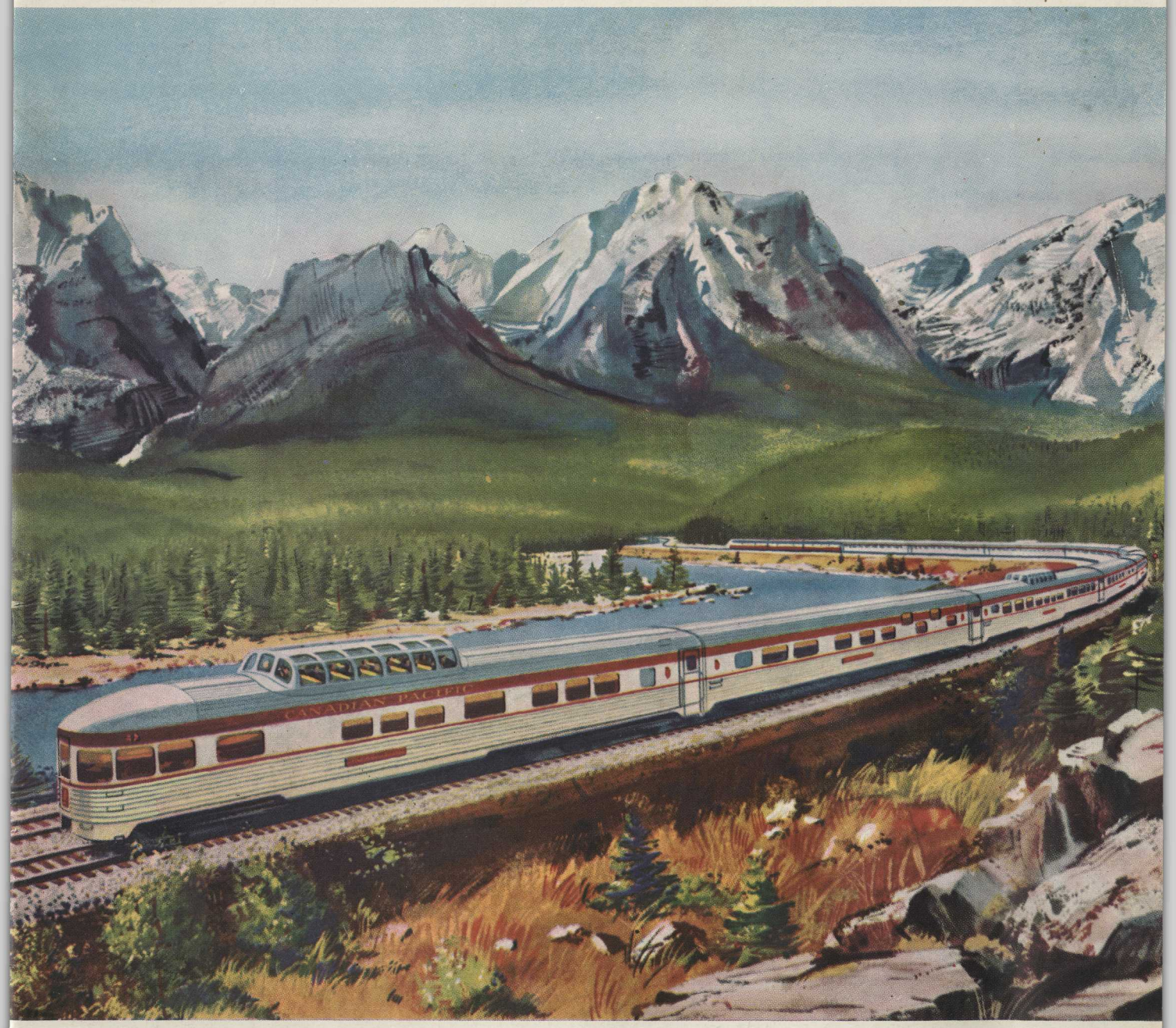
WESTWARD

ACROSS CANADA BY Canadian Pacific

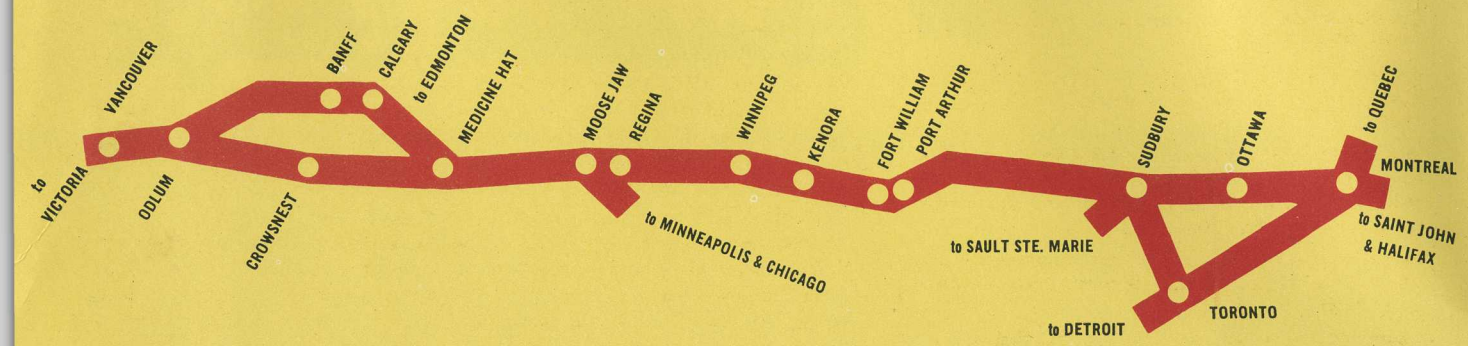


"THE CANADIAN" "THE DOMINION"

VANCOUVER BANFF CALGARY MOOSE JAW REGINA WINNIPEG FORT WILLIAM SUDBURY OTTAWA MONTREAL

THE ONLY "DOME" ROUTE ACROSS CANADA

Across Canada by Canadian Pacific



Travel, even the luxurious travel of today, in the comfort of Canadian Pacific "Scenic Domes", is an adventure. Travel, the Canadian Pacific way from tidewater to tidewater across the wide provinces of Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia is an adventure in which the traveller of today follows the trail-blazing of a glorious past into a boundless future.

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

"Across Canada by Canadian Pacific", prepared for riders of the longest "Dome" route in the world, is based upon the railway practice of dividing the track into Sub-Divisions. While the timetable shows the distance between Montreal and Vancouver as 2881.2 miles and between Toronto and Vancouver as 2,703.6, the "Mileage Boards" found on telegraph poles along the right of way start afresh at the eastern boundary of each sub-division. For instance, Pembroke, 219.4 miles from Montreal, is indicated on the track side by Mileage Board 93 of the Chalk River Sub-Division. In order to pinpoint points of interest in the scenery for ready location from a moving train, reference is made throughout this book to the nearest mileage board and each sub-division traversed is named at its start. Following the operational practice of dividing the line from east to west, these pages divide the Canadian Pacific transcontinental main line — the "Scenic Dome" route — from Montreal and Toronto to Vancouver. At the side of each page a yellow plan map bears the names of all stations on that page. Because the Canadian Pacific main line travels generally in an east-west direction, "north" is used throughout the book to indicate scenes and places on the right as you travel from east to west.

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

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Front cover picture is an artist's conception of Canadian Pacific Scenic Domes in the Bow River Valley.

The World's Longest "Dome" Ride

Historical Reminders

Amherst — Baron Jeffery, Field Marshal (1717-97), Commander in Chief in North America 1758, Governor of Virginia 1763.

Brébeuf — (1593-1649), born in France, Jesuit Missionary to the Hurons, martyred by the Iroquois 1649.

Brulé — Etienne, born end of 16th Century, reached Canada as a boy in 1608, accompanied Champlain 1615. In 1618, explored south through Pennsylvania to Chesapeake Bay. Died 1633.

By — John (1781-1836), military engineer, 1826 constructed Rideau Canal. Bytown (now Ottawa) named after him.

Champlain — Samuel de (1567-1635), first visit to America 1598, founded Quebec 1608.

du Lhut — or Duluth, Daniel G. (1640-1710), born in France, explored Sioux country 1681. Duluth, Minnesota, is named for him.

Fraser — Simon (1776-1862), born in New York, partner in North West Company, explored Fraser and Thompson Rivers.

Joliet — Louis (1645-1700), born in Quebec, co-discoverer with Marquette of the Mississippi.

LaSalle — Rene Robert Cavelier (1643-87), born in France, Seigneur of Lachine, explored Ohio River, Lake Michigan and Upper Illinois searching for China; reached Texas by sea.

La Verendrye — Pierre Gaultier de Varennes (1688-1749), born Three Rivers, Que., fur trader and explorer.

Macdonald — Sir John Alexander (1815-1891), born in Scotland, lawyer and statesman in Upper Canada, first Prime Minister of the Dominion, considered "Chief Architect of Confederation".

Marquette — (1637-75), born in France. 1666, Jesuit missionary to Canada, shared discovery of Mississippi with Joliet.

Nicolet — Jean (1598-1642), born in France, came to Canada 1618, explored Lake Michigan as far as Green Bay, senior official of Company of One Hundred Associates.

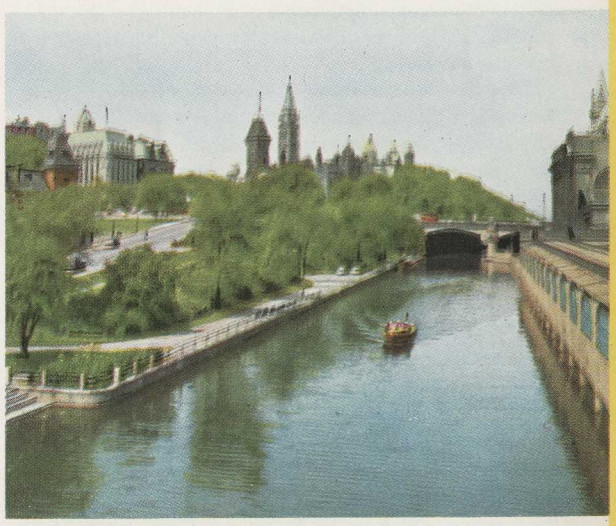
Radisson — Pierre Esprit (1636-1710), born in Paris, reached Canada 1651, explored Great Lakes, credited with foundation of Hudson's Bay Company.

Strathcona — Lord (1820-1914), Sir Donald Alexander Smith, born in Scotland, became resident governor of Hudson's Bay Co. in Canada; one of the founders of the Canadian Pacific Railway, later President of the Bank of Montreal and Canadian High Commissioner in Great Britain.

Thompson — David (1770-1857), 1808-9 explored Columbia River; 1816-26 surveyed Canada U.S. boundary.

