount ①Sir Donald (10,808 feet) and many other giants of the Selkirk group.

As a centre for exploring and mountain-climbing, Glacier House is unexcelled, and the geologist finds enough to interest him for a lifetime in the immediate neighborhood. The Illecillewaet Glacier may be said to occupy the back-yard of the hotel and the Asulkan Glacier is within easy distance, while the Nakimu Caves, discovered only a few years ago and larger than the Mammoth Cave of Kentucky, though as yet only partly explored, are but seven miles distant by carriage road and bridle path.



GLACIER HOUSE, GLACIER, B.C.
Open July 1 to August 31

Among the shorter and easier ascents to be made from Glacier House are Glacier Crest (7,419 feet), Marion Lake (5,666 feet), and Observation Point (5,750 feet); from the first-named there is a splendid view of the Illecillewaet Glacier with its crevasses, seracs and moraines, and from Observation Point, a grand panorama of Rogers Pass is unfolded to the eye. The climb to the summit of Mount Abbott (8,081 feet) is an all-day undertaking, but not a difficult one, and Mount Sir Donald himself can be conquered readily enough with the assistance of the Swiss guides, whose services may be secured through the hotel management at a charge of $6.00 per day each.

Glacier House will be open this year from July 1 to August 31. As it is owned and operated by the Canadian Pacific Railway, guests may be assured of city comforts and conveniences and a table maintained at the Company's usual high standard. It contains 76 rooms and is run on the American plan, per diem rates being $5.00 without bath; $6.00 with bath, and upwards.

The Empress Hotel, Victoria, should be recommended as a stop-over point for all tourists to Alaska and other Pacific Coast points. Its appointments and service are unsurpassed, and it is the headquarters *par excellence* for those wishing to enjoy the delightful climate and scenic and other attractions of Victoria and Vancouver Island.

The Algonquin Hotel, St. Andrews-by-the-Sea, N.B., opens June 20 and is operated on American plan, per diem rates being $7.00 without bath; $8.00 with bath, and upwards. Through sleeping car service is operated between Montreal and St. Andrews while the hotel is open. For particulars see Section 8 of this Bulletin.

Banff Springs Hotel and *Chateau Lake Louise* are now open for the season.

11. Canadian Pacific Ocean Services Ltd.—*Trans-Atlantic lines.* Sailings from Montreal are announced as follows:—

Steamship	Leave Montreal 10 a.m.	Steamship	Leave Montreal 10 am.
Metagama	June 7	Scotian	June 22
Corsican	" 8	Minnedosa	" 27
Tunisian	" 15	Scandinavian	" 28
Melita	" 17	Granpian	July ..

Ships sail from Quebec 6.00 p.m. same day.

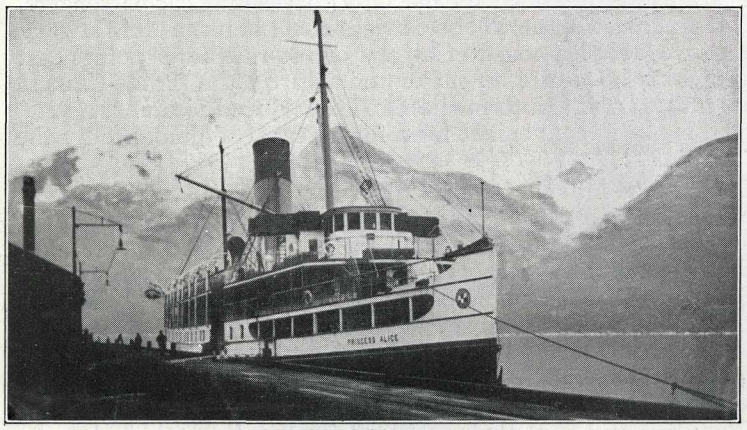
①Named after the late Lord Strathcona (formerly Sir Donald Smith), one of the builders of the Canadian Pacific Railway.

Trans-Pacific Lines. Sailings from Vancouver are scheduled for

Steamship	Leave Vancouver 11 a.m.	Steamship	Leave Vancouver 11 a.m.
Empress of Russia	June 12	Empress of Asia	July 10
Monteagle	" 20	Empress of Japan	" 24

12. Canadian Pacific Steamships—Great Lakes Service is in full operation per schedule shown in Section 11 of Bulletin 123 and Special Circular *7518–†1398–‡655.

Supplt. 1 to Circular *573–§2888 shows that eastbound space on Great Lake Steamships is held by Depot Ticket Agent, Winnipeg.



SS. "Princess Alice" at Skagway

13. Canadian Pacific Steamships—British Columbia Coast Service—*Alaska* summer sailings are given in B.C. Coast Circular 405. S.S. *Princess Alice* and *Princess Mary* are in service.

What to do at Skagway. Supplementary to the information given in Section 19 Bulletin 124, we are advised that the launch *Ja-Ka-Dan* will be in commission at Skagway this season and generally available for the following trips:–

Tour No. 1—Grand Tour of Skagway Bay, Fortine Bay, Dyea Estuary, Burro Creek, Elk Falls, time 2½ hours. Ten persons or less $10.00. All over ten persons $1.00 each.

Tour No. 2—Burro Creek, with two hours stop, and return. Five persons or less $5.00. All over five persons $1.00 each.

Tour No. 3—Chilkoot Inlet, visiting cannery, Taiyasakaka, Burro Creek, McKinley Falls, Elk Falls. Ten persons or less $25.00. All over ten persons $2.50 each.

Tour No. 4—Elk Falls, McKinley Falls, Haines Mission and Fort William H. Seward. Ten persons or less $25.00 All over ten persons $2.50 each.

There may be times when the launch is not available, but passengers will be able to ascertain regarding this and make arrangements for trips if desired on arrival at Skagway.

Tour of Llewellyn Glacier Region at South end of Lake Atlin, B.C.—White Pass & Yukon Route operate steamer *Tarakne*, making a 65 mile trip from Atlin around Goat and Copper Islands at the south end of the lake. This steamer does not run down to the end of the lake as far as Llewellyn Glacier, but C. L. Read, who acts as conductor for W. P. & Y. Route on the lake trip, will arrange to personally conduct parties to the Glacier either by steamer or launch on very reasonable terms.

Prince Rupert Service has been discontinued except by the Alaska steamships and agents should secure reservations by wire when ticketing passengers for Prince Rupert on Alaska ships, as bookings for Alaska are heavy and expected to continue so during the summer.

B.C. Coast S.S.–Circular 413, effective June 1, cancels Circular 401 and gives all B.C. Coast schedules. For berth reservations on local steamers Vancouver to Victoria and Seattle requests should be made to C. Millard, Depot Ticket Agent Vancouver, and on night steamer Seattle to Vancouver to E. F. L. Sturdee, General Agent, Seattle. Alaska reservations for individuals, should be obtained from Depot Ticket Agent, Vancouver, and for special parties from General Passenger Agent, Vancouver.

Gulf Islands Route. Steamer *Island Princess* leaves Victoria 8.00 a.m. Monday, Wednesday and Saturday, also leaves Vancouver 8.00 a.m. Tuesday for Ganges Harbor and other Gulf Island points; on Thursday steamer leaves Victoria 7 a.m. for Nanaimo and intermediate points.

S.S. *Charmer* also leaves Vancouver 9.00 a.m. Monday for Ganges Harbor.

Victoria—Vancouver—Nanaimo—Union—Comox Route. Steamer leaves Victoria midnight Tuesday and Vancouver 8.30 a.m. Wednesday and Friday for Comox and intermediate points, connecting at Nanaimo with the Esquimalt & Nanaimo Ry. train for Alberni, also at Union Bay with the Canadian Collieries (Dunsmuir Ltd.) Ry. for Cumberland.

Vancouver—Union Bay—Powell River Route. Steamer leaves Vancouver 11.45 p.m. Saturday for Powell River, Union Bay and Comox and, returning, is due back at Vancouver 6.00 a.m. Monday.

Vancouver—Nanaimo. S.S. *Princess Patricia* is performing double daily service, leaving Vancouver 10.00 a.m. and 6.30 p.m. and Nanaimo 7.00 a.m. and 3.15 p.m. Time of trip two hours.

14. How to see the Canadian Pacific Rockies and Selkirks and the Thompson and Fraser Canyons in daytime. (Under 1919 summer train schedules). From the Canadian Pacific car windows one has before him for the whole 642 miles between Vancouver and Calgary a continuous panorama of such magnificient scenery as can be seen nowhere else on this continent and probably nowhere else in the world.

*Eastern Lines. §Western Lines. †Western Lines, Field, Kootenay Landing. ‡Western Lines, West of Field and Kootenay Landing.

(Over)

How to see the C.P. Rockies and Selkirks etc.—Continued.

In addition to what can be seen from the train and without moving from his seat, the traveller may view yet more marvellous things by making short side trips from the line of railway.

This year the new fast "All Sleeping Car," Trans-Canada Limited trains 7 and 8, afford additional facilities over those enjoyed in previous years, their schedule being so arranged as to make a daylight run in both directions over almost the entire distance between Calgary and Sicamous.

Note, that the "Trans-Canada Limited" trains are intended for use only by sleeping car passengers, and, while thro ughpassengers holding sleeping car accommodation will be carried from points east of Calgary to Sicamous or intermediate points, or from points west of Sicamous to Calgary or intermediate points east of Glacier, those trains **cannot** be used by passengers who desire to make the trip on the Trans-Canada Limited only between Calgary and Sicamous, or between points intermediate to Calgary and Sicamous.

How all that is to be seen and may be seen is put in convenient form for passengers' guidance by the following plans, based upon the 1919 summer schedules:

Plan 1.–*For those having ample time at their disposal*:–Travel between Calgary and Vancouver by daylight trains using one of the schedules shown under Plan 2 below and, in addition, stop over at Banff, Lake Louise, Glacier and Sicamous (also at Field in order to make side trip to Emerald Lake and the Yoho Valley), for, while you can see much from the train, there are many attractive spots and features of interest that cannot be viewed in that way such as Bow Falls, the Cave and Basin, Hot Sulphur Springs, the Animal Paddocks, Sun Dance Canyon, Johnson Canyon, the Hoodoos, Lake Minnewanka, the Spray Valley and Spray Lakes in the neighborhood of Banff; Lake Louise and the Lakes in the Clouds (Mirror and Agnes), Victoria and Lefroy Glaciers, Paradise Valley and Giant Steps, Sentinel Pass, Moraine Lake and Valley of the Ten Peaks, Consolation Lake and the Ptarmigan Valley (reached from Lake Louise Station)–Lakes O'Hara and McArthur (reached either from Hector or Lake Louise)–The Fossil Beds, Natural Bridge, Emerald Lake, the Yoho Valley, Takakkaw and Twin Falls and Wapta Glacier (reached from Field)–the Columbia Valley and Lake Windermere (reached from Golden)–the Illecillewaet and Asulkan Glaciers, Marion Lake, Canyon Creek Valley, Cougar Valley and the Nakimu Caves (reached from Glacier)–Revelstoke National Park, Gorge of the Columbia River, Silver Tip Falls and the Arrow and Kootenay Lakes (reached from Revelstoke) –and the Okanagan and Kettle Valley Districts (reached from Sicamous–also from Revelstoke by way of Arrow Lakes and the Kettle Valley Ry.).

Plan 2.—*For those whose time will not permit lengthy stop-overs* but who can afford to spend one or two nights on the road so as to see all the scenic wonders along the track, in daylight.

If westbound the journey west of Calgary can be made as follows:—

Lve. Calgary	①Train	7	9.45 a.m.	M.T.	Train	3	8.10 p.m.	M.T.
Arr. Banff	"	7	12.30 p.m.	"	"	3	11.45 "	"
Lve. "	"	7	12.40 "	"	"	13	9.00 a.m.	"
Arr. Lake Louise	"	7	1.50 "	"	"	13	10.15 "	"
Lve. Lake Louise	"	7	2.00 "	"	"	13	10.25 a.m.	"
Arr. Sicamous	"	7	9.40 "	P.T.	"	13	6.55 p.m.	P.T.
	Stay at Hotel Sicamous.							
Lve. "	Train	3	9.30 a.m.	P.T.	"	3	9.30 a.m.	
Arr. Vancouver	"	3	10.45 p.m.	"	"	3	10.45 p.m.	"

M.T. Mountain Time; P.T. Pacific Time.

Stay at Banff Springs Hotel.

[Take branch line 3½ miles to Chateau Lake Louise. Stay there 24 hours

These schedules can be varied also by spending a night at ② Glacier thus:–

Arr. Lake Louise (as above)	①Train	7	1.50 p.m.	M.T.	Train	13	10.15 a.m.	M.T.
Lve. " "	"	7	2.00 "	"	"	13	10.25 a.m.	"
Arr. Glacier	"	7	6.12 "	P.T.	"	13	3.05 p.m.	P.T.
	Stay at ②Glacier House							
Lve. "	"	1	2.05 "	P.T.	"	1	2.05 "	"
Arr. Vancouver	"	1	8.00 a.m.	"	"	1	8.00 a.m.	"
Lve. Glacier	"	1	2.05 p.m.	"	"	1	2.05 p.m.	"
Arr. Sicamous	"	1	6.05 "	"	"	1	6.05 "	"
	Stay at Hotel Sicamous.							
or Lve. "	"	3	9.30 a.m.	P.T.	"	3	9.30 a.m.	"
Arr. Vancouver	"	3	10.45 p.m.	"	"	3	10.45 p.m.	"

Stay 24 hours at Chateau Lake Louise.

Stay at ②Glacier House.

Stay at Hotel Sicamous.

If eastbound the journey Vancouver to Calgary may be planned thus:—

Lve. Vancouver	Train	4	9.00 a.m.	P.T.	Train	4	9.00 a.m.	P.T.
Arr. Sicamous	"	4	10.55 p.m.	"	"	4	10.55 p.m.	"
	Stay at Hotel Sicamous.							
Lve. "	③ "	8	7.05 a.m.	P.T.	"	2	10.35 a.m.	"
Arr. Lake Louise	"	8	5.25 p.m.	"	"	2	9.30 p.m.	M.T.
or Lve. Sicamous					"	14	6.05 a.m.	P.T.
Arr. Lake Louise					"	14	5.50 p.m.	M.T.
Lve. Lake Louise	Train	8	5.35 p.m.		"	4	10.15 a.m.	"
Arr. Banff	"	8	6.37 "		"	4	11.20 "	"
Lve. "	"	8	6.47 "		"	4	11.30 a.m.	"
Arr. Calgary	③ "	8	9.15 "		"	14	7.20 p.m.	"
					"	8③	6.47 p.m.	"
					"	2	10.55 "	"

Stay at Chateau Lake Louise.