Winchester Sub-Division Montreal West, last stop on the island of Montreal, is the junction for Quebec, the Laurentian Mountains, Saint John, Halifax, Boston and New York. North of Sortin lies the great Cote St. Luc marshalling yard of the Canadian Pacific, directly south is the industrial suburb of Lachine, population, 27,773, named for LaSalle's dream of a route to China beyond the rapids. In modern contrast is Montreal's great international airport at Dorval. Golf links and bright new suburbs line the track to St. Anne de Bellevue where Du Lhut defeated Iroquois warriors in 1690. Ile Perrot, across the east channel of the Ottawa River, was Lord Jeffery Amherst's camp in 1760 before the capitulation of the French. Vaudreuil-Dorion, junction with the main line to Toronto, played a part in the war of 1776, when de Lorimier captured an invading American force. On both sides of the island the Ottawa River flows into the St. Lawrence — greatest river draining to the Atlantic coast of North America. Its 1,900 miles drains 359,000 square miles of Ontario, Quebec and north-eastern United States.

M. & O. Sub-Division From Vaudreuil, named for an early Governor of Canada, the line follows the Ottawa River, the route of early explorers. Isle Cadieux, a flag station, marks Point Cavagnal where an early missionary, Père Garreau, was martyred by Iroquois Indians in 1656. Across the Ottawa, now widened into the Lake of the Two Mountains, the gleaming spire of Oka Church marks the site of an early Hudson's Bay Post where J. G. McTavish, who went to the relief of David Thompson, the mapmaker and explorer, in 1811, settled down as factor. The lake broadens out at Hudson Heights to be joined at Rigaud, population, 4,287, site of a strange geological formation known superstitiously as "The Devil's Garden", by the Rigaud River. Before St. Eugene, at mileage 21.6, the boundary into Ontario is crossed. From here to Ottawa, farms replace the forests that made many fortunes a century ago. Vankleek Hill, population, 1,500, named for Simeon Vankleek, a Royalist from Dutchess County, N.Y., serves a rich farm area, Alfred, population, 3,000,



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

Central RR
Jun. 16/94

WINDSOR STATION MONTREAL
WESTMOUNT
MONTREAL WEST
GROVEHILL
SUMMERLEA
DORVAL
PINE BEACH
STRATHMORE
VALOIS
LAKESIDE
CEDAR PARK
POINTE CLAIRE
BEACONSFIELD
BEAUREPAIRE
BAIE D'URFE
STE. ANNES (Ste. Anne de Bellevue)
ILE PERROT (Terrace)
VAUDREUIL (Dorion)
ISLE CADIEUX
COMO
HUDSON
HUDSON HEIGHTS
ALSTONVALE
CHOISY
DRAGON
RIGAUD
ST. EUGENE
STARDALE
VANKLEEK HILL

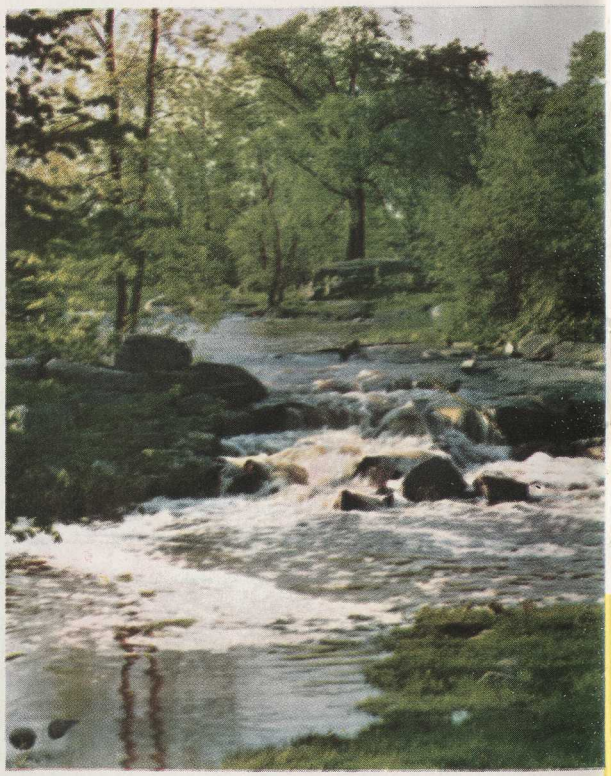
McALPIN
CALEDONIA SPRINGS
ALFRED
PLANTAGENET
PENDLETON
BOURGET
HAMMOND
LEONARD
NAVAN
BLACKBURN
OTTAWA
HULL
HULL WEST
OTTAWA WEST
WESTBORO
STITTVILLE
ASHTON
CARLETON PLACE
ALMONTE
SNEDDEN
PAKENHAM
ARNPRIOR
BRAESIDE
SAND POINT
CASTLEFORD
MAYHEW
RENFREW
PAYNE
HALEY'S

formed in 1798, bears the name of a son of George III. At mileage 50.1 the South Nation River is crossed. Plantagenet, also settled in 1798, bears another royal name. Bourget, once known simply as "The Brook", was named for Bishop Bourget, head of the Roman Catholic diocese of Montreal. The Rideau River, named by Champlain on an early voyage, is crossed at mileage 85.9. Ottawa, capital of Canada, population 204,375, and Hull, Que., across the Ottawa River, population 45,000, in addition to many other industries, are lumbering centres. The area was first seen by Champlain, de Vigneau and Brulé. First called Bytown, Ottawa was started by Colonel By, builder of the Rideau Canal, in 1827, incorporated as "Ottawa" in 1854 and chosen as capital of Canada in 1858. Hull, processor of paper, matches, textiles, cement and meat products, is the junction for the Maniwaki and Lachute Sub-Divisions of the Canadian Pacific. At mileage 89.4, the line crosses Brewery Creek, scene of ornithological studies by Rt. Hon. Malcolm Macdonald. The Canadian Pacific main line crosses the river twice here and gives a magnificent view of the Canadian Parliament Buildings, the Rideau Locks, Chaudiere Falls and the industries. Carleton Place, Arnprior and Renfrew typify the solid economy of this part of prosperous Ontario.

Carleton Place Sub-Division After its two crossings of the Ottawa in the capital area, the transcontinental line skirts the river for a few miles. By another route than that of Père Marquette, who, with fur trader Louis Joliet, his co-explorer of the Mississippi, Ohio, Arkansas, Illinois and Chicago Rivers, paddled up the Ottawa to Mattawa 350 years ago, the transcontinental line taps a rich agricultural country. Carleton Place, junction for Smiths Falls, is a manufacturing and market centre with a population of 4,700.

Chalk River Sub-Division Almonte, population, 2,617, named for the Mexican General, is a textile centre. Note, south of track, the clever use of mill tailraces in landscaping of gardens. At mileages 17.6 and 32.4 we cross Canada's Mississippi River. Pakenham, marked by attractive falls south of the railway, commemorates General Sir E. M. Pakenham, killed at the Battle of New Orleans in 1815. Wide meadows and well-tended grain and root crops characterize this part of Ontario. At mileage 39, the Madawaska River is seen to the south and the track crosses it at mileage 40. Arnprior, population, 4,500, devotes itself to textiles, boat-building, electronics, dairy products, lumbering and construction. Its name, like that of Braeside, where the Ottawa River is visible north of the track, is Scottish in origin. Sand Point, named for the bar which juts into Chats Lake, faces Norway Bay. Renfrew, a town of 7,069, is noted for castings, woodworking, refrigerators, airplane engine parts, plastics, flour, feed and textiles. The West Bonnechere River is crossed at mileage 59.8. Payne, junction for the Eganville Sub-Division, and Haley's, where magnesium is mined and the Chenaux Falls Plant of the Ontario Hydro-Electric Power Commission is located, and Cobden, livestock centre named for the 19th century British statesman, are of interest. At mileage 74, Muskrat Lake lives up to its name and at mileage 79, the Spring and Fall migrations of Canada geese are a sight worth seeing. The stopover flocks sometimes are numbered in thousands. Snake River Station marks the crossing of Snake River. The Muskrat River, mileage 84.4, separated from the Ottawa by a narrow range of hills, flows in the opposite direction. Many eagles nest in this area. Mileage 91 shows part of 23-mile-long Allumette Island in the Ottawa River. Pembroke, county seat of Renfrew, a city of more than 13,000, marks the limit of Champlain's 1613 exploration of the Ottawa River. This busy city, named for Pembroke in Wales, makes box shooks, match blocks, matches, office furniture, pulp, lumber, veneer and electrical appliances. Between mileage 98.5 and 101, conservationists will be interested in the obvious signs of reforestation.

Petawawa, 1,100, is the station for a large army training centre, used, as the surrounding countryside gives evidence, by mechanized units. The name is an Indian word for "murmuring water" which is crossed at mileage 104. At mileage 105, north of the track, the entrance to Petawawa Military Camp is known as Montgomery's Crossing after Viscount Montgomery, famous World War II Field Marshal. At mileage 106.5, the artillery range is visible. Chalk River, end of the Sub-Division, is served by the Chalk River, for which it is named. At Deep River, five miles from here is Canada's atomic energy plant, specializing in the production of atomic energy for peacetime purposes.



Typical Ontario woodlands

North Bay Sub-Division The North Bay Sub-Division is characterized by geographical qualities of equal interest to the sportsman and the industrialist. The conformation of the land that makes this territory interesting to sportsmen endows the area with power potentialities. The stretch between mileage 7 and mileage 14 is well known as good deer country, Bass Lake at mileage 9 is said to have been so named because very few bass have been caught in it. Between mileage 12 and 13, Hart Lake is renowned for good pickerel fishing. At mileage 14, Moor Lake lies south of the track. Moor Lake Station serves the hydro-electric power station opened at Des Joachims in 1950. The Canadian Pacific main line track was diverted to permit dams for this new development which generates 480,000 h.p. Lakes north of the track at mileage 16.5 and south at mileage 18 break the wooded landscape and at mileage 19, there is a good view to the north of the Laurentian Mountains across the Ottawa River. At mileage 22.4, a sawmill on a backwater of the Ottawa River indicates the country's character.

At mileage 26.5, the now widened Ottawa River to the north covers the former main line visible here at low water, as it is at mileage 28, just east of Stonecliffe Station. Your whole train is visible at mileage 30.5. Near where the track crosses Grant Creek, a curve of almost 90 degrees skirts the lake edge and the former track is visible between mileage 31 and mileage 32 where the diversion ends. Here the transcontinental line leaves the Ottawa River. Near Bissett, at mileage 38, the transcontinental line crosses a bridge once featured by Ripley. Three bridges cross each other and Bissett Creek, the C.P.R. at the top, the highway and a local road. Between mileage 39 and mileage 40, rapids, falls and a lake interest fishermen south of the track and at mileage 44.5 beaver dams and lodges are visible in the surrounding marshland. The Ottawa River is seen again to the north at mileage 50 and at Deux Rivieres, the Magnassippi joins the Ottawa River, the "two rivers" being selected as a name by early French settlers. Another curve of almost 90 degrees at mileage 50.5 marks another diversion of the transcontinental line with the former right-of-way again visible under water on the north side.