Stay at Chateau Lake Louise.

Stay at Banff Springs Hotel.

and arrive Calgary 2.10 p.m., 10.10 ", ③9.15 ", 1.40 a.m.

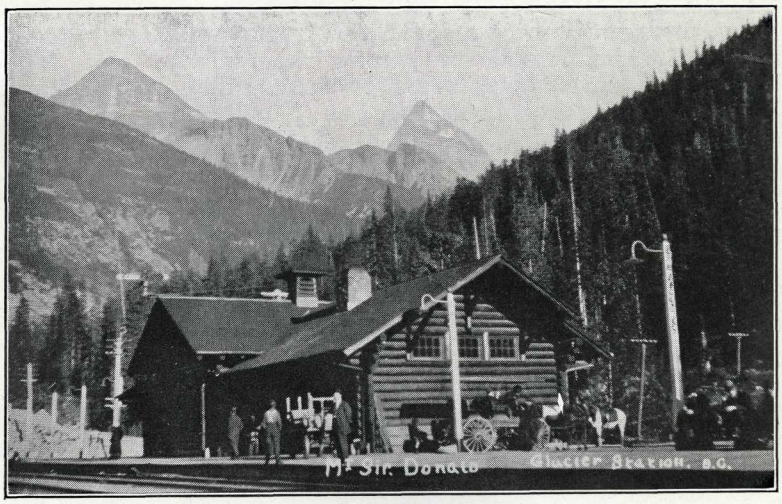
①Train 7—Trans Canada Limited cannot be used if passenger has stopped over at Calgary.
②Glacier House will be open July 1 to August 31. ③Train 8 cannot be used unless passenger makes through sleeping car trip by that train from some point west of Sicamous to Calgary, from some point west of Field to east of Calgary, or from Field, Lake Louise or Banff to some point east of Swift Current.

These schedules can be varied also by stopping over part of a day and a night at ② Glacier and using Train 14 from Glacier to Lake Louise.

Lve.	Sicamous. . .	Train 2	10.35 a.m.	P.T.
Arr.	Glacier.	" 2	3.05 p.m.	"
	Stay at ②Glacier House.			
Lve.	"	" 14	10.35 a.m.	"
Arr.	Lake Louise	" 14	5.50 p.m.	"

—and thence as above.

Plan 3.–*Those who are pressed for time and cannot afford any stop-overs* should decide whether they wish more particularly to see the Rockies and Selkirks or the Thompson and Fraser Canons–bearing in mind that the scenery in the Rockies and the Selkirks is generally considered grander and more impressive than that in the Canons and, in order to see it, as much as possible of the route between Calgary and Sicamous should be traversed in daylight. The following itineraries are suggested:–



Glacier Station, B.C.
(From photograph taken by J. Ratchford, Station Baggageman, C.P.R., Kamloops.)

To see the Rockies and Selkirks.—

WESTBOUND

①Train 7			Train 1			Train 13		
Lve. Calgary.	9.45 a.m.	M.T.	4.25 a.m.	M.T.		Lve. Calgary.	5.25 a.m.	M.T.
Arr. Banff.	12.30 p.m.	"	7.50 "	"		Arr. Banff.	8.50 "	"
Lve. "	12.40 p.m.	"	8.00 "	"		Lve. "	9.00 "	"
Lve. Lake Louise. .	2.00 "	"	9.30 "	"		Lve. Lake Louise.	10.25 "	"
Arr. Field.	3.15 "	"	10.45 "	"	or	Arr. Field.	11.45 "	"
Lve. "	2.25 "	P.T.	10.00 "	P.T.		Lve. "	11.00 "	P.T.
Lve. Glacier.	6.12 "	"	2.05 "	"		Lve. Glacier.	3.05 p.m.	"
Lve. Revelstoke. . . .	8.00 "	"	4.20 p.m.	"		Lve. Revelstoke.	5.10 "	"
Arr. Sicamous.	9.40 "	"	6.05 "	"		Arr. Sicamous.	6.55 "	"

—thence night runs to Vancouver.

EASTBOUND

③Train 8			Train 2			Train 14		
Lve. Vancouver.	7.30 p.m.	P.T.	9.00 p.m.	P.T.		Lve. Vancouver.	3.45 p.m.	P.T.
Lve. Sicamous.	7.05 a.m.	"	10.35 a.m.	"		Lve. Sicamous.	6.05 a.m.	"
Lve. Revelstoke.	9.00 "	"	12.45 p.m.	"		Lve. Revelstoke.	8.15 "	"
Lve. Glacier.	11.10 "	"	3.05 "	"		Lve. Glacier.	10.35 "	"
Arr. Field.	2.55 p.m.	"	6.55 "	"		Arr. Field.	3.20 p.m.	"
Lve. "	4.05 "	M.T.	8.10 "	M.T.	or	Lve. "	4.35 "	M.T.
Arr. Lake Louise. . .	5.25 "	"	9.30 "	"		Arr. Lake Louise.	5.55 "	"
Arr. Banff.	6.37 "	"	Thence night			Arr. Banff.	7.10 "	"
Arr. Calgary.	9.15 "	"	run to Banff			Lve. "	7.20 "	"
			and Calgary.			Arr. Calgary.	10.10 "	"

N.B.—Train 14 is the preferable train for scenic purposes as, by it, one gets the Fraser Canon up to nearly North Bend (reached at 9.15 p.m.) and then all the scenery from Sicamous to east of Banff in daylight.

M.T.—Mountain Time; P.T.—Pacific Time.

To see the Thompson and Fraser Canons.—

WESTBOUND

Train 3

Lve.	Calgary.	8.10 p.m.	M.T.
"	Glacier.	5.42 a.m.	P.T.
"	Revelstoke.	7.40 "	"
"	Sicamous.	9.30 "	"
Arr.	Vancouver.	10.45 p.m.	"

N. B.—By this train passengers can see The Gap and Three Sisters and, in the early part of the summer or on a moonlight night, get a good idea of the eastern portion of the mountains—also, if willing to rise early, the Connaught Tunnel, Illecillawaet Valley and Albert Canyon.

M.T.—Mountain Time; P.T.—Pacific Time.

EASTBOUND

Train 4

Lve.	Vancouver.	9.00 a.m.	P.T.
"	Sicamous.	11.00 p.m.	"
Arr.	Field.	7.25 a. m.	"
Lve.	"	8.40 "	M.T.
"	Lake Louise.	10.15 "	"
"	Banff.	11.30 "	"
Arr.	Calgary.	2.10 p.m.	"

N.B.—Train 4 goes through both Canons in daylight and also, next day, through the wonderful scenery east of Field, including part of Kicking Horse Canon, the Spiral Tunnels, the Great Divide, etc., etc. If willing to rise early passengers can also see the whole of the Kicking Horse Canyon, which is entered shortly after leaving Golden (5.25 a.m.).

①Train 7—Trans-Canada Limited cannot be used if passenger has stopped over at Calgary.

②Glacier House will be open July 1 to August 31. ③Train 8 cannot be used unless passenger makes through sleeping car trip by that train from some point west of Sicamous to Calgary, from some point west of Field to East of Calgary or from Field, Lake Louise or Banff to some point east of Swift Current.

(Over)

Passengers desiring to make a short stay at Glacier, if travelling on train 1, can leave it at Glacier on arrival at 2.05 p.m., resume the journey 1 hour later by train 13 (due to leave 3.05 p.m.) and arrive Sicamous 6.55 p.m. If travelling eastbound on train 14 they are due Glacier 10.35 a.m., and can leave by train 2 at 3.05 p.m., arriving Lake Louise 9.30 p.m.

All first-class sleeping car tickets reading

WESTBOUND

From or through Winnipeg, " " " St. Paul or " " " Minneapolis " " " Duluth or " " " Superior	To Vancouver, B.C.

EASTBOUND

From Vancouver, B.C.	To or through Winnipeg, " " " St. Paul or Minneapolis " " " Duluth or Superior

permit stop-over at Winnipeg, Calgary, Banff, Lake Louise, Field, Glacier, Revelstoke and Sicamous—any or all of these points—on application to sleeping car conductor.

15. How to see the Kootenay, Slocan and Arrow Lakes.—Transcontinental passengers desiring side trip from Revelstoke in order to visit the Kootenay country can make it to best advantage by arranging their itineraries as follows (under 1919 summer time tables):

Plan 1.—Going via Arrow Lake and West Robson—Returning by another route.

WESTBOUND

Spend the night at Revelstoke and—

Leave Revelstoke	C.P.R.	Train 802	8.15	a.m.	Monday, Wednesday, Friday.
Arrive Arrowhead	"	"	9.30	"	
Leave "	"	Steamer	9.55	"	
Arrive West Robson	"	"	9.15	p.m.	
Leave " "	"	Train 12	9.30	"	
Arrive Nelson	"	"	11.15	"	

There is Canadian Pacific steamer service every weekday from Nelson to Kaslo on the Kootenay Lake, returning following morning except that, if departure from Nelson is made on Saturday, Sunday will require to be spent at Kaslo.

From Nelson return may be made as follows:—

Via Arrow Lake	(a)	Leave Nelson	C.P.R.	Train 11	9.00	p.m.	Monday, Wednesday, Friday. Sleep on board Steamer.	
		Arrive West Robson	"	"	10.30	"		
		Leave " "	"	Steamer	11.00	"		
		Arrive Arrowhead	"	"	2.45	"		
		Leave "	"	Train 803	3.15	"	Tuesday, Thursday, Saturday.	
		Arrive Revelstoke	"	"	4.45	"		
Via Slocan Lake	(b)	Leave Nelson	C.P.R.	Train 843	8.50	a.m.	daily except Sunday.	
		Arrive Slocan City	"	"	12.30	p.m.	" " "	
		Leave " "	"	Steamer	1.30	"	" " "	
		Arrive Rosebery	"	"	3.40	"		
	or	Leave Slocan City	"	"	7.15	a.m.	" " "	
		Arrive Rosebery	"	"	9.50	"	" " "	
		Leave "	"	Train 859	10.50	"	Monday, Wednesday, Friday.	
		Arrive Nakusp	"	"	12.15	p.m.	" " "	
		Leave "	"	Steamer	11.45	a.m.	Tuesday, Thursday, Saturday.	
		Arrive Arrowhead	"	"	2.45	p.m.	" " "	
		Leave "	"	Train 803	3.15	"	" " "	
		Arrive Revelstoke	"	"	4.45	"	" " "	
Via Kootenay Lake	(c)	Leave Nelson	C.P.R.	Steamer	4.00	p.m.	daily except Sunday.	
		Arrive Kaslo	"	"	8.00	"	" " "	
		Leave "	"	Train 859	7.00	a.m.	Monday Wednesday, Friday.	
		Arrive Sandon	"	"	9.10	"	" " "	
		Arrive Nakusp	"	"	12.15	p.m.	" " "	
		Leave "	"	Steamer	11.45	a.m.	Tuesday, Thursday, Saturday.	
		Arrive Arrowhead	"	"	2.45	p.m.	" " "	
		Leave "	"	Train 803	3.15	"	" " "	
		Arrive Revelstoke	"	"	4.45	"	" " "	

Plan 2.—Going via Kootenay Lake or Slocan Lake returning via Arrow Lake.

Going via Kootenay Lake	(a)	Leave Revelstoke	C.P.R.	Train 802	8.15	a.m.	Monday, Wednesday, Friday.
		Arrive Arrowhead	"	"	9.30	"	
		Leave "	"	Steamer	9.55	"	
		Arrive Nakusp	"	"	12.35	p.m.	
		Leave "	"	Train 860	1.45	"	
		Arrive Sandon	"	"	5.20	p.m.	
		Arrive Kaslo	"	"	7.50	"	
		Leave "	"	Steamer	5.30	a.m.	Daily except Sunday.
		Arrive Nelson	"	"	9.30	"	
Going via Slocan Lake	(b)	Leave Revelstoke	C.P.R.	Train 802	8.15	a.m.	Monday, Wednesday, Friday.
		Arrive Arrowhead	"	"	9.30	"	
		Leave "	"	Steamer	9.55	"	
		Arrive Nakusp	"	"	12.35	p.m.	
		Leave "	"	Train 860	1.45	"	
		Arrive Rosebery	"	"	3.45	"	
		Leave "	"	Steamer	4.00	"	
		Arrive Slocan City	"	"	6.35	"	
	or	Leave Rosebery	"		10.30	a.m.	Daily except Sunday.
		Arrive Slocan City	"		1.00	p.m.	
		Leave "	"	Train 842	2.30	"	
		Arrive Nelson	"	"	5.45	"	

Passengers can, if desired, make a side trip Nelson to Kaslo and back at additional expense.

Returning via Arrow Lake.	(c)	Leave Nelson	C.P.R.	Train 11	9.00	p.m.	Monday, Wednesday, Friday Sleep on board Steamer.
		Arrive West Robson	"	"	10.30	"	
		:Leave " "	"	Steamer	11.00	"	
		Arrive Arrowhead	"	"	2.45	"	
		Leave "	"	Train 803	3.15	"	Tuesday, Thursday, Saturday.
		Arrive Revelstoke	"	"	4.45	"	

If time permits, passengers can make side trip from Castlegar Jct. (near West Robson) to Rossland and Trail and back, also from West Robson to the Boundary Creek District, passing through Grand Forks to Midway, B.C. Connection is made at Midway, B.C., with the Kettle Valley Ry. for Penticton, etc.