At mileage 61, Ottawa River islands have shown traces of camp sites of the early explorers whose route to the west still parallels the Canadian Pacific main line. More beaver dams and lodges north of the track at mileage 63 indicate the industry of Canada's national animal and, at mileage 67, the Ottawa River parallels the track. Northward a bridge carries the Timiskaming Sub-Division across the Ottawa. Mattawa, population, 3,300, a forest products centre, marking the junction of the Mattawa and Ottawa Rivers, is aptly named by the Indian word for "meeting of waters". Here Champlain ended his journey of exploration and here, two years later, he started up the Mattawa to Lake Nipissing, the French River, Georgian Bay and Lake Huron, a route followed for many years by early explorers. Mattawa has been a trading post since 1784. From Mattawa, the Ottawa River swerves northward and the Mattawa River parallels the Canadian Pacific transcontinental line to North Bay, north of the track. This is trapping and hunting country and such sights as Earl's Lake, mileage 74.5, and the beaver lodges easily seen in lakes at mileages 77 and 79, make it easy to believe that Radisson, Marquette, Nicolet, LaSalle and other pioneers fared well during their arduous journeys. At mileage 83, the line crosses the Amable du Fond River (trout). South of the track at Eau Claire are beaver-filled lakes. Look north at mileage 94 between Rutherglen and Bonfield for a glimpse of Lake Talon, part of the chain of lakes that formed the early canoe route to the west. Bonfield, formerly named Callander, is a lumbering centre. At mileage 98, north of the track, Bonfield Falls are visible. Between mileage 98.5 and 102.5 Lake Nosbonsing, south of the track, is known for bass, pickerel and maskinonge fishing.

Corbeil, an arm of Lake Nipissing, South Bay, leads up to the naming of the city that ends this sub-division. North Bay, population 19,891, a stopping place for Champlain in 1615, is an important centre. Diamond drilling equipment, lumber and building products, castings, dairy products, dressed lumber and forest products; the headquarters of the Canadian Pacific Algoma District and the provincially-owned Ontario Northland Railway to Hudson Bay, make this market for 120,000 acres of general farming land a busy place. Islands visible to the south mark the westward channel of the explorers, and four miles south along the coast is the site of a post of great importance in the days of the fur trade.

Cartier Sub-Division Westward from North Bay, the Canadian Pacific transcontinental line skirts the north shore of Lake Nipissing past the sites of forts built by the North West and Hudson's Bay Companies. South of the track between Mileage 2 and Sturgeon Bay is an Indian Reservation. After mileage 5 the lake is out of sight. Beaucage, named for the first family to settle in the area, limits the western view of the historic lake. Meadow Creek, crossed at mileage 12.9, takes its name from the pastureland for which Meadowside was named. Sturgeon Falls, named for the cataract on the Big Sturgeon River, crossed just west of the station, makes barrel and keg staves and wood-pulp board — using many woods of no other value. Founded in 1885, the town's name was obvious to fishermen. Clues to early denizens are given by Bear Creek, mileage 39 and Stag Creek at mileage 41.5. Markstay, lumber and pulpwood centre, is named for an English village. West of the station, the line crosses the North Veuve River, and between mileages 57.4 and 58.6 crosses the middle branch five times. The river, bridged at mileage 67.3, gives its name to Wanapitei, and Coniston, named for the novel by the American author, Winston Churchill, with a population of 2,425, has a matte smelter, four blast-type furnaces, a concentrator and a sintering plant.

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

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

MacTier Sub-Division Earliest recorded visitors to the area between Toronto and Sudbury were Champlain and Brulé in 1615. Much of their route paralleled two sides of a triangle, Toronto-North Bay-Montreal. West Toronto, once known as Toronto Junction, is the junction for Windsor, Owen Sound, Wingham and Chicago. As with other large cities, Toronto's suburbs radiate for considerable distances. Weston, population, 8,677, has foundries, woodworking, aircraft, agricultural machinery, bicycle and camera factories. As the suburbs fringe into farmlands the rolling country gives promise of the agricultural bounty for which this countryside is noted. South of the line across the low hills near mileage 10, Toronto's famous Hospital for Sick Children has a fine building. Woodbridge on the Humber River, has textile factories and a famous Fall Fair. Originally called Burwick, for Rowland Burr, who settled there in 1837, it owes today's name to a bridge built by a man named Wood. Kleinberg was named for Miller Klein, who built the second mill on the Humber River and Sam Bolton, early settler, left his name to his village. Tottenham bears the name of Tottenham, England, Beeton that of an old-established family. Neat rows of trim sheds lining the fields in this part of the country indicate a major crop, tobacco. Alliston, population 2,186, is famous for its native son, Sir Frederick Banting, co-discoverer of insulin. Ypres, named for a famous Canadian battle of World War I, is the junction for Camp Borden, largest military establishment in Canada. Its 50 square miles includes training centres or detachments of almost every armed service of army and air force. At mileage 62.5, south of the track a lake enlivens the scenery, mileage 65.5 has an interesting log structure still in use. An Ontario Provincial Forestry Station keys the extensive reforestation evident in this sandy country, at mileage 66. Midhurst, named for an English counterpart, and a high bridge at mileage 68 from which a fine view can be enjoyed, a sawmill — prophetic of the changing character of the countryside — at mileage 77, dot the extensive reforestation area. Tied by its present transportation importance to the early history of Huronia, Medonte is the junction for Port McNicoll, terminus of Canadian Pacific Great Lakes Steamships that ply between that port, Sault Ste. Marie and Fort William, historic highway to Western Canada, the central and southern states.

Father Brébeuf, paddling the Ottawa, Mattawa and French Rivers in 1626, explored this area, to return later with Lalement, Jogues and Daniel. Near Port McNicoll, The Martyrs' Shrine commemorates the four, two of whom were tortured and killed at St. Louis, not far from Medonte. At Lovering outcroppings of the hard rock Canadian Shield are noticeable, as are meadows to the south. Severn Falls takes its name from the Severn River which is crossed here. At mileage 111.5 a long finger-lake points North and a mile and a half west a "pot lake" attracts the eye. Bala, marked by the Miskosh and Moon Rivers, by Bala Falls south of the line and Lake Muskoka to the north, is the gateway to the Muskoka Lakes, a favourite summer holiday area. At MacTier the Ontario and Algoma Districts of the Canadian Pacific meet.

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

Automatic Block Signals

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

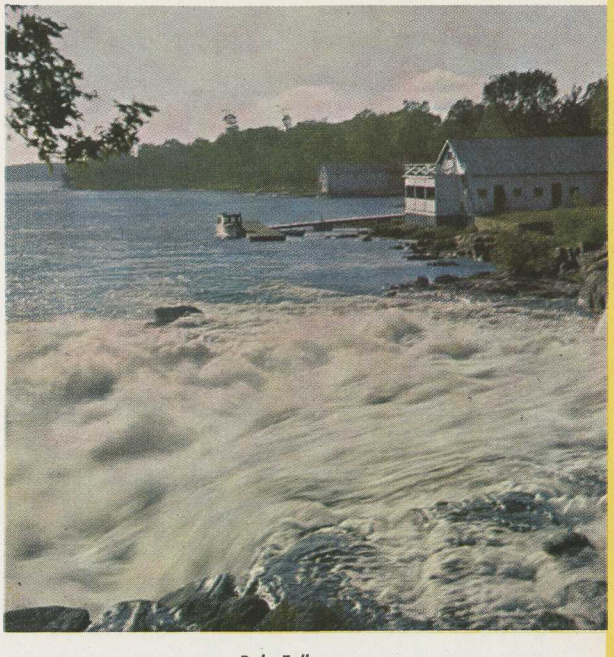
Under certain rules, for instance, a stop signal may command an absolute stop, requiring the train to stop and stay there. In some cases, it may be a "permissive" stop which allows the train to proceed in accordance with the rules after coming to a stop.

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

Parry Sound Sub-Division The transition from farm land through wooded holiday lakes to the Ontario Forest takes place between MacTier and Romford, western end of the Parry Sound Sub-Division, in a way marked by the changing scenery that unrolls on all sides for the sightseer in his comfortable seat in a Canadian Pacific "Scenic Dome". Game, less evident in cleared land except for occasional red-fox and ground hog, includes deer, beaver, porcupine, skunk, mink and muskrat. Toward the western limit the Canadian Shield takes over with rocks, pot lakes and coniferous trees in place of the more open country between Muskoka and Lake Ontario. Lake Stewart, at mileage 1.2 and Lake Joseph, mileage 3.5, two of the Muskoka Lakes, lie north of the track. Rosseau Road perpetuates the old stage route to Rosseau Village.

In defiance of the major land characteristics, a farm, sited on a lake north of the line enlivens the scene at mileage 15. The Boyne and Seguin Rivers cross on their way to Georgian Bay at mileages 20 and 22.6. Parry Sound, population 5,000, deals in forest products, dressed lumber, wood products and boat building, is a gateway to Georgian Bay and noted fishing and hunting centre. The high railway bridge across the Seguin River gives an excellent view of Seguin Falls on the north and the town lying picturesquely in the valley. At mileage 26 a good view of Georgian Bay rewards a southward look and at 27.5 Portage Lake connects with the Seguin River and Mill Lake. Georgian Bay is in sight again at mileage 28, and from the same window, mileage 29, the model town which houses employees of the explosives plant at Nobel, named for the Swedish inventor and philanthropist who established the Nobel Peace Prizes. Another industry at Nobel is a test plant for aircraft engines. Many lakes of varying sizes line the track on both sides and alert watchers may see deer and other small game.