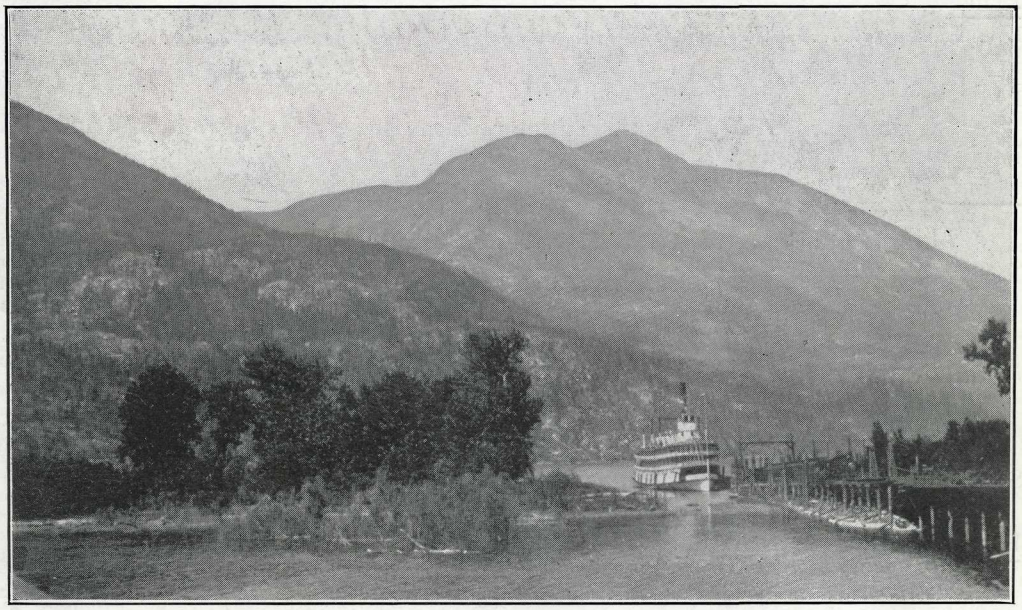
All one-way and round-trip passengers between Eastern points and the Pacific Coast via Canadian Pacific Ry. have the option of travelling without extra charge as follows:

(a). Via main line through Calgary and Banff.

(b). Via Crowsnest, Kootenay Landing, Nelson and the Arrow or Slocan Lakes, Arrowhead and Revelstoke.

(c). Via Crowsnest, Kootenay Landing, Nelson, Midway, Kettle Valley Ry., Penticton (C. P. R. Okanagan Lake Steamer) and Okanagan Landing.

(d). Via Crowsnest, Kootenay Landing, Nelson, Midway, Kettle Valley Ry. and Hope.



Canadian Pacific Kootenay Lake Steamer at Kootenay Landing

(From photograph taken by G. A. B. Krook, B.Sc., C.P.R. Horticulturist, Wolseley, Sask.)

16. How to see the Kettle Valley Line (under 1919 summer time tables). Trains shown below carry standard sleeper and cafe observation parlor car between Vancouver and Nelson.

For the westbound traveller to the coast who desires to see the Kettle Valley Line, or part of it, the following plans are suggested, according to the time at his disposal and the places he particularly wishes to visit.

How to see the Kettle Valley Line—Continued

Plan 1. Leave the main line at Medicine Hat (Dunmore Junc.) and proceed via the Crowsnest Route to Kootenay Landing, thence by steamer to Nelson. Then from Nelson:—

Lve.	Nelson	C.P.	Train 11	9.00 p.m.	daily	Lve.	Penticton	K.V.	Train 11	10.25 a.m.	next day
Arr.	Midway	"	"	4.00 a.m.	next day	Arr.	Hope	"	"	7.35 p.m.	"
Lve.	Midway	K.V.	"	4.15 "	"	Lve.	Hope	C.P.	"	7.35 "	"
Arr.	Penticton	"	"	10.15 "	"	Arr.	Vancouver	"	"	11.30 "	"

If time permits a stay-over at Penticton, comfortable accommodation will be found at Canadian Pacific Hotel Incola.

Plan 2. Same as Plan 1 to Penticton. Stay at Hotel Incola, Penticton. Passengers can sleep on board steamer if desired.

Lve.	Penticton	C.P. Steamer	5.30 a.m.	Every Weekday.
Arr.	Okanagan Landing	"	12.00 noon	
Lve.	Okanagan Landing	Train 805	3.00 p.m.	
Arr.	Sicamous	"	5.45 "	

—proceed by Train 1 at 6.10 p.m., Train 13 at 7.00 p.m., Train 7 at 9.45 p.m. or by Train 3 at 9.30 a.m. next day (so as to see the Thompson and Fraser Canons in daylight)—all daily trains.

This plan shows only that portion of the Kettle Valley Railway between Midway and Penticton.

Plan 3. Leave the main line at Sicamous.

Lve.	Sicamous	Train 806	10.40 a.m.	Every Weekday.
Arr.	Okanagan Landing	"	1.10 p.m.	
Lve.	" "	C.P. Steamer	1.30 "	
Arr.	Penticton	"	7.30 "	

—Stay over night at Hotel Incola, Penticton, thence same as Plan 1.

This plan shows only that portion of the Kettle Valley Railway between Penticton and Hope.

There is no extra charge for tickets routed as per Plan 1 or Plan 2 and tickets reading by the main line can be exchanged to cover either of them on application to the Agent at Winnipeg, Moose Jaw or Medicine Hat.

For Plan 3 there is an extra charge of $2.00, payable at starting point if tickets so read, or payable at Revelstoke if the tickets read by the main line and are exchanged.

The eastbound traveller from the coast can adopt any of the following which suits his convenience.

Plan 4

Lve.	Vancouver	C.P.	Train 12	8.00 p.m.	daily	Arr.	Midway	K.V.	Train 12	3.55 p.m.	next day
Lve.	Hope	K.V.	"	11.40 "	"	Lve.	"	C.P.	" 12	4.15 "	"
Arr.	Penticton	"	"	8.30 a.m.	next day	Arr.	Nelson	"	"	11.15 "	"
Lve.	"	"	"	8.40 "	"						

If time permits of a stay at Penticton, it can be spent both profitably and pleasantly with Canadian Pacific Hotel Incola as headquarters.

Plan 5. Same as Plan 5 to Penticton. Stay at Hotel Incola, Penticton. Passengers can sleep on board steamer if desired.

Lve.	Penticton	C.P. Steamer	5.30 a.m.	Every Weekday.
Arr.	Okanagan Landing	"	12.00 noon	
Lve.	" "	Train 805	3.00 p.m.	
Arr.	Sicamous	"	5.45 p.m.	

—Spend night at Hotel Sicamous and proceed east by train 14 at 6.05 a.m. next day, which will enable all the scenery of the Canadian Pacific Rockies and the Selkirks to be seen in daylight, or, if passengers do not like such an early start, by train 2 at 10.35 a.m., due Lake Louise 9.30 p.m.

—or, if time is limited, passenger can leave Sicamous by train 4 at 11.00 p.m. same day.

If passenger going through to a point east of Calgary, without stopping off at Calgary, he can leave Sicamous by Train 8 at 7.05 a.m. and arrive Calgary 9.15 p.m.

—This plan shows only that portion of the Kettle Valley Railway between Hope and Penticton.

Plan 6. Leave the main line at Sicamous.

Lve.	Sicamous	Train 806	10.40 a.m.	Every Weekday.
Arr.	Okanagan Landing	"	1.10 p.m.	
Lve.	" "	C.P. Steamer	1.30 "	
Arr.	Penticton	"	7.30 "	

Stay over night at Hotel Incola, Penticton—thence same as Plan 5.

This plan shows only that portion of the Kettle Valley Railway between Hope and Midway.

Note.—There is no extra charge for tickets routed as per Plan 4 or Plan 6 and tickets which read by main line can be exchanged to cover on application to the Agent at Vancouver for Plan 4 or at Sicamous for Plan 6. For Plan 5 there is an extra charge of $2.00, payable at starting point if tickets read accordingly, or to the Agent at Vancouver if they read via main line and are exchanged.

☛ The General Publicity Agent announces that a pamphlet has been prepared, containing the speeches delivered at the Third Annual Canadian Pacific Banquet held in Montreal, March 22, and copies can be obtained on application to him.

INFORMATION RE CONNECTING LINES

17. Boston & Maine R.R. will allow stop over privileges this year within final limit of summer tourist tickets at all intermediate points on notice to conductor (either going or returning).

18. Canadian-Australasian Line.—Tariff *120-2—§102-2, effective May 26, contains fares and instructions for ticketing via Vancouver. There are several changes in the fares for special cabin accommodation to Suva, Auckland and Sydney as indicated by the letters **A** and **R** on pages 4, 6 and 9. This tariff also includes, on pages 3 and 8 respectively, cabin plans of S.S. *Niagara* and *Makura*.

Sailings from Vancouver are announced, subject to change as:—

S.S. *Makura*	June 7	S.S. *Makura*	Aug. 7
" *Niagara*	July 2	" *Niagara*	Sept. 2

Ticketing beyond Sydney. There is no change in the situation as given in Section 24 of Bulletin 124.

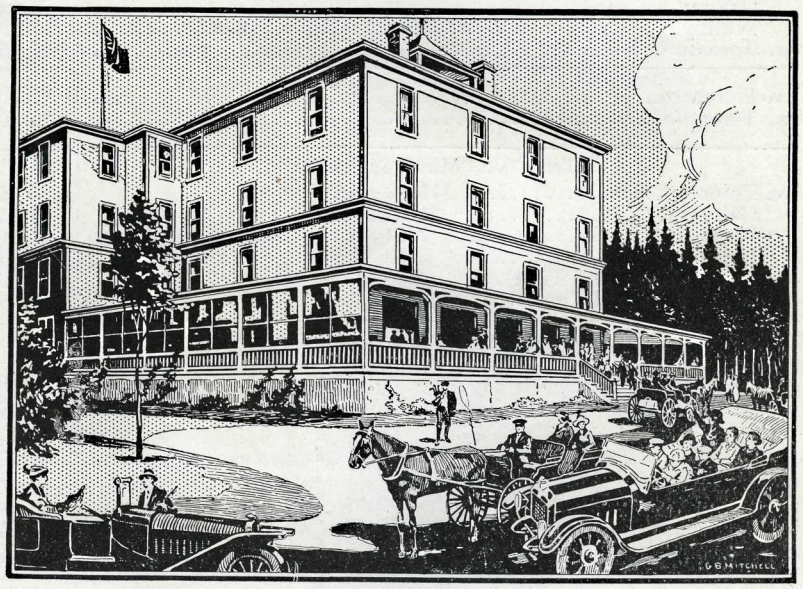
18½. Coburn Steamboat Co.—Steamer leaves Greenville Junction 11.30 a.m., arriving Capens 12.20 p.m., Kineo Station 1.20 p.m., Northwest Carry 3.40 p.m. and Northeast Carry 4.30 p.m. Steamer also leaves Greenville Junction 11.30 a.m., arriving Sugar Island 12.10 p.m., Thoroughfare 12.30 p.m. and Lily Bay 1.05 p.m. Returning steamers arrive Greenville Junction 11.40 a.m. from Northeast Carry and intermediate points and 3.05 p.m. from Lily Bay and intermediate points. Service is daily except Sunday.

19. Delaware & Hudson R.R.—Advise Hotel Fort William Henry at Lake George, N.Y., opened about May 29 and Hotel Champlain, Bluff Point, N.Y., opens June 25.

20. Dominion Atlantic Ry.—*"The Pines", Digby, N.S.*—Accompanying cut illustrates, from artist's drawing, the Dominion Atlantic Ry. Hotel at Digby, description of which is given in Section 27 of Bulletin 124.

Hunting in Nova Scotia:—Any person not resident in Nova Scotia requires a license to hunt; fee covering all game $30.00, for small game (except woodcock and snipe) $15.00. The open season for moose is from Sept. 16 to Nov. 30.

21 Dominion Transportation Co.—Steamers leave Owen Sound Tuesdays and Fridays 10.30 p.m. on arrival Canadian Pacific train 707 from Toronto.



Dominion Atlantic Ry. Hotel—"The Pines", Digby N.S.

22. Maine Central R.R. supplies the following information re opening and closing dates of summer hotels:

Open	Hotel and location	Close
May 1	Castine House, Castine, Me.	Nov. 1
" 10	Squaw Mountain Inn, Greenville Jct., Me.	
" 26	The Belgrade, Belgrade Lakes, Me.	Sept. 30
June 1	Poland Spring House, So. Poland, Me.	Oct. 15
" 1	The Belmont, Bar Harbor, Me.	Oct. 8
" 1	Maplewood Inn, Maplewood, N.H.	Sept. 25
" 1	The Balsams Winter Inn, Dixville Notch N.H.	July 10
" 1	New Meadows Inn, New Meadows, Me.	Sept. 15
" 5	Jackson Falls House, Jackson, N.H.	Oct. 1
" 10	The Mount Pleasant, Bretton Woods, N.H.	Oct. 1
" 14	Rangeley Lake House, Rangeley, Me.	Oct. 1
" 14	Gray's Inn, Jackson, N.H.	Oct. 14
" 15	St. Sauveur Hotel, Bar Harbor, Me.	Oct. 1
" 15	Sunset Hill House, Sugar Hill, N.H.	Oct. 1
" 15	Louisburg Hotel, Bar Harbor, Me.	Sept. 15
" 15	De Gregoire Hotel, Bar Harbor, Me.	Oct. 1
" 15	Sebasco Estates Club House, Sebasco, Me.	Oct. 1
" 20	Peaks Island House, Peaks Island, Me.	Oct. 1
" 25	The Samoset, Rockland, Me.	Sept. 9
" 25	Newport House, Bar Harbor, Me.	Oct. 1
June 25	The Crawford House, Crawford Notch, N.H.	Oct. 10
" 28	Eagle Mountain House, Jackson, N.H.	Oct. 20
" 28	Fabyan House, Fabyans, N.H.	Oct. 1
" 28	Iron Mountain House, Jackson, N.H.	Oct. 20
" 28	Bay of Naples Hotel, Naples, Me.	Sept. 4
" 28	Twin Mountain House, Twin Mountain, N.H.	Sept. 28
" 28	Maplewood Hotel, Maplewood, N.H.	Oct. 1
" 30	New Profile House, Profile, N.H.	Sept. 25
" 30	Malvern Hotel, Bar Harbor, Me.	Sept. 30
July 1	The Waumbek, Jefferson, N.H.	Oct. 1
" 1	Islesboro Inn, Dark Harbor (Islesboro), Me.	Sept. 20
" 1	Mt. Kineo House and Kineo Annex, Kineo, Me.	Sept. 16
" 1	The Sinclair, Bethlehem, N.H.	Oct. 1
" 3	Intervale House, Intervale, N.H.	Oct. 10
" 8	The Mount Washington, Bretton Woods, N.H.	Oct. 15
" 10	The Balsams, Dixville Notch, N.H.	Oct. 1
" 28	Wentworth Hall, Jackson, N.H.	Sept. 15

The following are open all year:—

Mansion House	Poland Spring, Me.
Bethel Inn	Bethel, Me.
Riccar Inn	Poland Spring, Me.
Fabyan Annex	Fabyans, N.H.
Hotel Rockwood	Kineo Station, Me.