At mileage 40 the buildings of Shawanaga Indian Reserve attest Canada's interest in aboriginal tribes, and four and a half miles west the line crosses the Shawanaga River, to be paralleled to the south by a chain of lakes between mileages 45 and 46. Pointe au Baril, originally identified by a barrel on a pole, at the apex of a narrow inlet of Georgian Bay, is a popular summer resort south of the line well seen from the high bridge at mileage 49. Sharp eyes may spot beavers at work in a typical pond north of the line at mileage 51. At mileage 55 the Naiscootyong River is crossed. The tourist resort to the south is not far from the "Naiscoot", or Burnt Point, which commemorates a legendary fire that destroyed Indian hunting grounds. Byng Inlet, named for a former Governor-General of Canada, Lord Byng of Vimy, marks the mouth of the Magnetawan River, crossed by a bridge nearly 300 yards long. Britt, with a population of 1,200, is a lake port, unloading large cargoes of coal from United States lake ports



Bala Falls

destined to Northern Ontario. At mileage 67.5 a steel arch and concrete bridge carries a highway over the railway and the Still River. Trim white buildings, a flagpole and radio antenna south of the line at mile 68 house the Still River Detachment of Ontario's alert Provincial Police. Little Key River is crossed at mileage 72.6 and lakes become more frequent both sides of the track and to the north at mileage 80.5 the Pickerel River flows parallel for half a mile, when it swings south beneath the tracks on its hurried way to Georgian Bay. Near mileage 83, the French River, famous in Canadian history, makes its way west through rocky banks. North of the line at mileage 83.4, perched high on the rocks, is a popular tourist resort catering to golfers, fishermen and boating enthusiasts. Between mileages 95 and 98 beaver lodges are visible in lakes both sides of the line and deer and occasional elk are seen from time to time. The line crosses Kakakiwaganda Lake at about mileage 103. Pot lakes — with no apparent source or outlets — characterize this rocky country and there are many in the Sudbury Game Preserve between mileage boards 104 and 110. The Wanapitei River is crossed at 112.9. A lone farm stands out sharply against the surrounding bush at mileage 116 and at mileage 117.5, north of the track, the Coniston smelter shows up. Another sight of the big plant marks mileage 120.5, and all around the geological formation of striated rock, tilted by some ancient upheaval, shows the difficulties that beset the engineers who blasted out the railway. At Romford the Parry Sound and Cartier Sub-Divisions merge and Canadian Pacific transcontinental trains from Toronto and Montreal follow the same route across Canada.

LAKE JOSEPH
GORDON BAY
BRIGNALL
ROSSEAU ROAD
BLACK ROAD
OTTER LAKE
DOCKMURE
PARRY SOUND
NOBEL
CARLING
SHAWANAGA
PTE. AU BARIL
MANBERT
NAISCOOT
BYNG INLET
BRITT
BEKANON
PAKESLEY
PICKEREL
WANIKEWIN
FRENCH RIVER
BIGWOOD
RUTTER
DELAMERE
PAGET
BURWASH
WANUP
DILL
ROMFORD

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

Cartier Sub-Division South of the line Ramsey Lake, handy terminus for bush airplanes, stretches from Romford to Sudbury, headquarters of the Sudbury Division and junction for the Nickel and Webbwood Sub-Divisions. Incorporated as a city in 1930, Sudbury was established in 1883 when the Canadian Pacific Railway was built and copper ore, economic basis of the city's early prosperity, was uncovered. Today, in addition to nickel and copper mining, smelting and refining, this city of 60,239 population deals in rough and dressed lumber, concrete, glass and paint, brick and cement blocks, steel fabrication, concentrators, mining equipment, tile, building products, ties and smaller industries. At mileage 81.5 workings of nickel and copper mines show to the north, and southward, huge stacks indicate a smelter. Azilda, first station to the west, commemorates Mrs. Azilda Beaudouin, first white woman settler. South of the track, near mileage 89, is Whitewater Lake. The Whitson River is crossed near Chelmsford, named for a town in the county of Essex, England. Larchwood was named by a lumber developer for the preponderance of this timber in the district. The river crossed at mileage 97 is the Vermilion. A very popular name in areas where Indians searched for red earths for war paints, it occurs all across the map of Canada. Levack, population 2,000, serves nickel mines in its locality and is the junction with the mine railroad. At mileage 104.5 the lake to the south, generally rough due to prevailing winds, gives its name to Windy Lake station. Cartier, junction of the Cartier and Nemegos Sub-Divisions, serves three lumber camps in addition to its railway duties.

Nemegos Sub-Division North of the line, at mileage 1, is Hess Lake. On the same side at Geneva station is the lake of the same name. To generalize a little, the Canadian Pacific main line between Cartier and Kenora, penetrates the "Great Lakes Forest Region" and there are many evidences of lumbering to be seen. Such woods as white, red and jack pine; tamarack, hemlock, balsam fir, white spruce; sugar, red and silver maple; red, bur and white oak; yellow birch; white elm; white and black ash; white elm and hazel are seen. At mileage 17.5, south of the track, the Spanish River, scene of many a log run, parallels the train. Pogamasing station serves woods operations along the river which is crossed by the train at mileage 25. To the south, Pogamasing Lake is in sight between mileages 26 and 28 and at the latter point the Spanish River runs along north of the track to mileage 30. Metagama, meaning "river flows out of the lake", is a famous starting point for hunters and fishermen. An arm of Biscotasing Lake is crossed at mileage 52.5 and the lake itself at mileage 54. Biscotasing, another Indian word, means "body of water with long arms" — another example of the picturesque tongue that named so much of Canada! Here are tourist camps and a district headquarters and woods flying base of the Ontario Forestry Service. At mileage 78 the water to the south is Cavell Lake. The line crosses Turnbull River at mileage 80, Turnbull Lake lies south. Woman River station is named for the fast water flowing from the north. The Wakamagasing River is crossed at mileage 95. The saw and planing mill at Sultan handles lumber, ties, pit props and pulpwood. There are so many rivers and streams in this game-filled area that only a few have names. The river crossed twice at mileage 99 is The Ridout, which parallels the north side of the track past Ridout station. At mileage 105.5 the line crosses the Kinogama and the Apiskanagama at 107.5. The Kinogama is crossed again at mileage 111.7 and an arm of Nemegos Lake at 120. At Nemegos, which means "flowing water", the Nemegosanda River is crossed. North of here claims have been staked for iron, phosphate and titanium. The Nebskwashi River marks mileage 135. Chapleau, junction of the Nemegos and White River Sub-Divisions, population 3,936, is an educational and banking centre and district headquarters of the Ontario departments of Lands and Forests, and Game and Fisheries. On the station lawn a monument commemorates Louis Hemon, author of the Canadian classic "Maria Chapdelaine", who died there. The Kebsquasheshing River flows through here.

White River Sub-Division Lakes, on both sides of the track at mileage 3, continue to offer glimpses of wild-life to the alert watcher. Herring and ring-billed gulls are common and sharp eyes will identify robins, cardinals, catbirds, bobolinks, red-winged blackbirds. Nostalgically named Windermere Lake is a Forestry headquarters. The track follows the southern boundary of the Chapleau Game Preserve. Near mileage 32 the line crosses Goldie Lake. At mileage 44 Lake Ogawisi lies north, mileage 46 marks Carry Lake (south) and a creek that serves Pickle Lake north of the track. Dog Lake is crossed at mileage 57. Missanabie, Indian for "big water", was a station on the old fur route by water from James Bay to Lake Superior. Two rivers, the Lochalsh and Lochlomond, crossed at mileages 61.6 and 64.2 and Lochalsh station testify to Scottish settlers. Wabatongushi Lake lies north of Lochalsh. At mileage 79, Hobon Lake to the south heralds Franz, junction with the Algoma Central and Hudson Bay Railway. An arm of Esnagi Lake is crossed at mileage 87 and a power dam is visible south of the track. The Magpie River is crossed at mileage 88.2. Amyot, a tourist centre, shows Negwazu Lake to the south. The lake parallels the line to mileage 115. The White River is crossed at mileage 117.6, the Pickerel at 122.6 and the White River again at 129.2. Still in the coniferous belt, with jack pine as the most important source of pulpwood, White River, junction of the White River and Heron Bay Sub-Divisions, is a meteorological reporting station which frequently registers very low temperatures.

Heron Bay Sub-Division The White River is in sight (south) at mileage 6 and is crossed at mileage 12.2. At 15.3 the line crosses the Bremner River and an arm of White Lake (north) at mileage 19. Regan is the supply point for local woods operations. Pulpwood cut in this area is driven down the White River to Lake Superior for rafting to Sault Ste. Marie. At Mobert, a contraction of

Montizambert, the Hudson's Bay Company post, established before the Canadian Pacific was built, still operates. There is an Ojibway Indian settlement here. Tumbling rapids and fast white water to test paddlers' skill to the utmost abounds in this country. At mileage 24.7 the White River is crossed and within one mile at mileages 32.9 and 33.9 the Cedar River is bridged twice. Cedar Lake (north) continues to mileage 36, Cedar Creek is crossed at 35.5 and Cache Creek, feeding Cache Lake (south) at 39; at mileage 40.5 the lake itself is spanned. Hemlo annually floats 150,000 cords down the Little Black River, which, after barking, is handled by flume, visible from the Scenic Dome, to Heron Bay harbour. Little Black River is crossed at mileage 50.4 and Big Pic River at 54.4. Heron Bay was named for the Jesuit missionary, Père Heron. Lake Superior (south) is visible at mileage 56.4. Formerly known as "Peninsula", Marathon, population 3,000, takes its name from paper mills that produce 325 tons of sulphate per day. Wood for the mill is driven down the Pic River tc Lake Superior and towed to Peninsula Harbour where large rafts are frequently seen.

The line follows the deeply indented north shore of Lake Superior, with starkly picturesque rocky country to the north and the limitless expanse of the great inland sea southward. Coldwell, a commercial fishing village, and Neys, highway construction headquarters, the Little Pic River (mileage 81), Prairie River, mileage 90, and Steel River, spanned at 94.8, and Jack Fish catch the eye. By day or night the horseshoe curve around Jack Fish Bay is an attention-holding sight. Watch here in breeding season for little flotillas of wild duck. At mileage 102.7 a monument marks the joining of east and west construction in the district in 1885. Terrace, once known as "Black", population 1,597, has a 325-ton paper mill operated by power from the Ontario Hydro-Electric Power Commission plant on the Aguasabon River, which is crossed at mileage 110.5. The power development (112.8) generates 53,000 h.p., a 3,500-foot tunnel leading the water from Hayes Lake under the track to the power house at the lake side. Schreiber, junction of the Heron Bay and Nipigon Sub-Divisions, has a population of 1,840.