*Eastern Lines. §Western Lines.

23. Michigan Central R.R. Connections via Windsor.—The Michigan Central R.R., over which the Canadian Pacific through Chicago Expresses 19 and 20, and the connections of trains 635 and 21, run via Windsor, reaches most important points in the State of Michigan, also several important places in other States, and very excellent connections are made for same by our through trains as above. Westbound service is, at present, as follows:—

	Train 19 "The Canadian" Through Train for Chicago without change	Train 21	Remarks
Lv. Montreal	*8.45 a.m.	*10.00 p.m.	
Lv. Ottawa (Central Station)	*10.00 a.m.	*10.32 p.m.	Ottawa day train passengers change cars at Smiths Falls; night train at Toronto.
Lv. Smiths Falls	11.55 "	*1.15 a.m.	
Lv. Belleville	*2.28 p.m.	*3.52 "	
Trenton	2.56 "	4.18 "	
Cobourg	3.52 "	5.10 "	
Port Hope	4.03 "	5.21 "	
Bowmanville	4.44 "	5.58 "	
Oshawa	5.02 "	6.18 "	
Whitby	5.12 "	6.28 "	
Ar. Toronto Union	*6.15 "	*7.40 "	
Lv. Peterboro	*3.20 p.m.	*4.53 a.m.	Peterboro passengers change cars at Toronto Union.
Ar. Toronto Union	*6.00 "	7.20 "	
Train 635 "Michigan Special"			
Lv. Toronto Union †11.40 p.m.	*6.35 p.m.	*8.00 a.m.	Sleepers Toronto to Detroit.
Galt ¶1.53 a.m.	8.15 "	9.48 "	
Woodstock 2.52 "	9.10 "	10.36 "	
London 3.50 "	10.05 "	11.20 "	
Chatham (Eastern Time) 5.55 "	11.40 "	12.53 p.m.	
Ar. Detroit (Central Time) ¶6.50 "	*12.15 a.m.	*1.20 "	
(Note train 635 does not run out of Toronto Sundays.)			
M.C. Main Line West: Lv. Detroit (C.T.) *7.25 a.m. *8.00 a.m.	*12.30 a.m.	*1.55 p.m.	All passengers change cars at Detroit. Through trains Detroit to Chicago.
Ar. Ypsilanti, Mich., ... " 8.38 "	1.08 "	2.32 "	
" Ann Arbor " 8.12 " 8.50 "	1.20 "	2.44 "	
" Jackson " 8.57 " 9.50 "	2.15 "	3.40 "	
" Albion " ② ... " 10.22 "	2.53 "	4.11 "	
" Marshall " ② ... " ② .... "	3.09 "	4.28 "	
" Battle Creek " 9.57 " 10.55 "	3.29 "	4.47 "	
" Kalamazoo " 10.29 " 11.27 "	4.02 "	5.20 "	Passengers on Train 19 go through to Chicago without change.
" Dowagiac " ② .... " ② .... "	4.59 "	6.15 "	
" Niles " 11.29 " 12.33 p.m.	5.20 "	6.35 "	
" Galien " ② .... " ② .... "	5.41 "	③6.56 "	Passengers on Train 21 change cars at Detroit.
" Michigan City, Ind. 12.15 p.m. 1.21 p.m.	6.10 "	7.26 "	
" East Gary " ② .... " ② .... "	6.39 "	....	
" Gary " ② ... " ③1.56 "	6.47 "	....	
" Hammond " ② ... " ③2.13 "	7.06 "	③8.17 "	
" Kensington Ill. ② .... " ② .... "	7.20 "	8.30 "	
" 63rd Street " 1.42 " 2.44 "	7.34 "	8.47 "	
" Hyde Park " 1.45 " 2.47 "	7.37 "	8.51 "	
" 43rd Street " 1.49 " 2.50 "	7.40 "	8.55 "	
" Chicago " 2.00 " *3.00 "	*7.55 "	*9.05 "	
Branch Lines from Jackson, Mich.: Lv. Detroit Mich. .. *8.15 a.m.	*12.30 a.m.	*5.15 p.m.	Change cars at Detroit in same station. Change cars at Jackson in same station.
Ar Jackson " ... 10.00 "	*2.15 "	*7.00 "	
Lv. " " ...*10.20 "	*4.00 "	*7.00 "	
Ar. Eaton Rapids " ... 10.59 "	4.40 "	7.48 "	
" Charlotte " ... 11.16 "	4.58 "	8.05 "	
" Hastings " ... 12.14 p.m.	5.55 "	8.48 "	
" Grand Rapids " ..... *1.00 "	*7.00 "	*9.40 "	
Lv. Grand Rapids, Mich. ① †1.20 p.m.	*7.15	*7.15 a.m.	Via G.R. & I.R.R. from Grand Rapids. Change cars in same station. Via Grand Rapids & Indiana R.R. from Grand Rapids Change cars at Grand Rapids in same station.
Ar. Muskegon " .. †2.50 "	*8.45	*8.45 "	
Lv. Detroit Mich.... *8.15 a.m.	*12.30 a.m.	.....	Change cars at Jackson in same station.
Ar. Jackson " ...*10.00 "	*2.15 "	.....	
Lv. " " ...†10.35 "	*4.25 "	.....	
Ar. Lansing " ...†11.38 "	*5.37 "	.....	
Lv. Detroit..... Mich.. † 8.15 a.m.	.....	.....	Change cars at Jackson in same station.
Ar. Jackson..... " †10.00 "	.....	.....	
Lv. " ..... " †10.20 "	.....	.....	
Ar. Three Rivers,. " †12.38 p.m.	.....	.....	
Branch from Kalamazoo: Ar. Kalamazoo,.. Mich. *11.27 a.m.	*4.02 a.m.	.....	Change cars at Kalamazoo in same station.
Lv. " " * 4.00 p.m.	*7.50 "	.....	
Ar. South Haven " * 5.45 "	*9.35 "	.....	

*Daily. †Daily except Sunday. ¶Daily except Monday. ①On Sundays leave Grand Rapids 5.15 p.m., arrive Muskegon 6.40 p.m. ②Passengers are forwarded by local train from convenient stopping points. ③Stops to leave passengers from points east of Detroit.

MICHIGAN CENTRAL RR. WEST FROM DETROIT.

	Train 635 "Michigan Special"		Train 19 "The Canadian" Through train from Montreal to Chicago. No change of cars.	Train 21	Remarks
Branch from Niles	Ar. Niles, Mich.	*12.33 p.m.	.....	.....	Change cars at Niles in same station.
	Lv. " "	†2.20 "	.....	.....	
	Ar. South Bend, Ind.	†2.55 "	.....	.....	
Branch from Galien	Ar.. Galien, Mich.		*5.41 a.m.	*6.56 p.m.	Change cars at Galien in same station.
	Lv. " "		†10.15 "	†7.45 "	
	Ar St. Joseph, Mich.		11.30 "	†8.33 "	
	" Benton Harbor, Mich.		†11.45 "	†8.50 "	
Branch from East Gary	Ar. East Gary, Ind.		*6.39 a.m.	.....	Change cars at East Gary in same station.
	Lv. " " "		12.30 p.m.	.....	
	Matteson, Ill.		2.30 "	.....	
	Joliet, "		†4.00 "	.....	

*Daily. †Daily except Sunday.

MICHIGAN CENTRAL RR. NORTH FROM DETROIT

			Connection of C.P. Trains 19 and 635	Connection of C.P. Train 21	
M.C. Main Line North	Lv. Detroit	Mich.	*8.05 a.m.	†5.10 p.m.	*9.00 p.m.
	Ar. Lapeer	"	10.18 "	7.10 "	10.49 "
	" Vassar	"	11.04 "	7.55 "	11.29 "
	" Saginaw (Washington Ave.)	"	11.50 "	8.43 "	12.12 a.m.
	" do (Genesee Ave.)	"	12.01 p.m.	8.53 "	12.27 "
	" Bay City (West Side)	"	12.36 "	9.25 "	12.55 "
	" do (East Side)	"	*12.40 "	†9.30 "	*1.00 "
	Lv. Bay City	"	†12.50 "	.....	*1.10 "
	Ar. Cheboygan	"	5.45 "	.....	6.43 "
	" Mackinaw City	"	†6.10 "	.....	*7.10 "

*Daily †Daily except Sunday

Note.—Passengers by Canadian Pacific train 19 for points north of Detroit remain overnight at Detroit. They can leave Detroit for all points north at 8.05 a.m. week days and for Bay City and intermediate points on Sundays. The 8.05 a.m. train carries parlor car and cafe coach to Mackinaw City week days.

Passengers by Canadian Pacific train 635 make same connections north of Detroit as if arriving by train 19.

Passengers by Canadian Pacific Train 21 for Saginaw and Bay City and intermediate points on weekdays take 5.10 p.m. train, which carries parlor car and cafe coach, and reach destination same evening. For points north of Bay City daily and also for Bay City and points south on Sundays, they take 9.00 p.m. train which carries sleeping car.

☛Agents will please study the above carefully so as to be prepared to advise passengers.

Connections at Detroit with Michigan Central—Big Four Route for Ohio points.—

SOUTHBOUND—READ DOWN			ALL TRAINS DAILY	NORTHBOUND—READ UP		
C.P.R. Train 21	C.P.R. Train 633	C.P.R. Train 635	Except as noted	C.P.R. Train 20	C.P.R. Train 634	C.P.R. Train 22
8.00 a.m.	3.30 p.m.	†11.40 p.m.	Lv.....Toronto.....Ar.	8.30 a.m.	4.45 p.m.	10.00 p.m
9.48 "	5.30 "	¶1.53 a.m.	.....Galt.....	6.42 "	2.55 "	8.15 "
10.36 "	6.30 "	2.52 "	.....Woodstock.....	5.47 "	2.03 "	7.23 "
11.20 "	7.28 "	3.50 "	.....London.....	4.50 "	1.12 "	6.30 "
12.53 p.m.	9.23 "	5.55 "	.....Chatham.....	3.13 "	11.18 a.m.	5.00 "
1.20 p.m'	10.10 "	¶6.50 a.m.	Ar. .Detroit (Mich. Cent.) .Lv.	12.35 a.m.	8.30 a.m.	2.20 "
①2.25 "	10.20 "	11.30 "	Lv. .Detroit (Mich. Cent.) .Ar.	8.35 p.m.	7.45 a.m.	11.50 a.m.
4.10 "	11.59 "	1.10 p.m.	Ar.....Toledo, Ohio.....Lv.	6.55 "	6.00 "	10.04 "
For points	1.49 a.m.	2.44 "	.....Carey, Ohio.....	5.18 "	3.40 "	.....
south of	3.15 "	3.50 "	.....Bellefontaine, Ohio.....	4.00 "	2.00 "	.....
Toledo	4.00 "	4.30 "	.....Urbana, Ohio.....	3.22 "	1.08 "	.....
connection is	4.35 "	5.00 "	.....Springfield, Ohio.....	3.00 "	12.40 "	.....
by 10.20 p.m.	5.45 "	5.55 "	.....Dayton, Ohio.....	2.10 "	11.40 p.m.	.....
Train from	7.45 "	7.45 "	.....Cincinnati, Ohio.....	12.20 "	9.45 "	.....
Detroit						
.....	7.45 a.m.	7.45 p.m.	.....Indianapolis, Ind.....	†10.00 a.m.	9.00 p.m.	.....

†Daily except Sunday. ¶Daily except Monday. ①This is New York Central train — on Sundays train leaves Detroit 5.12 p.m. and arrives Toledo 7.10 p.m.

All times east of Detroit are Eastern Standard; Detroit and South Central Standard (one hour slower than Eastern).

Equipment.—Trains leaving Detroit 10.20 p.m. and arriving Detroit 7.45 a.m. carry Pullman sleepers between Detroit and Cincinnati, between Detroit and Springfield and Columbus and between Detroit and Indianapolis.

Trains leaving Detroit 11.30 a.m. and arriving Detroit 8.35 p.m. carry parlor car and diner between Detroit and Cincinnati.

C.P.R. Trains 21 and 22, 633 and 634 carry cafe parlor cars between Toronto and Detroit (M.C.); Train 635 sleepers Toronto to Detroit; Train 20, sleeper Detroit to Toronto (which may be occupied after 9 p.m.)and diner from London.

24. Manitoulin Island Steamers.—As announced in Special Circular *7524, steamer *Bon Ami* leaves Cutler, Ont., 3.25 p.m. daily, arriving Little Current 7.00 p.m. and Manitowaning 9.00 p.m., arriving back at Cutler 2.20 p.m. daily—thus making connections with Canadian Pacific trains7 and 18. Fares Cutler to Little Current $2.25, Manitowaning $3.50, no reduction for round trip.

Also, steamer *Winona* leaves Cutler 3.25 p.m. daily except Monday, for John Island and Gore Bay; returning arrives Cutler 2.00 p.m., thus connecting with trains 17 and 18. Fares Cutler to Gore Bay $2.00 one way; $3.50 round trip.

Distance between Canadian Pacific station at Cutler and wharf 200 yards, with a good sidewalk. Baggage transfer service meets all trains; charge between wharf and station: one trunk 25c., each additional trunk 10c., hand baggage 10c. each piece.

Passengers must not be ticketed beyond Cutler.

25. Matson Navigation Co. Current fares from San Francisco via Honolulu and Canadian Australasian Line are as follows:—

SAN FRANCISCO TO		1st Class		1st and 2nd Class Combined		3rd Class
		One Way	Round Trip	One Way	Round Trip	One Way
Suva	Fiji	$200.00	$350.00	$162.50	$287.50	$105.00
Auckland	N.Z.	225.00	360.00	170.00	297.50	105.00
Sydney	Aust.	237.50	377.50	175.00	300.00	105.00
①Melbourne	"	253.25	409.00	185.50	321.00	115.50
①Adelaide	"	261.25	424.75	190.75	331.50	120.75
①Brisbane	"	253.25	409.00	185.50	321.00	115.50

① Via rail from Sydney.

Fares in first four columns above include $75.00 cabin berths on the Matson Line and minimum rate accommodation beyond Honolulu.

Section 23 of Bulletin 123 is cancelled.

26. Muskoka Lakes Navigation Co.

Until June 28, 1919, steamers will leave Bala (Falls) 7.00 a.m. Tuesday, Thursday and Saturday and returning arrive Bala (Falls), 6.15 p.m. Monday, Wednesday and Friday, with connections for and from all points on the Muskoka Lakes.

Commencing June 28 and for remainder of summer season, condensed schedule will be as follows, showing the connections from Bala (Falls), the point of interchange with Canadian Pacific Ry., to and from principal places on the Lakes:—

DAILY EXCEPT SUNDAY

7.00 a.m.	2.00 p.m.	Lve	Bala (Falls)	Arr.	12.30 p.m.	7.45 p.m.
7.35 "	①	Arr	Dudley	Arr.	①	7.00 "
8.20 "	①	Arr	Mortimer's Point	Arr.	①	6.15 "
9.00 "		Arr	Port Keewaydin	Arr.	9.00 a.m.	5.45 "
10.20 "	3.25 p.m.	Arr	Beaumaris	Arr.	10.45 "	6.15 "
9.30 "	4.10 "	Arr	Port Carling	Arr.	10.00 "	5.10 "
10.10 "	5.00 "	Arr	Windermere	Arr.	9.15 "	4.45 "
10.30 "	5.30 "	Arr	Royal Muskoka	Arr.	8.50 "	4.15 "
11.15 "	6.15 "	Arr	Juddhaven	Arr.	8.10 "	①
12.15 "	7.00 "	Arr	Rosseau	Arr.	7.30 "	3.00 "
11.00 "	5.15 "	Arr	Minett	Arr.	8.30 "	3.45 "
11.15 "	5.40 "	Arr	Gregory	Arr.	8.10 "	3.35 "
11.35 "	6.00 "	Arr	Port Sandfield	Arr.	7.50 "	3.15 "
11.50 "	6.10 "	Arr	Elgin House	Arr.	7.30 "	3.00 "
12.15 "	5.50 "	Arr	Hamill's Point	Arr.	7.30 "	2.30 "
1.00 p.m.	.....	Arr	Lake Joseph	Lv.	.....	2.00 "
.....	7.30 p.m.	Arr	Stanley House	Lv.	6.00 a.m.	.....

①Call made by previous arrangement only.

27. New York Central R.R.—Tickets reading by New York Central R.R. between New York and Albany will be honored without charge on steamers of the Hudson River Day Line or Hudson Navigation Co. (People's Night Line). Tickets reading by steamer will be honored by New York Central R.R. on payment of $1.49 additional between New York and Albany, or of $1.68 additional between New York and Troy.

28. Northern Navigation Co.—*Lake Superior Route Westbound.* Up to June 17 and from Sept. 9 to Oct. 30, steamers leave Sarnia 7.30 p.m. Wednesday and Saturday.

June 18 to Sept. 6 (except that there will be no sailing from Sarnia June 23), leave Sarnia 6.10 p.m. Monday, Wednesday and Saturday.

Eastbound Up to June 19 and from Sept. 12 to Nov. 2, leave Port Arthur 12.30 p.m. Sunday and Wednesday.

June 21 to Sept. 9 (except that there will be no sailing from Port Arthur June 27), leave Port Arthur 12.30 p.m. Sunday, Wednesday and Friday.

Steamer *Waubic* June 23 to Sept. 1 leaves Penetang 2.10 p.m. for Honey Harbor, Minecog, Go Home Bay, Parry Sound and intermediate points—returning arrives Penetang 12.20 p.m. June 24 to Sept. 2, daily except Sunday.

29. The Royal Mail Steam Packet Co.:—Schedule June to September is intended to be as follows:—

SOUTHBOUND		SS. "Chignecto"	SS. "Chaudiere"	SS. "Caraquet"	SS. "Chaleur"	SS. "Chignecto"	SS. "Chaudiere"	SS. "Caraquet"	SS. "Chaleur"
Halifax	Lve.	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22	Sept. 5	Sept. 19
Bermuda	Arr.	" 17	July 1	" 15	" 29	" 12	" 26	" 9	" 23
St. Kitts	"	" 21	" 5	" 19	Aug. 2	" 16	" 30	" 13	" 27
Antigua	"	" 22	" 6	" 20	" 3	" 17	" 31	" 14	" 28
Montserrat	"	" 22	" 6	" 20	" 3	" 17	" 31	" 14	" 28
Dominica	"	" 23	" 7	" 21	" 4	" 18	Sept. 1	" 15	" 29
St. Lucia	"	" 24	" 8	" 22	" 5	" 19	" 2	" 16	" 30
Barbados	"	" 25	" 9	" 23	" 6	" 20	" 3	" 17	Oct. 1
St. Vincent	"	" 26	" 10	" 24	" 7	" 21	" 4	" 18	" 2
Grenada	"	" 26	" 10	" 24	" 7	" 21	" 4	" 18	" 2
Trinidad	"	" 27	" 11	" 25	" 8	" 22	" 5	" 19	" 3
Demerara	"	" 29	" 13	" 27	" 16	" 24	" 7	" 21	" 5
NORTHBOUND									
Demerara	Lve.	July 3	July 17	July 31	Aug. 14	Aug. 28	Sept. 11	Sept. 25	Oct. 9
Trinidad	"	" 6	" 20	Aug. 3	" 17	" 31	" 14	" 28	" 12
Grenada	"	" 7	" 21	" 4	" 18	Sept. 1	" 15	" 29	" 13
St. Vincent	"	" 7	" 21	" 4	" 18	" 1	" 15	" 29	" 13
Barbados	"	" 10	" 24	" 7	" 21	" 4	" 18	Oct. 2	" 16
St. Lucia	"	" 11	" 25	" 8	" 22	" 5	" 19	" 3	" 17
Dominica	"	" 11	" 25	" 8	" 22	" 5	" 19	" 3	" 17
Montserrat	"	" 12	" 26	" 9	" 23	" 6	" 20	" 4	" 18
Antigua	"	" 13	" 27	" 10	" 24	" 7	" 21	" 5	" 19
St. Kitts	"	" 15	" 29	" 12	" 26	" 9	" 23	" 7	" 21
Bermuda	"	" 19	Aug. 2	" 16	" 30	" 13	" 27	" 11	" 25
St. John, N.B	Arr.	" 22	" 5	" 19	Sept. 2	" 10	" 30	" 14	" 28

Sailings forthnightly thereafter.

For fares and ticketing instructions see Fare Advice *2788-§632. Note however, that since that Fare Advice was issued, Joint Tariff *G6 has been superseded by Joint Tariff *G7, Tariff *471 and Supplement A by Tariff *116 and Tariff §310 by Tariff §112-1 with supplement 1.

30. Stony Lake Navigation Co.:—Schedules are announced as follows:—

Single Daily Service, except Sundays, June 2 to June 21 and Sept. 1 to 13.

9.15 a.m.	Lv	Lakefield	Arr.	4.30 p.m.
9.45 "	Arr	Young's Point	Lv.	3.30 "
10.05 "	"	Kawartha Park	"	3.00 "
10.30 "	"	McCracken's Landing	"	2.45 "
11.00 "	"	Juniper Island	"	2.30 "
.....	"	Breezes	"	2.00 "
.....	"	Mt. Julian and Viamede	"	12.30 "
12.00 noon	"	Burleigh Falls	"	12.00 noon.

From June 23 to July 1, steamers will leave Lakefield 9.15 a.m. and 6.15 p.m. and arrive Lakefield 9.00 a.m. and 4.30 p.m. daily.

Triple Daily Service July 2 to Sept. 1.

9.15 a.m.	1.20 p.m.	6.15 p.m.	Lv	Lakefield	Arr	9.00 a.m.	4.30 p.m.
9.45 "	1.55 "	6.45 "	Arr	Young's Point	Lve	8.15 "	3.30 "
10.05 "	2.15 "	7.05 "	"	Kawartha Park	"	7.45 "	3.00 "
10.30 "	2.55 "	7.45 "	"	McCracken's Landing	"	7.10 "	2.45 "
11.00 "	3.30 "	8.15 "	"	Juniper Island	"	7.00 "	2.30 "
.....	4.30 "	9.00 "	"	Mt. Julian and Viamede	"	6.15 a.m.	12.30 "
.....	.....	9.30 "	"	Crows Landing	"	5.50 "	.....
12.00 noon	4.00 p.m.	8.45 "	"	Burleigh Falls	"	6.45 "	12.00 noon

The route is via Canadian Pacific Ry. to Peterboro; Grand Trunk Ry. to Lakefield and Stony Lake Nav. Co. beyond ——— or Canadian Pacific Ry. to Toronto; Grand Trunk Ry. to Lakefield and Stony Lake Nav. Co. beyond.

31. Watts' Transfer & Boat Line for Point au Baril.—Local fare between Point au Baril Station and the Hotels—Bellevue, Ojibway and Skerryvore—is 75c per passenger without baggage, $1.00 for passenger and not exceeding 150 lbs. of baggage—to any cottage at "The Point" 25c higher than to the

*Eastern Lines. §Western Lines.

Ryan Channel, Point au Baril.

Hotels. 25c additional is charged for each additional 100 lbs. of baggage and there is also a charge of 25c for transferring each trunk at Point au Baril Station. Of course passengers ticketed through have their ordinary baggage, not exceeding 150 lbs. in weight, transferred and carried on steamer without extra charge.

Point au Baril is one of the many attractive summer resorts and is best reached by the Canadian Pacific Ry. The "Point" is on the shore of Georgian Bay, just seven hours run from Toronto to Point au Baril Station (180 miles north of Toronto), whence Watts Transfer & Boat Line conveys passengers to the various hotels and cottages. The region is noted for its scenic features and for its fishing; the altitude and atmospheric conditions are such as to render a stay there extremely beneficial to sufferers from hay fever.

MISCELLANEOUS

☛ *ERRATUM for Section* 38 *of Bulletin* 124. *The final date to which Canadian Customs Officers will be on duty at Banff and Lake Louise should be shown as September* 30.

32. United States War Tax.—Referring to Section X of Supplement 6 to Fare Advice *2736—Supplement 5 to Fare Advice §600 (combined issue), also to Section XI of Supplement 3 to Fare Advice *2736—Supplement 2 to Fare Advice §600 (combined issue). It is to be understood that there is no U. S. War Tax on amount collected for storage of baggage at stations, unless such amount exceeds forty-two (42) cents.

Ambassadors, ministers and properly accredited diplomatic representatives of any foreign government to the United States are exempt from payment of U. S. War Tax on tickets.

33. Use of Lamps, etc. by Passengers on Railway Trains prohibited:—By order of the Canadian Railway War Board and in the public interest, the use by passengers on railway trains of wood alcohol or oil fuel lamps, "Theroz fuel cubes," "Sterno canned heat" or other methods of heating food, is prohibited. Food may be heated on the cars by means only of appliances provided by the railway companies.

34. Church Services at Banff:—The Anglican (or Protestant Episcopal), the Roman Catholic and the Union Churches at Banff each hold two services every Sunday during the summer months. At other times one service only is held each Sunday.

35. How Canada Fed the Allies:—Figures issued by the Canadian Food Controller give the best possible idea of Canada's effort to back up the Allies with food, the total values of foodstuffs exported during the fiscal years while the war lasted being:—

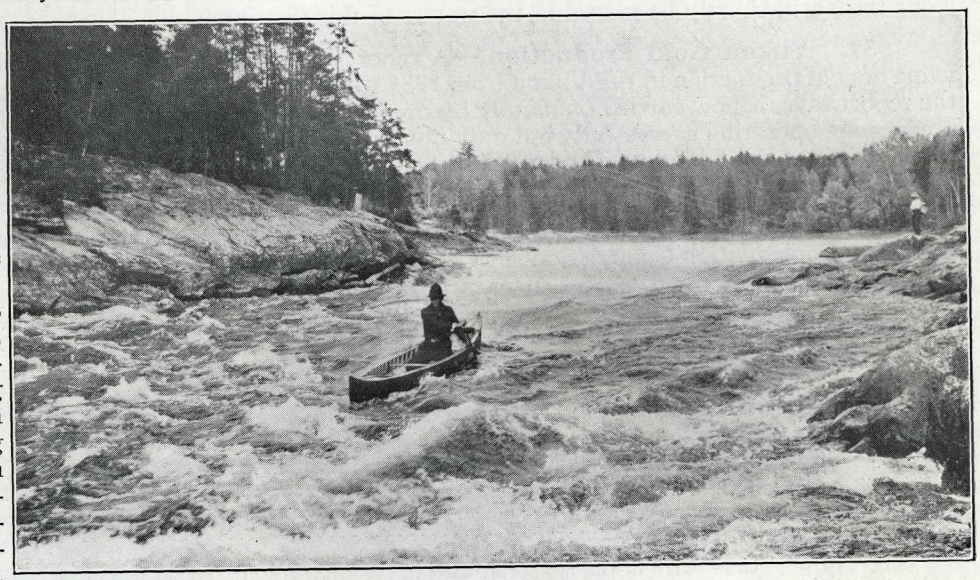
1914–15	$187,011,300
1915–16	332,455,900
1916–17	482,619,400
1917–18	710,619,400

At the same time, the greater production campaign inaugurated met with such loyal response that added acreage of farm land under cultivation, improved methods of farming, the adoption of new ways of meeting labor problems, and an enhanced appreciation of agricultural life, will have an effect on Canadian Agriculture for years to come. The increased acreage under cultivation during 1918 as compared with 1917 was as follows:—

	1917 acres	1918 acres		1917 acres	1918 acres
Wheat	14,755,850	17,553,902	Beans	92,457	228,577
Oats	13,313,400	14,790,330	Buckwheat	395,977	548,097
Barley	2,392,200	3,153,811	Flax	919,500	921,826
Rye	211,880	555,294	Mixed Grains	497,236	1,068,120
Peas	198,881	235,976	Corn for husking	234,339	250,000

*Eastern Lines. §Western Lines.