Nipigon Sub-Division Between Schreiber and Fort William the Canadian Pacific main transcontinental line follows the contour of Lake Superior's rocky north shore, leaving the coast from time to time by short cuts across promontories. Rossport station is a shipping point for Lake Superior trout. The Pays Plat River is spanned at mileage 22.4. Pays Plat Bay, Crow Point, Gravel Bay, Rainboth Point, Mountain Bay and Grant Point face south to Isle St. Ignace — all sailors' landmarks in Nipigon Bay. At mileage 33.2 the track bridges Big Gravel River, the Jack Pine River at mileage 45.4, Kama Bay at 50 and the Jackfish River at 53.5. Mileage 62.4 marks the Nipigon River and the name, meaning "clear, fast water", is given to the town of 2,166 population. Ground wood pulp, fishing camps, summer resorts and a hydro-electric development on the southern tip of Helen Lake (north) are the local

Busy Marathon

industries. Near mileage 65 an arm of Nipigon Bay is crossed. Red Rock, population 1,868, named for the local rock formation, centres round a wood-pulp board, container board and paper industry with a daily tonnage capacity of more than 800. Black Sturgeon River, bridged at mileage 73.9, is said to have been well named. The line crosses a 15-mile wide peninsula between Red Rock and Hurkett — a centre for commercial fishing and woods operations. Both feeding Lake Superior, the Wolf (83) and Coldwater Rivers (84) intersect the line. Dorion, a commercial fishing port that once boasted lead and zinc mines, is mineral-minded again with diamond drills working on the old properties. Ouimet bears the name of Hon. Gideon Ouimet, minister in Sir John A. Macdonald's cabinet and Pearl, that of the river bridged at mileage 96.3. North of the line, at mileage 101, Loon Lake names the station for Sibley Provincial Park. The latter, a wild life sanctuary, extends southwestward for 24 miles to end in the craggy promontory known to travellers by Canadian Pacific Great Lakes Steamships as "The Sleeping Giant" — one of the guardians of Thunder Bay. The bay is sighted at mileage 123, a magnificent natural harbour guarded by Thunder Cape and Pie Island. Here the twin cities of Port Arthur and Fort William, combined population 66,000, known as "The Lakehead" ports, handle upwards of 2,500 ships with a tonnage, in the open season, of around 7,000,000 every year. Grain elevators line the miles of waterfront, the passenger liners "Assiniboia" and "Keewatin" sail twice weekly for Sault Ste. Marie and Port McNicoll. Other manufacturing, grossing upwards of $75,000,000 annually, adds to the prosperity of the great ports. Fort William, at the mouth of the Kaministiquia River, is the junction of the Nipigon and Kaministiquia Sub-Divisions of the Canadian Pacific. Time changes here at the meeting of the central and eastern standard time zones. Westward travellers retard watches by one hour.

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

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

Kaministiquia Sub-Division The first post at the mouth of the Kaministiquia River was built by French settlers in 1678, but the city owes its name to the fort constructed by William McGillivray of The North West Company in 1801-3. Surrounded by 15-foot palisades, the fort buildings included a metal-roofed powder magazine and the famous Great Hall which was parchment-windowed, hung with paintings — including King George III, Lord Nelson and the Battle of the Nile. David Thompson's map, now in the Ontario archives in Toronto, held one place of honour, a bust of Simon McTavish, head of the company, the other. From the great fort explorers and traders, by canoe and portage, pioneered the route now approximated by the Canadian Pacific main line. They saw, but not as well as modern travellers from their "Scenic Domes", Mount McKay (south), paddled the Kaministiquia River, which is bridged near West Fort William, the Neebing River (mileage 7.6). Their names included La Verendrye, Lord Selkirk, Alexander Henry, Cadotte, Colonel Wolseley, and rugged though the territory may seem to railway travellers, to them, threading their way from lake to lake it was really gruelling travel.

At mileage 18, the Kaministiquia is south of the track, five miles west the tributary Strawberry Creek is bridged. Vegetation here, as across the Great Lakes, includes sumach, hawthorn, raspberry, blackberry, honeysuckle and thimbleberry bushes in addition to conifers. Kaministiquia, named from the graphic Indian word for "twisting water", serves a farming and mink-ranching district. The line here crosses the Matawan River and again at mileage 27.5. At mileage 31 Sunshine Creek is crossed half a mile east of Finmark. Buda commemorates Budapest. Near mileage 48.5 several tributaries of the Oskondaga River pass under the line and southward, at mileage 51.5, lies McGhie Lake. The Savanne River, visible (south) at mileage 58, and the station (71.3) where the north branch of the same river is crossed, get their name from the Indian, Savannah — a level tract of land.

Remember your French lessons? — Lac des Milles Lacs—titles the water the line crosses at mileage 71, actually the northeast arm of the "Lake of a Thousand Lakes". The hardy voyageurs who made the early trips through this beautiful, but rugged, land of forests, lakes and streams, would have had it easier had fire-watchers' towers —like that south of the track at mileage 86, been in existence. Fishermen will look hungrily at the long lake south of the line at mileage 86.5, and at the Firesteel River, spanned at 88-90.

At mileage 100 amateur naturalists will scan the banks of Beaver River, and ornithologists the skies above Hawk Lake (109) south of the track. English River, station and river are close together, and Scotch River (mileage 112) tell the nationalities of their namers, as does the Megikons, the east branch of which is crossed at mileage 126. Raven Lake borders the track to the south at mileage 127. Mileage 139 marks the crossing of the swift Gulliver River. Ignace, with Azimik Lake to the south, marks the boundaries of the Kaministiquia and Ignace Sub-Divisions.

Ignace Sub-Division The fact that today's short-cut across Canada by Canadian Pacific follows in the main the routes of early explorers is emphasized again by the naming of Ignace. In the absence of factual data, but in the light of the frequent recurrence of the French spelling of the name of the Patron Saint of the Jesuit Order, it is a safe assumption that Ignace was named by an adventurous priest accompanying, as so many did, an early trail blazer. Osaquan takes its name from the river crossed at mileage 6. Raleigh, named for the famous Sir Walter, is noted amongst fishermen for its trout and pickerel. Tourist camps are established on Raleigh Lake south of the track.

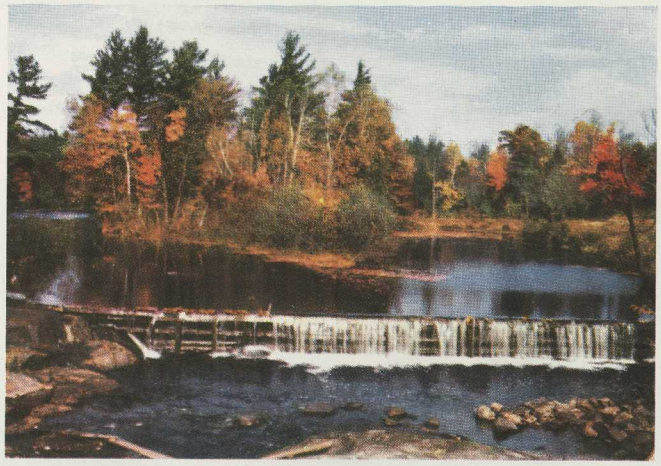
Tache is the name of a former Bishop of St. Boniface, Manitoba. The Wabigoon River, bridged at mileage 27.7, is named from the Indian "white flower", possibly trillium or water-lily — both abound. Dyment, shipping point for farms, lumber camps and a gold-mining area, might add to the wild life already listed possible sights of meadowlarks and mourning doves. Dinorwic marks the junction of a former trail known as the North Highway and the Trans-Canada Highway. It was a Hudson's Bay Post in the days of the fur trade. To the south Dinorwic Lake, which connects with Wabigoon Lake, attracts many anglers and at mileage 50 the line crosses an inlet of Lake Wabigoon. At mileage 52.8 the line passes between Thunder Lake to the north and Wabigoon Lake. The Wabigoon River is crossed again at Dryden, a town of 3,000, named for the late Hon. John Dryden, Minister of Agriculture. Oxdrift, a shipping point for high-grade clover seed, owes its unusual name to the fact that a herdsman reported to railway construction engineers that oxen missing from his tally had "drifted away". The water crossed at mileage 75 bears the somewhat delicate name of Aubrey Creek but Minnitaki on the nearby station board, has a less delicate connotation, being the Indian invitation to "take a drink". Beaver Creek, one of the many of this name crossed by the Canadian Pacific transcontinental line between eastern and western tidewaters, is crossed at mileage 77.4 and Eagle River, another name to be seen frequently, is a hunting and fishing centre whose river drains Eagle Lake south of the track which is seen again between mileages 86-9. Vermilion Bay, again with a connotation of war paint, today is a lumber and pulpwood centre with tourist and fishing camps on the lakes and rivers seen both sides of the line.

Thomas A. Edison was honoured by the namers of the next station. Scovil takes its name from the lake visible to the south and at mileage 139 the line crosses the southern tip of Island Lake. Originally named Rat Portage because of the muskrat crossing seen by La Verendrye after the establishment of his fort on the west shore of the Lake of the Woods, Kenora played an important part in the early history of North American exploration being on the route of the La Verendrye expeditions to the headwaters of the Missouri River.

(Continued on page 13)