36. French River District, Ontario.—A. L. DuBois will act again this season as a Special Representative of the Can. Pac. Ry's Passenger Dept. in French River District, from June 1 to Nov. 30 and will look generally after handling tourists and sportsmen who reach that attractive territory via Canadian Pacific Ry. He will meet parties at French River Station (214½ miles north of Toronto on the Sudbury line) and arrange motor boat service to take them to his own Camp, (DuBois' Sportsmen's Camp) on Dry Pine Bay, about two miles from station, or to other camping locations along the French river, as well as rendering any possible assistance in connection with their arrangements. He has enlarged his camp accommodation and states that, between cabin and tents, he will this year be able to take care of about fifty guests at one time. There are muscalonge and bass during the fishing season, and deer and small game for the hunter in the fall. Conditions are ideal for canoeing. Mr. Dubois' address is Bigwood P.O., Ont.



Shooting the Big Parisian Rapids of the French River

37. Ka-wig-a-mog Lake Region, Ontario, is reached via Pakesley, Ont., a station on the Canadian Pacific Sudbury line, 207 miles north of Toronto. From Pakesley a spur line, constructed for lumbering purposes and known as the Key Valley Ry., extends for 10½miles to a point on Lost Channel, an arm of Ka-wig-a-mog Lake. The management of Ka-wig-a-mog Lodge, the newly established fishing and hunting camp, which is the central point of this wild and beautiful region, has made special arrangements for its guests to be transported over this lumber spur by train and to meet them on arrival at Lost Channel, whence they proceed five miles by motor boat to the Lodge. While Ka-wig-a-mog Lodge is designed primarily for men, ladies accompanying their husbands are admitted. The capacity of the Lodge is limited to fifty persons at one time, and it is advisable to secure accommodation and make arrangements two weeks in advance of date of arrival. Communications should be addressed to C. C. Courtney, Ka-wig-a-mog Lake and Magnesia Springs Sanitary Chemical Co., North Side, Pittsburgh, Pa., prior to July 1, and after that date to him at Ka-wig-a-mog Lodge, Pakesley, Ont.

38. Hotel Accommodation in Windermere District, British Columbia.—Hotel Invermere, R. J. Williams, Manager, Invermere, B.C., is about one-half mile from the Canadian Pacific Ry. station at Athalmer, B.C., and near Lake Windermere. A motor car meets all trains and provides free transportation to the hotel for guests. There is accommodation for approximately fifty persons. Rates $3.50 per diem and upwards, American plan.

Rural scene near Windermere, B. C.
(Cut loaned by B.C. Dept. of Agriculture)

Near the hotel are the golf links and tennis courts of the Invermere Golf Club, which are open to guests of the hotel at 50 cents per day, or $2.00 per week. From the hotel is a splendid view of the Lake and of the Rockies and Selkirks. The waters of the Lake are warm and bathing can be enjoyed from mid-June to mid-September. There are motor boats for hire and good fishing is to be had in the smaller streams and lakes of the surrounding country.

A first-class garage and machine shop is operated in connection with the hotel and comfortable cars may be rented for trips to nearby points of interest, including the wonderful canyons of Toby, Horse Thief and Dutch Creeks, and to the Fairmount and Sinclair Hot Springs, at the latter of which commodious bath-houses have been provided—these springs have long been considered of curative value in rheumatism.

(Over)

Hotel Accommodation, etc.—Continued

Referring to Section 42 of Bulletin 124, we are advised that 200,000 eyed-spawn of the famous Kamloops trout will shortly be placed in the waters of this district.

39. Yukon Gold Production.—A report issued by the Department of Interior shows that the value of gold production in the Yukon from 1885 to 1915 was $150,174,966. The gold industry in the Yukon, the report says, is now carried on mainly by dredging, which has developed a highly profitable industry, and dredges are operating successfully not only in the beds and on the bars of rivers, but also in the frozen placer creek claims of the Klondike district. All the dredges operating in frozen ground have steam plants for the purpose of thawing the ground ahead of the dredge. The value of gold produced in 1918 was $2,116,424.

40. Value of Canadian Pulp Industry.—The following interesting figures have been issued by the Canadian Conservation Commission:—

Value of output of Canadian Pulp and Paper mills, 1918		$110,000,000
" " " " " " 1917		85,000,000
Exports of pulp and paper in half-year ended September 30, 1918		40,636,919
" " " " " " 1917		31,074,168
" " " " " " 1916		20,040,745
	Quantity	Value
Exports of pulpwood during same half-year	980,652 cords	$9,327,901
		Feet
Output of 3,000 timber and pulp plants in Canada 1917		4,142,711,000
Total cut of spruce		1,466,558,000
" " white pine		791,609,000
" " Douglas fir		706,996,000
" " hemlock		332,722,000

One-fourth of the newsprint used in the United States comes from Canada and 15 per cent. of the pulpwood used in that country is the product of Canadian forests.

41. Millions of Caribou in Northern Canada.—The Commissioner of Dominion Parks is authority for the statement that there are from 20,000,000 to 30,000,000 caribou in the northern portions of Canada As a food, caribou meat is of first-class quality. The hide, when tanned, is equal to the best chamois. It is only a question of time when these vast herds will constitute a valuable item in the assets of the Dominion, the only difficulty in the way of their utilization to-day being that of transportation.

42. Merchantable Quality of Canadian 1918 Crop.—Government figures show that of the total wheat crop of 1918, viz., 189,075,350 bushels, 93 per cent. were of merchantable quality. The proportions per cent. of other crops of 1918 estimated to be of merchantable quality, were: oats 90 per cent., barley and rye 92, buckwheat 75, corn for husking 67, flaxseed 90, potatoes 81, turnips, etc., 86, hay and clover 89 per cent. These are high averages.

43. Condition of Fall Wheat in Canada.—Dominion Bureau of Statistics states that, owing to the exceptionally mild winter, the proportion of fall-sown wheat that was killed is very small, amounting for the Dominion only to five per cent. out of the 840,000 acres estimated to have been sown last autumn. The average condition of fall wheat, at the end of April, weighted in proportion to acreage, is for the Dominion 103 per cent., or three per cent. above the average condition at the same date for the eight years 1911-18. The condition in Ontario and in Manitoba on April 30, 1919 was 103, in Alberta 101, and in British Columbia 100, or exactly equal to the average.

44. Routes to Northern Alberta and the Peace River District.—Referring to Section 44 of Bulletin 124. Train now leaves Edmonton 10 a.m. (instead of 3 p.m.) Mondays and Thursdays and is due to reach Peace River 11.30 a.m. and Spirit River 11.50 a.m. next day.

Distance Edmonton to Lac La Biche should be shown as 128 miles. Train leaves Edmonton 8.20 a.m. (not 8.30) Mondays and Fridays, arriving Lac La Biche 6.30 p.m. same day. The line Lac La Biche to Fort McMurray is under construction and trains are operated as required by the construction department. It is expected a track automobile will be on the run very shortly and a bi-weekly mail service established.

45. Items of Interest from Eastern Canada.—*Nova Scotia* is a country of lakes and streams, offering many ideal canoe trips. Among these are (1) what is called the "Tent Dwellers' Cruise" (described by Alfred Bigelow in his book "Tent Dwellers"; this covers from ten days to two weeks, starting from South Milford, N.S., and winding up at the same place or at Lake Kedgemakoogee; (2) the Jordan River Trip, starting from Milford or Kedgemakoogee and occupying seven to twelve days; (3) the Roseway River Trip, partly the same as No. 1 but ending up at Shelburne, N.S., covering seven to twelve days; (4) the Tusket River Trip—another variant of No. 1, ending up at Yarmouth, via the Tusket River—requiring ten to fourteen days; (5) the Medway River Trip, to be made only in spring, starting from South Milford and occupying seven to ten days. There are also many shorter trips to be made from South Milford or from the Rod & Gun Club, Kedgemakoogee.

New Brunswick.—The chief kinds of fish caught in this province are herring, sardines (the name given to young herring when canned), cod, haddock, hake, salmon, smelts, mackerel, pollock, alewives, shad, trout, pickerel and lobsters, oysters and clams. New Brunswick ranks third among the Provinces of the Dominion in the value of its fisheries, the total marketed value of the product for one year recently being

$5,656,859. The amount of capital invested in vessels, boats, fishing gear and fixtures throughout the province was $4,487,601, and there were 21,799 persons engaged in the fisheries, of whom 1664 were employed on vessels and carrying smacks, 14,008 on boats and 6,127 in canneries, smoke-houses, etc., on shore.

New Brunswick possesses the only sardine fishery in Canada. It is carried on in Passamaquoddy Bay and around the islands in the Bay of Fundy. Of such importance is this fishery—and in such masses do the fish appear—that the fishermen on that part of the coast depend largely upon it for their livelihood.

Herring are taken in enormous quantities along the gulf shore of the province in springtime but, being somewhat poor in quality, are used chiefly for lobster bait. A rapidly increasing quantity, however, is now being smoked for export to the West Indies. Herring of fine quality are taken during the fall especially in the Baie des Chaleurs district and are mostly cured in pickle for home consumption. The herring fishery has great development possibilities.

A very important New Brunswick industry is the smelt fishery. This fish, though common on all the shores of Eastern Canada, is taken in greatest numbers on the New Brunswick gulf coast, which section produced in the year 1916-17, 54,954 cwts., valued at $714,402, or more than two-thirds the whole Canadian catch.

New Brunswick has by far the best salmon fishery in Eastern Canada.

Oyster cultivation in New Brunswick appears to have excellent possibilities. The Shemogue Oyster Company Limited began in June, 1916, planting oysters on the barren bottoms of its Shemogue beds, transferring the seed from Richibucto River, and planting altogether 4,947 bushels. In 1913 the company removed 1,800, and in 1914 2,000, barrels of oysters from the Richibucto River. The Dominion Government oyster expert stated not long ago that there are probably over 50,000 barrels of oysters in the Richibucto River and that no material loss would result from the annual removal of 3,000 to 4,000 barrels—in fact, the quality of those remaining would be improved. The Canadian oyster is superior to any other and retains its excellent flavor even after much transportation. (Condensed from *The Province of New Brunswick*, issued by the Department of the Interior, Ottawa, Ont.)

The New Brunswick Government intends to spend about $700,000 this year on the construction of permanent roads and bridges.

Last year, New Brunswick had 98 school gardens, varying in size, according to the number of pupils and other considerations, from 24,000 sq. ft. to one-quarter acre.

Quebec.—Value of Quebec cereal crop for 1918 is set at $271,750,900. Of this, the largest individual item was produced by oats, which were valued at $52,667,000; wheat came next with $14,382,000.

In 1917, this Province had 598 butter factories, 895 cheese factories, and 482 combined factories (butter and cheese) making 1,975 in all, while in 1918 there were 624 butter, 902 cheese and 432 combined factories, making 1958 of all kinds. With the establishment of skimming stations, the number of small butter factories gradually diminishes, which permits of the large factories being better equipped and manufacturing a superior product. The number of cows supplying the butter and cheese factories in 1918 was 581,392, the butter output totalled 37,281,000 lbs., and the cheese 61,911,840 lbs., while the total value of dairy products for the year is set at $30,680,791

The eastern portion of the Eastern Townships, especially near the Maine and Vermont boundary, within easy distance of the Canadian Pacific main line and branches, offers attractive territory to the sportsman. It is the principal lake-land of that part of Canada which lies south of the St. Lawrence and contains such fine bodies of water as Lakes Megantic, Memphremagog, Massawippi, Brompton, Orford and Brome, all surrounded by country of remarkable scenic beauty and interest, and all easily accessible.

Ontario.—An experiment made at Central Experimental Farm, Ottawa, in growing chicory (used as an admixture with coffee for the purpose of giving it a peculiar flavor not possessed by the coffee alone) was successful, producing an average yield of seven and two-third tons per acre. A sample was sent Dominion Chicory Co., Montreal, for examination and reported on as follows: "We received the samples of chicory root "and after examining and testing them thoroughly, we find that they are excellent in every way."

The Hurlburt Shoe Co. of Preston has been installing machinery in a branch factory which it will operate at St. Marys, Ont., adjacent to the Canadian Pacific station. Another new industry is planned for St. Marys also, known as the St. Marys Flax Co.

The Dominion Linens Ltd., referred to in Section 28 of Bulletin 119, began manufacturing linens in Tillsonburg and Guelph, Ont., five years ago and its factories have been running every lawful day from that time until the present. Now it is launching out and will shortly be so self-contained that it will do everything for itself from the threshing of the flax straw to the production of the finest linens. The Tillsonburg plant manufactures towels and crash towelling, while the Guelph factory has of late, owing to the scarcity of linen yarns, been running largely on union and cotton goods as well as on pure linens. The yarns will now be made in a building situated a few steps from the linen factory and will be operated by a subsidiary company known as the Flax Spinners Limited, from which, when all the machinery has been installed, the annual output will be 900,000 lbs. of yarn. The Guelph plants occupy 27 acres of land and their products cover a full line of household linens, also some lines of cotton goods. It is stated that a peculiar feature of the linen goods turned out by the company is their exceptional whiteness, a matter which has attracted the attention of

Ontario—Continued

Belfast linen manufacturers who have visited the Guelph plant; the explanation of this is believed to be the larger measure of sunlight which Canada enjoys as compared with Ireland, thereby assisting modern methods of bleaching.

The agricultural representatives of the Ontario Department of Agriculture are closely identified with the co-operative marketing movement which is becoming quite popular. As an example of what can be done the Thunder Bay Co-operative Marketing Association did business in seed potatoes alone last year amounting to $10,000.

The Ontario Agricultural College is giving much special attention to the beautifying of rural home and school grounds, and gives free advice to all rural residents or organizations in the province.

CANADIAN WEST DEVELOPMENT NOTES

46. Newspaper items have appeared as follows:—

Victoria, B.C.—What is undoubtedly one of the most gigantic lumber enterprises ever conceived, and a scheme fraught with tremendous possibilities in developing British Columbia's lumber industry, is about to be launched by a strong syndicate, said to be headed by a well-known New York financier and whose operations will be conducted on a colossal and world-wide scale. Orders have already been placed with this syndicate by British interests to deliver 30,000,000 feet of lumber, which, in the event of a satisfactory agreement being reached on purchase price with the sawmills and lumber manufacturers, will be supplied by British Columbia mills, and, besides this huge contract, further orders are pending from European interests for an unlimited quantity of lumber that will run into billions of feet and keep the mills of the province operating day and night at full capacity.

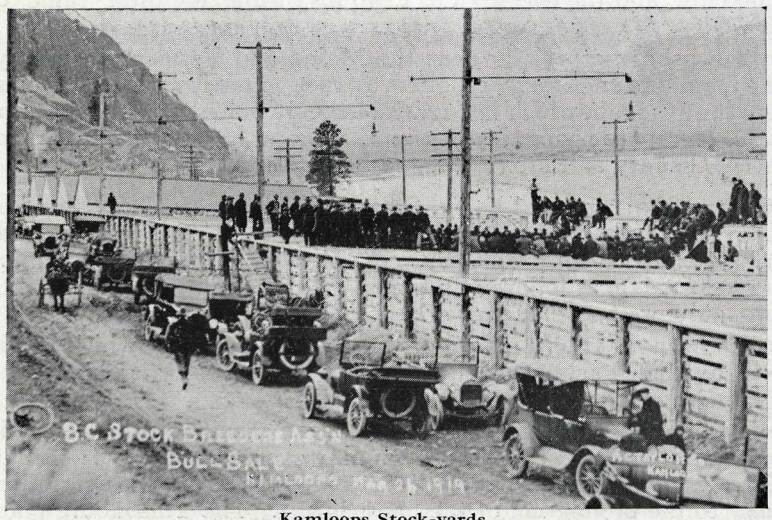
Gold production in British Columbia in 1918 was 187,069 ozs., valued at $3,867,059, an increase of about 40 per cent. over 1917.

Vancouver, B.C.—The British Columbia Government's irrigation project in the Osoyoos district, on land purchased recently from the Southern Okanagan Land Company, has been announced. Ten miles of the main channel will be constructed this season on gravity principle, and water will be supplied from the Okanagan River. It is estimated 300 to 400 men will be employed on this work.

Two million feet of spruce cut in Northern British Columbia mills last year is to be shipped to Europe via Panama Canal. The first shipment was to be made in April.

At the University of British Columbia, under charge of the Department of Soldiers' Civil Re-establishment, is being given a five months' course in forestry for returned Canadian soldiers so as to prepare them for permanent forest ranger positions in British Columbia and Dominion Forest Branches.

The British Columbia Shingle Agency recently opened a school of training for white men in making and packing shingles. Ten returned soldiers entered the "school" at its opening and were making such rapid progress that it was expected a month would equip them for good jobs in any shingle mill of the Province. While in training they are paid $3.00 per day as sawyers and $2.50 per day as packers. British Columbia has 300 shingle-making machines.



Kamloops Stock-yards.
(Cut loaned by B.C. Dept. of Agriculture)

Kamloops, B.C.—The British Columbia Stock-breeders' Convention and the first public Bull Sale held in the Province, whichtook place at Kamloops in March, were very successful events. Kamloops has a splendid array of stock-yards for placing livestock on railway cars and is a natural business centre for stock farmers.

Salmon Arm, B.C., stands on the southern bank of Shuswap Lake, a straggling and irregular body of water shaped something like a huge wish-bone and lies in the centre of southern British Columbia and on the main line of the Canadian Pacific Ry 316 miles east of Vancouver. It has steamboat connections with Kamloops and other points on Shuswap Lake and the Thompson River. It is the site of a Government salmon and trout hatchery, has five churches, public and high schools, two banks, three lumber mills, a sash and door factory, a soda-water and soft-drink factory, a cold storage plant with 25 carloads capacity, a large agricultural hall and exhibition grounds covering 25 acres. It is the centre of a very productive fruit-growing, dairying and mixed farming district. The Salmon Arm Creamery (picture of which appears on page 15 of Bulletin 120) had an output of over 100,000 lbs. butter last year. The population of the town is given as 3,500.

Growing Tobacco, near Kelowna, B. C.
(Cut loaned by B. C. Dept. of Agriculture)

Vernon, B.C.—The preliminary estimate of production for the coming season in the Okanagan is that from 700 to 1,000 cars more of fruit and vegetables will be sent out than during 1918.

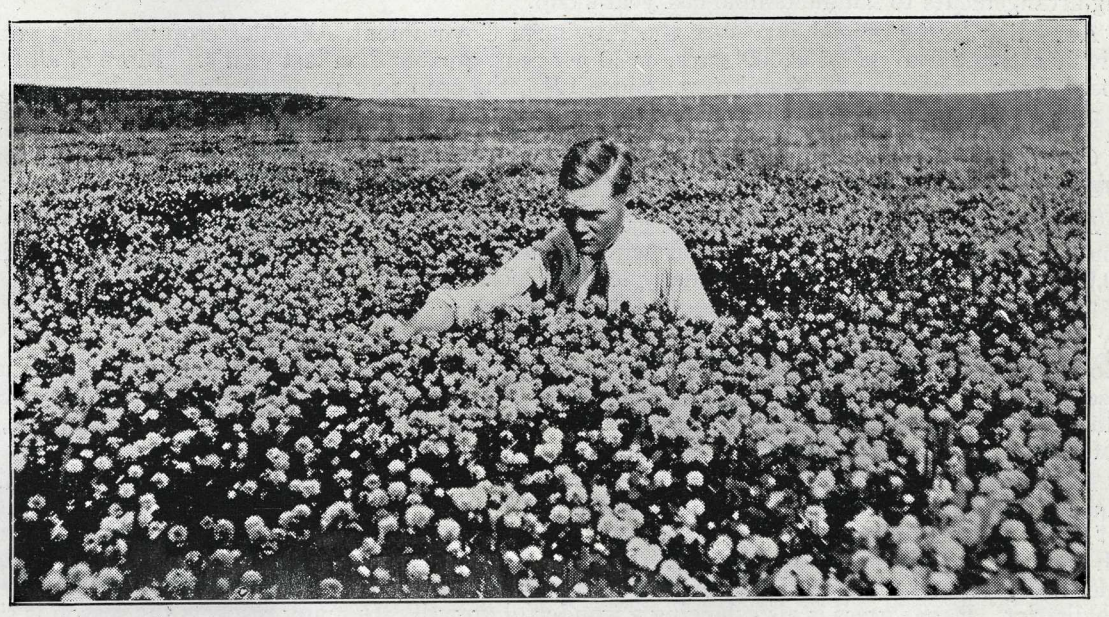
Nelson, B.C. — Considerable building activity is noted. Contracts representing expenditures of over $70,000 had been let or were in process by April 30.

Golden, B.C., on the Columbia River, 172 miles west of Calgary, is known as the northern gateway of the Columbia-Kootenay Valley lying between the Rockies and the Selkirks, which vary in height from 5000 to 12,000 feet. From Golden southward the valley maintains a width of from ten to twelve miles and is watered by the Columbia and Kootenay Rivers and various smaller streams. The scenery is very rugged and picturesque and Golden is a famous centre for tourists, and particularly popular with those fond of mountain-climbing. Near the town a colony of Swiss Alpine guides has been established in a model village called Edelweiss. There is good fishing and big game hunting in the neighborhood. A wagon-road, suitable for motoring, runs from Golden to Fort Steele. Golden has four churches, public and high schools, two banks and a fine courthouse. There are big lumber mills in the town which employ some 500 men. Altitude 2,583 feet.

Macleod, Alta.—Despatch dated May 14 says: "All wheat seeded. Many fields green. Soil in excellent condition. Oat seeding general."

Calgary, Alta.—A shipment of two-year-old steers from Canadian Pacific Demonstration Farm brought top prices for this class. The animals were sold to two brokers for $15.65 and $15.75 per 100 lbs., or an average price of $178.15 per capita.

Hogs reached the record price of $23.00 per 100 lbs. for select animals on the local market, May 2. There is good money in hog-raising in Western Canada, where favorable conditions enable this industry to be conducted as economically as anywhere on the continent. Moreover, as prices at his local markets generally compare favorably with those ruling at outside markets, the farmer in Western Canada has the double advantage of producing at the lowest cost and selling at the highest price.



A field of Alsike Clover at Carseland, Alta.
(Cut loaned by the Farm & Ranch Review)

(Over)

Calgary, Alta.—Continued

Experiments conducted in Southern Alberta during the last three years by the Canadian Pacific Department of Natural Resources prove not only that clover seed can be grown successfully, but also that an exceedingly high grade of seed is obtainable. One of the largest plots sown during the first year was three and a half acres planted to Alsike clover at Tilley, Alta. This area produced the following year 2,617 lbs. of an excellent quality of seed, an average of 748 lbs. or, approximately, 12½ bushels per acre, which could have been sold readily, without recleaning, to dealers at 20c per lb. and would have given a gross revenue of $149.60, but such was the quality that, after a thorough recleaning, there remained slightly over 10 bushels per acre of the highest possible grade of seed that, at this spring's retail prices, would have produced a gross revenue of about $240 per acre. At the same place, another plot planted to White Dutch clover in 1916 produced an average of 142 lbs. per acre and next year an average of 205 lbs. White clover sown on three acres at Rosemary, Alta., produced, after thorough recleaning, 1,033 lbs. of seed, worth at least 50 cents per lb., representing after deduction of expenses, a net profit of over $130 per acre.

Building activity here is at its briskest since 1912. Up to May 1, over $600,000 worth of permits had been issued since the beginning of the year, all classes of buildings included. $3200 per foot was refused for a desirable business location on May 1.

According to the Minister of Agriculture, Alberta farmers will have 9,000,000 acres in crop this year—approximately 4,300,000 sown to wheat, or 400,000 acres more than last year, with 1,000,000 acres more sown to oats than in 1918. Rye is becoming a more popular crop, twice as much being sown as last year.

The reports of the United Grain Growers show farmers in every part of the province increasing their crop acreage, many districts going 30 per cent. over last year. Conditions continue most favorable and all reports have an optimistic tone.

Edmonton, Alta.—The forest area of Alberta comprises about 14,000,000 acres of land, including spruce, lodge pole pine and a certain amount of Douglas fir. This is approximately 10 per cent. of the entire area of the Province, which is estimated at about 160,000,000 acres. The Government contemplates adding another 8,000,000 acres for a reserve, which will further increase the percentage. Nature does the reforestation in the area near the mountains, but in the prairie section seedlings are being set out in parts. 11,000 head of cattle and 25,000 sheep wintered in the reserves.

There are well-founded hopes of potash discoveries in relation to the very thick beds of gypsum on the Peace River, some 300 miles north of this city.

Edmonton bank clearings for April were over $2,000,000 ahead of same month last year, which is evidence of business activity. The growth of the district's commercial prosperity is shown when these figures are compared with those previous to 1914—then the bank clearings were only about half what they are at present.

Extensive developments are taking place at the Provincial University. To meet growth requirements of the College of Agriculture a further 320 acres of land have been acquired.

At the end of 1918 Alberta had 235 women's institutes, with a membership of 9,250. Upwards of 40 of these institutes have established rest rooms.

On May 19 it was stated preparations were being made by the local sheep-breeders' association to handle the largest wool clip in its history. Numbers of new farmers are contributing and the association is making arrangements to handle double last year's clip.

According to the official survey of the Provincial Government, Alberta's crop area this year is conservatively estimated to be 1,500,000 acres, or 20 per cent. greater than last year's. More of all field crops have been sown, chiefly in wheat and oats. Since 1913, the crop acreage of the Province has doubled, most of the gain being made in the last two seasons.

Claresholm, Alta.—Crop outlook was never better and with sufficient moisture this district should have the largest crop in its history. By May 17 all the wheat was above ground.

Lethbridge, Alta.—One of the largest garages in the West is being erected here by a concern which distributes a moderate priced car popular with farmers. The same company, two years ago, imported $1,000,000 worth of cars in one order, chiefly to meet local farmers' needs.

The sheepmen of Southern Alberta have been preparing for shearing, it being estimated that approximately 200,000 sheep would be ready for clipping by the end of May in this district.

Good results in the lambing season have been reported from all over the Province, with a general increase of 100 per cent., or even greater. One of the biggest breeders of thoroughbred sheep in Southern Alberta reported an increase of 118 per cent. of lambs, while at the Experimental Farm, Lethbridge, 180 per cent. of lambs from a fair sized flock had been saved up to the end of April.

A despatch, dated May 14th, says: "Crop situation excellent. Wheat all sown; oats and barley well "advanced. Much new breaking for flax. Range grass growing rapidly;"—and a news item, dated May 17th: "Altogether conditions are ideal. There has been no wind of any account lately, so that the moisture "which has fallen has done the greatest amount of good. During the past week the weather has been much "warmer and growth has started in earnest. Fall wheat and fall rye have been reported from different parts "of the district. Range grass is also showing a wonderful growth. In many respects the season is similar to "1915, when nearly every week brought a rain."

Fred J. Meech came from Dorsetshire, England, in 1912, and, after working out for a while, bought 80 acres of Canadian Pacific irrigated land, five miles east of Lethbridge in the autumn of 1916, built a house and barn and bought two horses and farming implements. In 1917 he broke about 50 acres, ran his ditches and grew enough oats to keep himself and his horses going until next crop. Last year he had considerable acreage in wheat and his crop was 1500 bushels wheat, 250 oats, 6 tons oat hay, 25 tons potatoes and from a one-acre tract set apart as a garden he sold about $75 worth of vegetables, besides having enough for his own use till the 1919 crop comes. He also commenced a small dairy with five cows which brings him in $90 per month. He says: "I feel very strongly that anyone interested in farming who is coming to Canada would do well to "look over Alberta and, if he decides to purchase land, should always see what the C.P.R. has to offer first. "Their land is well graded and priced strictly according to value, and the terms of payment are the best yet ". . . . I consider that any man with a little capital and a determination to become acquainted with the "conditions of the country can make no mistake in locating in this district."