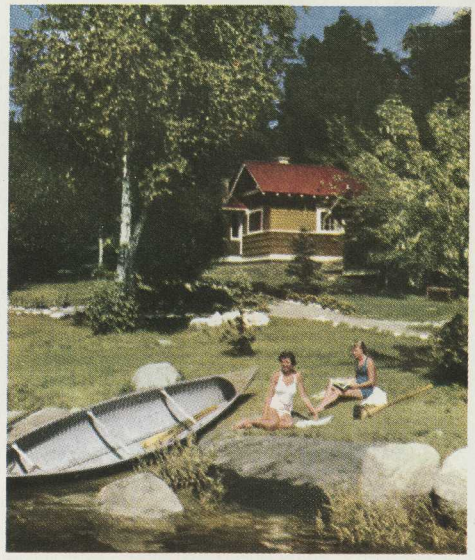
Fishing in French River

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

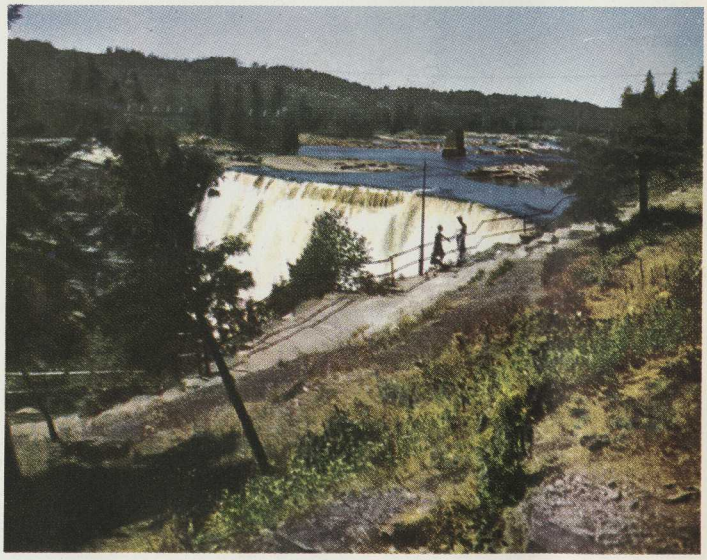


Ontario River in Autumn

The Lake of the Woods

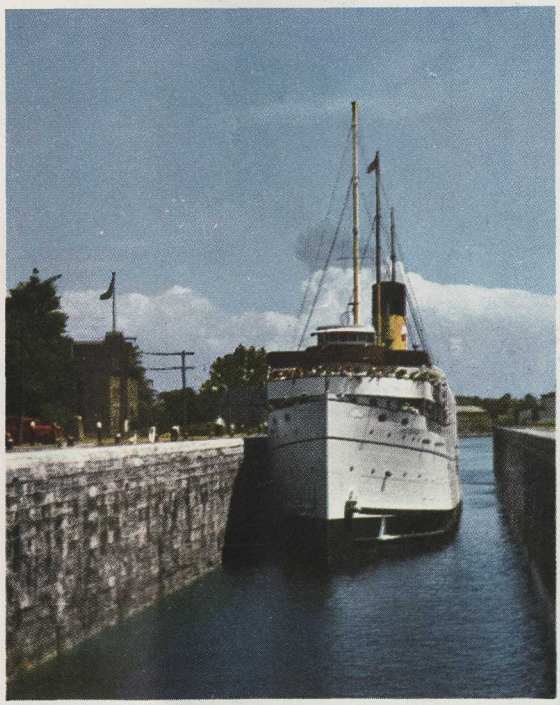


At Devil's Gap Lodge



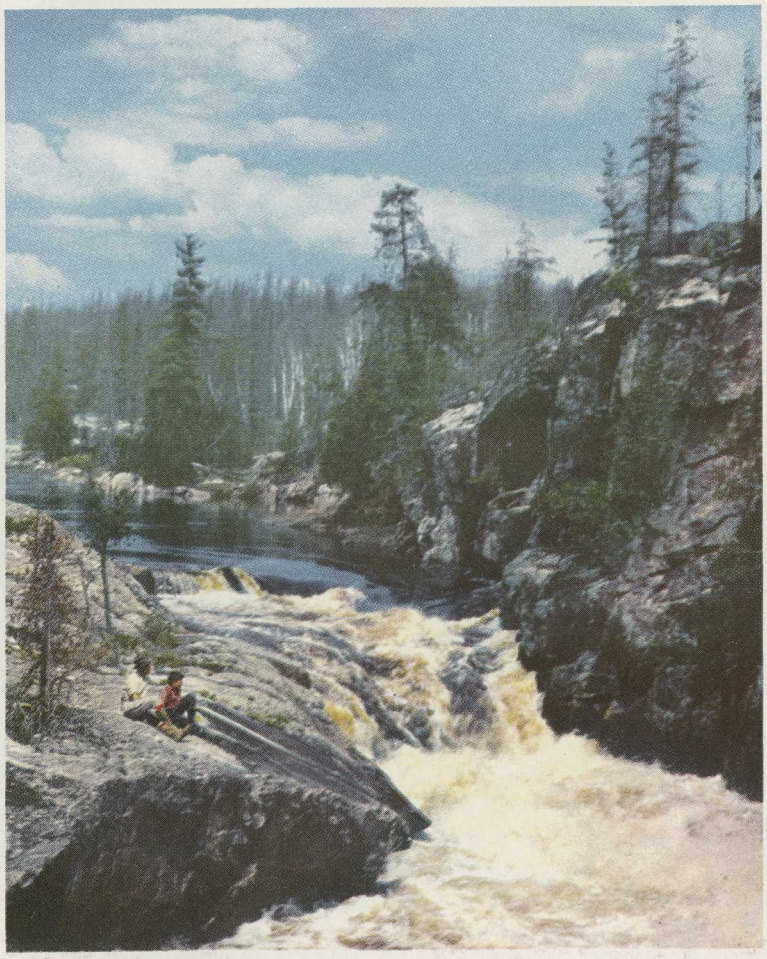
Kakabeka Falls, Fort William

Typical Northern Ontario scenery



Canadian Lock, Sault Ste. Marie

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



Aguasabon Falls

(Continued from page 10)

In 1899, the nearby village of Norman was united with Rat Portage and the new name taken from KE for Keewatin, NO for Norman and RA for Rat Portage was established. Today, with a population of 9,103, this newsprint, brewing, commercial fishing centre on the northern tip of the Lake of the Woods, is the tourist entrance to a great holiday land famous for its thousands of wooded islands ideal for boating, swimming and fishing. Here the Canadian Pacific established Devil's Gap Lodge, a very popular holiday and fishing resort well known across the North American continent. A Canadian Pacific divisional headquarters, Kenora marks the junction of the Ignace and Keewatin Sub-Divisions.

Keewatin Sub-Division Keewatin, Ojibway Indian word for "home of the north-east wind", population 1,634, mills 12,000 barrels of flour a day and processes lumber. It is the starting point for tourist expeditions to the Sturgeon River and Black Sturgeon Lakes area. This seems to be a country of manufactured names, Laclu is a French contraction of nearby Lake Lulu. Busteed is named for a former Canadian Pacific General Superintendent. Deception Lake is crossed at mileage 15 and north of the track, at mileage 19-21, is a lake to tempt anglers. Proximity of this countryside to the metropolitan centre of Winnipeg is indicated westward by the number of summer camps seen both sides of the track, the lakes north and south of Ingolf, farthest west settlement in Ontario, being typical. At mileage 33.4 the provincial boundary between Ontario and Manitoba is crossed and a bridge, mileage 35.5, crosses Caddy Lake, Manitoba.

In this area, the central coniferous region merges into prairie country, the transition being marked by a marshy fringe from the neighbourhood of mileage 50 to approximately mileage 90. Darwin commemorates Charles Darwin, famous scientist and author of "The Origin of Species", the Bog River is crossed at mileage 69 and the Whitemouth River is crossed at mileage 71.3. Whitemouth, a prosperous business centre serves a district population of 3,000. The naming of Shelley attests to the literary tastes of the surveyor who presumably selected his favourite poet, Percy Bysshe Shelley, for commemoration. Whether Julius was named for the Roman Emperor is not known. At Molson the Lac Dubonnet Sub-Division which links Great Falls to the north with Winnipeg via Tyndall, noted for its quarries, crosses the main line at Molson. Lydiatt is the western boundary of the belt of marshland separating the prairies from the central coniferous region and prairie land characterizes the country between here and Winnipeg, known to La Verendrye in 1738 when he established Fort Rouge.

Settlement of the Winnipeg of today, with a population of 354,069 in its metropolitan area, began with the building of Fort Gibraltar by men of the North-West Company in 1806. Further development came five years later when the Earl of Selkirk bought control of the Hudson's Bay Company in order to obtain a grant of 100,000 square miles of Red River lands for colonization. Wiped out three years later by North-West traders, the colony soon regained its feet and Winnipeg has developed ever since. Financial and commercial headquarters for Western Canada, Winnipeg's industries include slaughtering, meat packing, flour and feed, printing, publishing, general manufacturing, clothing, brewing, baking and transportation, it being the focus of rail travel to the major points of the compass. Fort Garry, a stone building established by the Hudson's Bay Company, is maintained today, and a relic of early Canadian Pacific days, the earliest locomotive, "The Countess of Dufferin", may be visited while the transcontinental train is in the station. Here is the Canadian Pacific Royal Alexandra Hotel, the magnificent Manitoba Parliament Buildings and, of course, the confluence of the Red and Assiniboine Rivers that made the site so attractive for settlement. Winnipeg, capital of Manitoba, is the boundary of the Keewatin and Carberry Sub-Divisions.

Carberry Sub-Division West of Winnipeg the Second Prairie Plain, travelled by La Verendrye and his sons, 1736 to 1743, first white men in the Red River country, is a granary of magnificent proportions. Its settlement and development were directly traceable to the building of the Canadian Pacific Railway in the 1880's and the interrelation of grain and transportation are nowhere more clearly demonstrated than in the great marshalling yards through which transcontinental trains all pass west of Winnipeg station. To many the first sight of the prairies comes as a shock — thanks to graphic descriptions of "flat, treeless plains" common to early geographies and school books. The "grasslands" so adversely reported on by early surveyors have today become a pattern of wheat-lands divided into farms ranging from 320 to 480 acres in extent, mostly provided with trees for wind-breaks around buildings, water holes and in strategic places to guard against soil erosion.

From the air-conditioned all-around windowed "Scenic Dome" the widened field of vision shows the gently rolling character of the landscape not easily seen from ground level. Lord Selkirk, who measured land in his treaty with the Indians by "as far as a horse can be seen across the prairie" could have widened his boundaries if the chiefs had had today's point of vantage. Busy Stevenson Field Airport (mileage 5.7), south of the line, is an international field. Canadian Pacific Airlines serve Churchill on Hudson Bay from here. South of the line, the Assiniboine River which bore the canoes of the traders and, later, the York boats of Hudson's Bay Company factors, parallels the railway. Ox-waggon trails across the trackless prairies in the early 19th Century may actually have traced our path — at least as far as Portage la Prairie before slanting north and west towards the fur country. Portage la Prairie, population 8,500, junction with the Minnedosa Sub-Division, a marketing, manufacturing and dairy centre, owed its first settlement to Pierre Gaultier de Varennes, Sieur de la Verendrye, Canadian-born explorer who, with his sons Jean, Pierre, Louis and François, established Fort la Reine there in 1731. Paddling from Montreal by way of the Ottawa, Lake Huron, Lake Superior, Pigeon River

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

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

(west of Fort William), the Lake of the Woods, the Red and Assiniboine rivers, they discovered that only 15 miles separated the new fort from Lake Manitoba and established the portage which opened a route via Lake Winnipeg and the Hayes or Nelson Rivers to Hudson Bay. After their father's death, Pierre and Louis became the first white men to see the Rocky Mountains, probably somewhere in Wyoming. Pierre, North Dakota, named for the explorer, was the spot selected by him for the burial of a memento, which was unearthed in 1913. MacGregor, junction with the Varcoe Sub-Division, was named for a doctor. Douglas owes its sometimes martial air to the proximity of Shilo Military Camp. At mileage 131.3, the Assiniboine River is crossed on the outskirts of Brandon, population 21,214, junction of the Carberry and Broadview Sub-Divisions. This mid-prairie city houses an Experimental Farm, Mental Hospital, Indian School, Provincial Exhibition and Brandon College.

Broadview Sub-Division Where the Assiniboine and Cree tribes roamed and hunted before the white man came, the Second Prairie Plain maintains its modern farming character. Alexander, characterized as are most prairie stations, by local grain elevators, chose the second name of Sir John A. Macdonald, Prime Minister at Confederation, for its own; Griswold marks an Indian Reservation; and Oak Lake, proud of the tourist resort to the southwest, commemorates its watering place. The bridge at mileage 46.1 crosses Gopher Creek. Virden, with oil wells, mileage 47-48, is the junction for Neudorf Sub-Division. Elkhorn's name commemorates a find of top specimen elk horns made by surveyors of the line. Kirkella is the junction with McAuley Sub-Division. Mileage 74.7 marks the boundary between the provinces of Manitoba and Saskatchewan. Fleming, Saskatchewan commemorates Sir Sandford Fleming, former engineer in chief of the Canadian Pacific Railway, noted surveyor who mapped two passes through the Canadian Rockies, and originator of the idea of Standard Time. Moosomin gets its name from an early Indian chief. Red Jacket is thought to commemorate the North West Mounted Police, and Wapella is an Indian word for "white snow". Broadview, junction of the Broadview and Indian Head Sub-Divisions, is also the boundary of the Central and Mountain Standard Time Zones. Here westward travellers retard their watches by one hour.

Indian Head Sub-Division Oakshela, from the Indian word for "child", has an altitude of 1,959 feet. Sharp eyes may pick out gophers, coyotes, jack rabbits, western meadow larks, Brewer's blackbirds and hawks throughout the prairie region. This country forms part of "Palliser's Triangle", an area surveyed by Captain John Palliser for the Colonial Office of Great Britain, 1857-60. His expeditions took him from Lake Superior to beyond the Canadian Rockies. Actually, the triangle was a five-sided, irregular area, the southern part, which the Canadian Pacific traverses, being classified as "arid". Look at it today! Thanks to later reports, which stressed the summer rainfall, cereal experiments were made and the prairies came into their

Swordfish Club, Moose Jaw

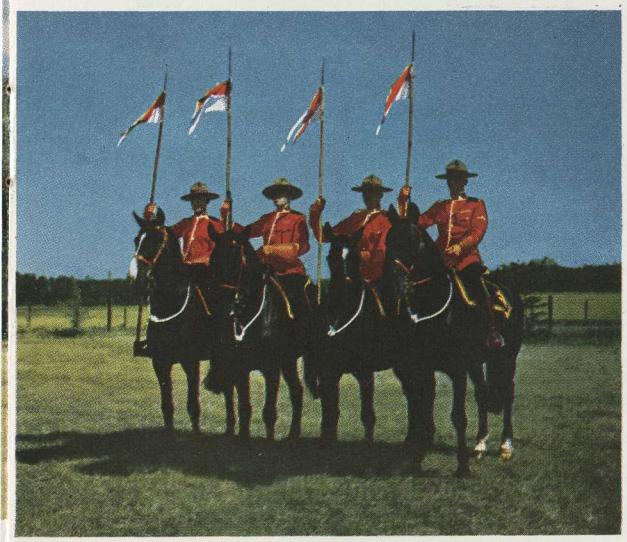
own as a great wheatland. Plant breeders, under the direction of the Department of Agriculture, developed rust-resistant, quick-ripening "hard" wheat, today grown on 25,000,000 acres. Indian Head, population 1,500, in addition to bricks and milling products, has a forest nursery station, experimental farm and entomological laboratory. History does not seem to record who was calling when Qu'Appelle was named. The naming of Pilot Butte, if you note the lone hill north of the track, becomes obvious. Tree-shaded Regina, population 74,000, originally enjoyed the name of "Pile of Bones", a translation of "Wascana" which still applies to attractive Wascana Lake within the city limits.

Capital of Saskatchewan and seat of the Legislature which, like the Canadian Pacific Hotel Saskatchewan, stands high above the town as a landmark for miles across the prairie, Regina is the training headquarters of the Royal Canadian Mounted Police and the original headquarters of the force which was first known as the North West Mounted Police. Pasqua, where the Soo Line connection links Minneapolis, St. Paul and Chicago with the Canadian Pacific main line, is the Indian word for Prairie. Moose Jaw, population 26,000, junction of the Canadian Pacific Indian Head and Swift Current Sub-Divisions, is Saskatchewan's third largest city. At the confluence of Moose Jaw River and Thunder Creek, Moose Jaw flouts the prairie tradition with an active aquatic club seen from the train just south of the track. The city busies itself with elevators and milling, cold storage, meat products, oil refining, insulation, dairy products, machinery, furs and hides, sash and doors, bags, blankets, seeds, rubber products and a number of smaller industries. The location was first chosen by Captain Palliser in September, 1857, the first settlers arriving in the spring of 1882 a few months before the Canadian Pacific line was built. The city's water supply is brought 12 miles by canal from the Buffalo Pound Lake. Moose Jaw's 16 parks total 256 acres.

Swift Current Sub-Division Boharm, named for Lord Strathcona's home in Scotland, at an altitude of 1,802 feet above sea level, gives evidence that the prairies, sloping generally from east to west, are yet far from flat, since McLean to the east has an altitude of 2,294 feet which, compared with Broadview, 1,967 feet, shows a considerable hump between the two points. Westward, the line maintains a steady climb towards the foothills. Caron, another grain shipping point, was named for Sir Adolphe C. Caron, former Canadian Minister of Militia. A combination of French "mort" and Indian "lach" resulted in the word Mortlach, the name of a local slough "Death Lake".

The sloughs of Saskatchewan are of interest to wild life conservationists and hunters, as they serve as feeding and breeding places for greenneck mallard, black duck, pintail, canvas back, widgeon, teal. Also seen in this part of the country are the California gull and Franklin's gull, prairie chicken, sharp-tailed grouse, Hungarian partridge, snipe, ptarmigan. At mileage 99, Swift Current Creek, north, parallels the line to mileage 110. Aikins was named for Sir James Aikins, former Lieutenant Governor of Manitoba. Saskatchewan's 252,700 square miles extending northward to the sixtieth parallel of latitude enclose many different types of country. From the central part of the province northward, a land of lakes and forests forms ideal holiday country. In the Saskatchewan River Delta muskrat is especially plentiful.

Other fur-bearing animals are mink, weasel, squirrel and beaver. The northern area is a range for barren land caribou, deer, elk, moose and antelope — all carefully protected by closed seasons and hunting regulations. Ducks breed in the northern country, too. Lumbering is carried on in the Porcupine and Pasquia Hills regions and the Torch River area. The Alkali Lakes seen from time to time through southern Saskatchewan yield sodium sulphate for paper mills in Ontario and Quebec and the copper-nickel refineries at Sudbury, Ont. At mileage 110, a 1,000-foot bridge spans Swift Current Creek, a tributary of the South Saskatchewan River. Swift Current, population 8,000, altitude 2,432 feet, junction of the Swift Current and Maple Creek Sub-Divisions handles grain, creamery products, tanning and castings. The city's tree-lined streets and parks are in direct contrast to the dry surrounding hills which lend themselves for the study of soil and crop problems of semi-arid areas, carried out at the Dominion Agricultural Experimental Station.



"Mounties" train at Regina

Maple Creek Sub-Division Buffalo, once monarchs of the prairie and major source of food for the nomadic Indians who ranged this countryside, are now practically unknown, except in Government-protected herds. They played an important part in the construction of the Canadian Pacific Railway whose construction gangs feasted on the trophies of hard-riding, sharpshooting professional hunters attached to commissariat units. Harvesters from eastern Canada once thronged West on "Harvester Excursions" to help garner the crops. Today, throughout the west, tractor-combines load threshed grain right from the stalk to waiting trucks.

North of the line, between Beverley and Webb, Gander and Goose Lakes, a few miles apart, attest the migration of the great Canada geese every spring and fall. Antelope is named for the river crossed at mileage 29 and a large lake north of the track where this graceful game was once plentiful. At Gull Lake the Gull and Antelope Rivers are crossed and southward, mileages 39-40, Whitegull Lake parallels the line. Two lakes are seen north of Sidewood, another, at mileage 59, lies south. Piapot, on the eastern slope of the long, shallow bowl of which Medicine Hat is the low point, commemorates an Indian Chief of the '80's. The creek also named for him runs south of the track for five miles. Watch for wild fowl around an unnamed lake at mileage 75.5, and at Hay Lake, northward from 80.4. Maple Creek, population 2,500, ships grain for the surrounding territory, its name is from the water bridged at mileage 84.9.

Hatton Sub-Division joins at Hatton, most westerly station in Saskatchewan, the boundary with Alberta lying midway between it and Walsh, Alta. Box Elder Creek is spanned near mileage 112. Between mileage 115.7, Mackay Creek, and Irvine, named for Col. Irvine of the Royal North West Mounted Police, four more creeks are bridged. Ross Creek flows south of Irvine, where the creek is spanned. Seven Persons Creek, crossed at mileage 146.2, owes its somewhat strange name to the killing, south of here, of seven Blackfoot Indians by warring Assiniboines. Medicine Hat, population 18,285, claims natural gas, chinaware, clay products, porcelain, brick and tile, concrete and flour milling amongst its activities. Here the Maple Creek and Brooks Sub-Divisions join and a line branches south for the Canadian Pacific route through the southern Rockies via the Crowsnest Pass and Coquihalla Canyon. Originally called Saamis — Indian for the tepee of a medicine man — Medicine Hat is built on the southern terraces of the South Saskatchewan River at its junction with Ross and Seven Persons Creeks. Industries, homes and a number of large greenhouses are heated by natural gas.

(Continued on page 18)

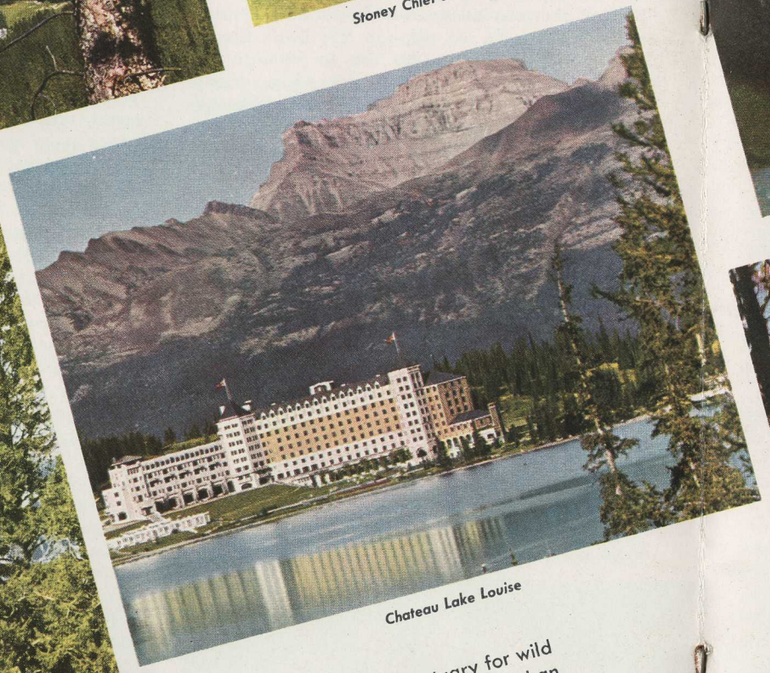
BOHARM
CARON
MORTLACH
PARKBEG
SECRETAN
CHAPLIN
UREN
ERNFOLD
MORSE
HERBERT
RUSH LAKE
WALDECK
AIKINS
SWIFT CURRENT
BEVERLEY
WEBB
ANTELOPE
GULL LAKE
CARMICHAEL
TOMPKINS
SIDEWOOD
PIAPOT
CROSS
CARDELL
MAPLE CREEK
KINCORTH
HATTON
WALSH
IRVINE
PASHLEY
DUNMORE
MEDICINE HAT

Banff Springs Hotel

Stoney Chief at Banff

Victoria Glacier and Lake Louise

Unchanging but ever different, the Canadian Rockies possess a beauty hard to compare. Snow-covered peaks; diamond-hard glaciers; bold, scarred precipices; wooded lower slopes; thundering cascades; twisting rapids; placid lakes; the multi-coloured party dress of Autumn or the still, cold silence of deep snow—these are the memories of the Banff-Lake Louise route, the only "Dome" route in Canada.