A sample of alfalfa, ten inches tall, was brought to the *Lethbridge Herald* office on May 6 by J. S. Holman, who picked it at Coaldale, Alta., from a meadow irrigated last fall. The abundant moisture in the soil, coupled with fine warm weather, has caused the alfalfa to shoot up at a marvellous rate. Mr. Holman had just finished seeding a non-irrigated farm at Stirling and was busy seeding an irrigated farm he had purchased recently in the Coaldale district.

Whitla, Alta.—On May 14th, wheat was two inches above ground in many places and growth more regular than usual with a high percentage of germination.

Coaldale, Alta.—Ben Pawson's experience shows that it pays to attend to the by-products in farming. Last season he put in two acres of potatoes at odd times when he could not work on hay or grain. The potatoes were watered twice, but otherwise given only slight attention. 600 bushels were taken from the two acres and sold at 95 cents per bushel, which makes $285 per acre, while the cost of raising them was negligible. Of course bigger yields can be produced, but this crop was a by-product and surely profitable enough.

Brooks, Alta.—By May 12th, wheat on some farms was already six inches high. Prospects were particularly good on irrigated farms but generally ample moisture was available everywhere. Farmers consider that, if the favorable conditions continue, the greatest crop in history will be harvested.

Dr. O. L. Daniels, who farms north of the Red Deer River, raised ten bushels of alfalfa seed last year, which he sold to the Irrigation Investigation Branch of the Canadian Pacific Ry. for $25 a bushel.

Medicine Hat, Alta.—Over $100 per acre, or $11,083 from 98 acres of land is the 1918 record for a 100-acre irrigated farm east of this city. The result shows about 200 per cent. return on the original investment in the land for one season.

Rudyard Kipling called Medicine Hat "the town that was born lucky"—and possessing as it does within its limits, inexhaustible supplies of natural gas, available for heating and power, its inhabitants have a great advantage over people in most other cities. "The Hat" is already the home of some of Western Canada's largest industries, including flour mills, iron foundries, rolling mills, clay products plant and several other manufactories. In addition to this it is one of the most beautiful cities in Western Canada.

The Western Canada Irrigation Association has selected Medicine Hat for its convention this year, to be held August 4, 5 and 6. While it may seem strange that a city primarily associated with manufacturing should be chosen by an agricultural organization, Medicine Hat is really very greatly interested in irrigation and agriculture, being one of the triangle of cities bordering on Southern Alberta's irrigated area.

Moose Jaw, Sask.—Building permits issued this year foreshadow great trade activity during the summer. April permits were in value 30 per cent. greater than April last year, while those issued since January 1st were 50 per cent. ahead of the same period of 1918.

April bank clearings show an increase of over $1,200,000 as compared with 1918.

Crop conditions are 100 per cent. normal. Moisture is plentiful and, by May 17th, wheat was showing above ground in some places. Farmers have sown more oats than usual.

A great change has taken place during the last four or five years in egg production in this Province. Up to five years ago, eggs had to be imported to supply the home demand. Now from Moose Jaw alone three carloads a week are exported. A car contains 450 cases and the price at Moose Jaw is 43c to 45c per dozen f.o.b.—each car, therefore, is worth $6000.

Saskatoon, Sask.—Wheat sown two weeks before was up two inches by April 30 at the University farm near this city.

Growth in business of the local flour mills necessitates an enlargement of the present warehouse facilities. Work is beginning on an addition that will treble the present capacity.

A White Wyandotte pullet belonging to the University of Saskatoon laid 215 eggs in 365 days, and there are several other hens there with records of 150 to 180 eggs in their first year.

Regina, Sask.—Regina is a city of 40,000 inhabitants, which began its existence in 1881, when the first settlers built their shacks on the site of the present city. In 1882 it received its name from Princess Louise, then Vicereine of Canada, in honor of Queen Victoria. In that year it had 200 inhabitants. During its early days Regina was noted chiefly as a divisional point of the C.P.R., but it has long since outgrown the status of a mere "tank town," although still notable as a railway centre. It is now the divisional headquarters of both the Canadian Pacific and Canadian National Railways, is the terminus of the Yorkton branch of the G.T.P. and the starting point of the important branch line of the C.N.R. which runs to Prince

(Over)

Regina, Sask.—Continued

Albert. Regina manages to combine the breezy informality of the prairie town with the busy progressiveness of the thriving industrial city and the dignity of the leglislative seat. It is the capital of Saskatchewan and is proud of its $2,500,000 parliament building and its many civic beauty spots. The area of the city is 7,850 acres, of which 257 are devoted to parks and 75 to the exhibition grounds where the annual provincial fair is held. The city has 75 miles of graded streets, 30 miles paved, 19 miles boulevarded, municipal electric light and power plant, waterworks and street railway with 33 miles of track, 23 churches, several colleges and schools and a public library. It has been named "The City of Certainties" by its enthusiastic citizens.

Keen interest in mixed farming is noted among farmers of this Province, a large number of farmers changing their policy from straight grain growing and Government is encouraging the idea by supplying farmers with breeding stock at cost. Indications are that requests for pure-bred sires will be 30 per cent. greater than last year.

Value of building permits issued in Regina this year up to April 30 was about double last year's for corresponding period. During April permits exceeding $100,000 in value were granted, chiefly for dwelling houses.

Saskatchewan Department of Public Works has an appropriation of $1,260,000 for public buildings this year. This sum includes $250,000 to be spent on the new provincial hospital for mental diseases (the building eventually to cost $1,000,000); between $350,000 and $400,000 for a war memorial museum; $135,000 for new buildings at the University of Saskatchewan, Saskatoon; $250,000 for a Normal School at Saskatoon; $100,000 for new courthouse at Yorkton; $110,000 for headquarters building Saskatchewan Provincial Police at Regina; and $155,000 for an isolation hospital and other buildings connected with the Hospital for Mental Diseases at Battleford.

Demand for Canadian wheat for seed purposes is becoming world-wide. Shipments have already been made this season to France and Australia, and now it is learned a farmer has just consigned a part carload of registered Marquis wheat to New Zealand. This seed wheat is of the same stock as that which won the world's prize at Denver in 1917 and was grown by a farmer near Regina who, this year, is seeding 2,500 acres to registered grain.

Work on the construction of a 2,000,000 bushel addition to the large terminal elevator of the Saskatchewan co-operation Elevator Company at Port Arthur, was to begin towards end of May. When this addition is completed, the total capacity of the elevator will be 4,500,000 bushels.

The number of automobile users in Western Canada continues to grow. In Saskatchewan approximately 40,000 licences have been issued this year and applications are still coming in. This number far surpasses the number issued during same period last year and is partly due to the new settlers who are daily taking up land in the Province and to the fact that many farmers are now providing themselves with additional cars.

Seventeen carloads of eggs shipped from Regina to Eastern and Western Coast destinations during one week of May shows the growing importance of the local produce trade. The farmers are finding the poultry business very profitable. Statistics of the Provincial Dairy Commissioner show this Province's revenue from poultry products over $3,000,000 yearly, and the industry is growing rapidly.

A company has just been formed to operate a fox farm. Fifteen acres of land have been secured to the north-west of this city and contract let for the erection of buildings to cost $10,000. A start is being made with thirty pairs of animals.

Saskatchewan's ability to raise its own horses is manifested by the number of colts this year. The provincial government puts it at approximately 15,000.

A record price for Saskatchewan creamery butter in carload lots was offered on the Regina market a few days ago, when 63c per lb. was bid. The significance of market conditions is realized when it is stated that the local wholesale price in small quantities is about the same as above, with the cost of wrapping and cartons at 2c per lb.

The educational campaign carried on by the Governments of the Prairie Provinces in connection with the dairy industry is bearing fruit as shown by the large proportion of first and special grade butter that is being produced and the ever-growing demand on the creameries from outside points. Consignments are now being made regularly east and west to the Pacific and Atlantic coasts, as well as overseas and to some of the large cities in the United States. The high standard of quality originally adopted is being surpassed and all three Provinces now recognize a standard superior to the first; this is called "Special," and is as near as possible to an ideal quality. Of the butter graded in Saskatchewan last year, 75 per cent. graded "first," while an additional 15 per cent. was in the "special" class. The educational plan consists in getting the farmers to send the very best cream to the creameries and in showing them ways and means by which this end can be accomplished.

It is expected that between 400,000 and 500,000 lbs. wool will be handled for Saskatchewan farmers through the co-operative organization branch of the Provincial Department of Agriculture this year. In 1918, 916 consignments, aggregating 394,000 lbs., were handled by the branch and that was an increase over the previous year—in fact, ever since a proper system of grading was introduced, the wool output has increased steadily and farmers have obtained better prices every year. Last year Saskatchewan farmers got 58½c per lb. for their wool and it is believed that similar high prices will prevail for some years to come. Farmers report an exceptionally good crop of lambs this season. At the University Farm at Saskatoon seven pairs of twins were found one morning and another four pairs the following morning.

What promises to be the largest reclamation work in this Province will be taken up by the Department of Highways in the Yellow Grass Marsh district (near the town of ①Yellow Grass). Tenders have been submitted for the construction of 22 miles of ditch, the water to be discharged into the Souris River and the work involving the excavation of 295,000 cubic yards of earth. The nature of the country will permit the water to be taken care of by a ditch alone, no expensive flume work being necessary, and the undertaking will result in the reclamation of some 14,000 acres of land, the work to be completed by December 1, 1920.

During April, three rural communities in this Province—viz., Dalmeny, Hyas and Kuroki—applied for incorporation as villages.

Brandon, Man.—Encouragement in tangible form to the young raisers of baby beef in Manitoba was given at Brandon recently, when about 60 calves, which had been cared for by boys of the Province, were sold in record time at prices ranging from 20c to 41c per lb.

Winnipeg, Man.—The copper discoveries of Manitoba are rapidly assuming considerable magnitude. Professor Wallace, Commissioner for Northern Manitoba, states that in one copper mine, as yet undeveloped, 20,000,000 tons of ore, averaging in value $8.75 per ton, have been blocked out.

A despatch, dated April 30th, says: "Building permits being issued at rate of fifteen daily. Residences, "garages, stores, warehouses and works included. Number of old houses being repaired and additions made." As was anticipated, the close of the war is bringing about considerable building activity in the Canadian West. Though considerable progress has been made in the agricultural development of the country during the last four years, building operations have been almost stationary. Increased agricultural production has meant increased business and industrial activity, which, if it had not been for the conditions caused by the war, would have forced expansion long ago, while many more new industries would certainly have been established. The supply of dwelling houses, too, falls short of the present needs. Various items in these Notes indicate that increased building activity is general in the Western cities and it is not confined to the larger places. The small towns are hives of industry, where the sound of hammering is heard from every direction continually during the day. Indeed, in proportion to their size, the activity in the country places is generally much greater than in the cities, while the class of buildings that are going up would be a credit to any country town. In Western Canada an era of real and substantial development has begun.

Several large manufacturing concerns have been incorporated in Manitoba recently. A mining company with a capital stock of $2,500,000 and a pulp mill capitalized at $200,000 will begin operations in the Province this summer.

There is a keen demand for more land among Manitoba farmers. "Now that the labor situation is "less acute," says the *Winnipeg Telegram*, "they are purchasing more land in order to grow as much grain "as possible while the prices are at the present high level." This demand for land, which is particularly brisk in the south-western part of the Province, has increased its value and farm lands are now selling at 25 per cent. higher than at this period last year.

Loans granted by the rural credit societies this year will provide for cultivation of 30,000 acres of virgin prairie land. The system is enabling members to secure more livestock also.

Beekeeping is one of the farm industries in which Western Canada offers great possibilities. *The Nor-West Farmer* recently said: "Certainly there will always be an unequalled market in these provinces for "all the honey that can be produced. There is no question about that. To give some idea of the returns "from beekeeping it may be stated that in 1918 in Manitoba 14,736 colonies of bees produced 944,000 lbs. of "honey, an average of 64 lbs. per colony. Demand for bees from beginners is larger than usual this spring. "Swarms are selling at about $15.00 each."

The people who cater for the entertainment of the inhabitants of Western Canadian towns and cities are preparing for a period of prosperity as is shown by recent announcements regarding the building of new motion-picture houses. Winnipeg and Calgary are each to have new half-million dollar theatres, while smaller theatres are planned for many other cities. The cities of Western Canada are already well provided in this respect and the new theatres are planned in anticipation of growth that will accompany the development of the country.

In the Province of Manitoba there are 220 Boys' & Girls' Clubs and 1,100 branch clubs, embracing in all 25,000 members, who, last year, engaged in one or more of the club activities which include gardening and the raising of pigs, sheep, calves and poultry, and in other agricultural pursuits. In the pig clubs, 3,000 pigs were raised and 2,000 of them were shown at the Boys' & Girls' Club Fairs.

The co-operative plan of marketing wool will be followed in Manitoba again this year and it is expected there will be a large increase in the number of growers participating, as well as in the quantity of wool handled. The suitability of Western Canada for sheep is all that could be desired, and experienced sheep-breeders say they know of no country where sheep are less liable to disease.

The Prairie Provinces of Canada this year have the largest area in crop on record, according to reports received. The greatest increase is in Alberta, where considerably over 9,000,000 acres are planted and the wheat acreage is 400,000 ahead of last year, when approximately 3,900,000 acres were sown to wheat. There are nearly 1,000,000 acres more of oats and 100,000 more of barley sown. Rye is a crop that seems to be growning in popularity with Alberta farmers and double last year's area has been devoted to that crop. In Sask-

①On Canadian Pacific Ry. between Portal and Moose Jaw.

(Over)

Seeding on farm of E. E. Foley, Carey, Man.
(Cut loaned by Manitoba Dept. of Agriculture)

Winnipeg, Man.—Cont.

atchewan there is little if any, increase in the area sown to wheat, but more oats have been sown than last year. Manitoba expects a record-breaking year in the production of wheat, as considerable new land broken last year has been sown to that grain, and there is also some increased acreage of oats and barley in Manitoba. It is probably safe to say that the three provinces have 30,000,000 acres sown to the principal grain crops—wheat, oats, barley and flax. Last year nearly 26,700,000 acres were sown to three crops; 7,109,236 acres in Alberta; 15,778,000 in Saskatchewan, and 5,801,000 in Manitoba. It will be seen, therefore, that last year's record crop acreage has been overtaken year.

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