Chateau Lake Louise

Banff's scenic fairways

Banff National Park, sanctuary for wild life, trees and flowers, has more than nature's wonders to offer. Here, developed by the Canadian Pacific, Banff Springs Hotel and Chateau Lake Louise—near neighbours 40 miles apart—are luxurious headquarters for mountain holidays. There is motoring, hiking, riding, shuffleboard, dancing, fishing, boating, or just idling to while away the days in this mountain wonderland and—at Banff—a challenging golf course teed for every handicap.

The South Thompson in Autumn

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

(Continued from page 15)

Brooks Sub-Division In the 175.8 miles between Medicine Hat and Calgary the track rises 1,257 feet, a forerunner of the climax of the long western slopes beyond the foothill city. The 1,000-foot wide Saskatchewan is crossed at 0.3. Redcliff, population 1,700, making glass, brick and chinaware, takes its name from the nearby river bank. Mileage 19.5 bridges one of the many irrigation canals that supply this area.

The Suffield Sub-Division branches at Suffield, site of a Defence Research Board field experimental station. Alderson bears the name of a Canadian general, Commander of Canadian troops in 1915-16. Sir Leonard Tilley, early statesman, lends his name to a grain shipping point where 25,000 acres are irrigated, at mileage 53.4. Brooks, population 2,500, is headquarters of the Eastern Irrigation District which supervises 167,000 acres irrigated from the Bow River. Canning, seed and commercial fishing are other industries. Pheasant and duck are hunted in the area. Cassils Sub-Division is met at Cassils, where 4,200 acres are irrigated. Lakes break the landscape southward, at mileage 76, to the north at mileage 87.6. Lord Lathom, director of an early ranching company, is remembered at the next station. A bridge (mileage 96.6) crosses a canal of the Canadian Pacific Irrigation District established by the railway to aid farming, and Bassano, junction of the Bassano and Irricana Sub-Divisions, shows 1,000 acres of irrigated farm lands. Crowfoot commemorates a famous chief of the Blackfeet who, with the Sarcees, Blood and Piegan tribes, were early inhabitants of this part of the country. Cluny, too, was named for an Indian chief. A tributary of the Bow River is spanned near mileage 122.

Gleichen, a flour-milling point, serves 12,000 irrigated acres and is headquarters of the Blackfoot Reserve. Indus bears the name of the great river in Pakistan, used as a source of irrigation in that country. Nearing the junction of the Third Prairie Plain with the foothills of the Rocky Mountain System, the land contours here are more sharply marked than on the central and eastern prairies. Valleys are deeper and wider, rivers flow at greater speeds and have some evidence of the glacial silt they carry from the moraines that clog their icy sources. Climatic conditions are affected by the proximity of the crags and peaks to the west and "The Chinook", a wind that seems almost fabulous to non-residents, in the winter frequently raises temperatures from sub-zero readings to thaws in minutes.

Often spoken of, but never photographed, was the sleigh equipped with runners in the front and wheels at the rear, with which farmers outran the following Chinook! Ranching in this area had its start in 1874 with the importation of range cattle from the United States. In 1882 government regulations allowed the leasing of tracts up to 100,000 acres. At the turn of the century the historical pattern of agricultural settlement asserted itself and larger ranches began to disappear with the encroachment of farmlands on the ranges. Today average ranches are of about 2,000 acres owned by the rancher and 8,000 acres of provincial land under lease. The first irrigation ditch recorded was dug in 1879 and seven years later 79,000 acres were under irrigation. More than 10 times that area is now irrigated in Alberta alone. Canadian Pacific irrigation work started in 1906 and the company, which pioneered the Eastern and Western Irrigation Districts had spent more than $25,000,000 by 1917 when the districts were formed. At Shepard, junction is made with the Strathmore Sub-Division. Ogden, with the "Ogden Shops" of the Canadian Pacific, marks the eastern fringe of Calgary, variously and affectionately referred to in different stages of its history as "Cowtown", "Foothills City" and "Oil City". All three names are well justified. Calgary, founded as a North West Mounted Police post, called Fort Brisebois, in 1875, became Fort Calgary later in honour of Calgary on the Isle of Mull. Its location at the confluence of the Elbow River and Nose Creek with the important Bow River, was a natural one. For years its principal interest was the surrounding cattle ranching, greatly accentuated by the advent of the railway. Later, discovery of the Turner Valley oilfields and the more recent "strikes" to the north, gave the city of 127,001 great importance to the oil industry. "Cowtown" traditions are kept alive by the annual "Calgary Stampede" when the whole city decks itself in "chaps", sombreros and spurs to celebrate the riding, "bronco-busting" and chuck-waggon races in which famous riders, men and women, compete. The Canadian Pacific hotel, named for Captain Palliser, pinpoints downtown Calgary. Industries include: oil-drilling specialties; meat products; sash and doors; structural steel; castings; fertilizers and chemicals; concrete blocks; prefabricated buildings; leather; oil-refining; cereals; sheet metal; paper products; pipe castings and explosives. Dinosaur Park on St. George's Island is notable for life-size models of prehistoric animals found in the region. The city stands 3,438 feet above sea level. Here the Brooks and Laggan Sub-Divisions meet.

Chuck-waggon race

Laggan Sub-Division The main and north channels of the Bow River are crossed at mileage 7.7, and the Bow Valley, here barely defined in the rolling land that conjoins the prairies and the foothills, is devoted more to range land than agriculture. Cochrane, serving farmers and ranchers almost evenly, is a trading centre. The Bow, south of the track between mileage 25.7 and Calgary, crosses to parallel the line on the north. Radnor, site of the Ghost Dam, was named for Wilma, daughter of the Earl of Radnor. Morley, with a population of 30 whites and 700 Indians, is headquarters of the Stoney Indian Reservation. Its Indian School, with an average attendance of 60, has a staff of 10. Traditional designs in leather, bead and quill work are a specialty of The Stoneys, who take part each year in Banff's "Indian Days", at which, in addition to outdoor demonstrations of dances, riding, roping, etc., the lovely work is shown in competition.

Ozada, Stoney word meaning "forks of the river", well describes the junction of the Kananaskis and Bow Rivers which takes place at mileage 51.8. At Seebe, the Stoney word for "river", are the Horseshoe and Kananaskis dams and power plants, and a mile west, 53.1, the Bow River is bridged again. Kananaskis, where lime products are produced, was named by Palliser for a legendary Indian. To the south the Bow widens into Lac des Arcs with Pigeon Mountain directly south at Exshaw. Mallard and Canada geese frequent the lake in their seasons. North of the line near mileage 62 sharp eyes may detect bighorn sheep on the steep slopes of the geological formation known as The Gap. This shoulder of the Fairholme Mountains forces the river into a sharp bend. Canmore, named for Malcom Canmore, early Scottish king, with a population of 1,400, is a coal mine centre. Southwest, the Three Sisters, an aptly-named triple-peaked mountain, calls to camera fans. North of the line, near mileage 71, the eastern boundary of Banff National Park is marked by a gateway on the highway. In the 2,500 square miles of the park, all living things — birds, animals, wild flowers and trees — are protected by the Government of Canada, and many travellers, delighted with the sight of "tame" wild animals from passing trains, have blessed the wise statesmen who marked out this great sanctuary. As a tribute to the conservationists, the Canadian Pacific selected names of national and provincial parks to designate 18 "Scenic Dome" Lounge Sleeper Cars in its transcontinental service. Carrot Creek, bridged near mileage 72, flows from the Fairholme Mountains to the north. South lies Mount Rundle (9,665 feet). Mounts Peechee (9,615 feet), Girouard (9,875) and Inglismaldie (9,715) lie to the north. Also to the north, marked by thin rivulets that turn into thundering cascades seen closer, is Cascade Mountain (9,826). East of Cascade Mountain the Cascade River is crossed, parallels the track for a few hundred yards and turns sharply south to join the Bow. Tunnel Mountain, south, is a contrast to the flat lands at the feet of Cascade and Stoney Squaw Mountains. Here, north of the track, is the Royal Canadian Army Cadet Corps Camp and the wild animal paddock maintained by the National Parks Department for buffalo, rocky mountain goats and bighorn sheep.

Former monarchs of the plains at Banff

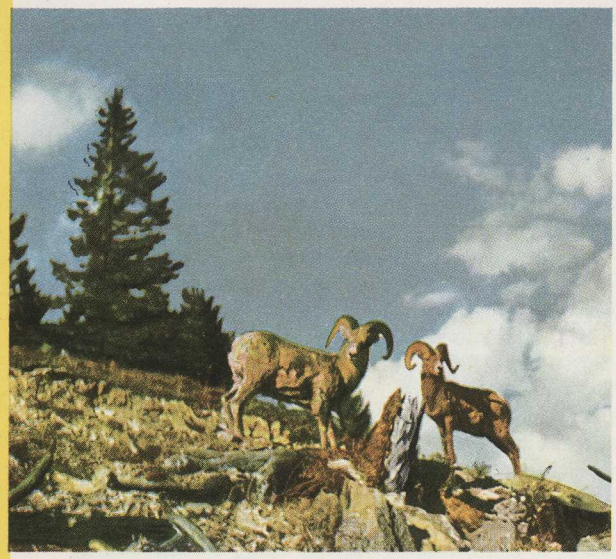
Make a note, if you're staying on the train this time, to come back for a visit. Banff, with a winter population of 2,500, is a town of 8,000 in the summer. Headquarters of the national park are located here, a detachment of the Royal Canadian Mounted Police, hospital, movie theatre, hotels, boarding houses and tourist bungalows cater to thousands of visitors every year. Beyond the town, where the Spray and Bow Rivers meet between the 1st tee and fairway of the championship golf course, the valleys enclosed by Sulphur, Rundle and Tunnel Mountains are dominated by Banff Springs Hotel — built of stone quarried locally — massive and hospitable as a Scottish castle.

This Canadian Pacific resort, one of the holiday wonders of the world, fits the keynote of gracious living into the outdoor symphony of cascades, rapids, mountain trails and scenic grandeur played by the Canadian Rockies. Natural sulphur springs provide medicinal bathing; buses and cars, mountain ponies and bicycles are available for sightseeing, a scenic chair-lift on Mount Norquay opens incredible vistas. The Alpine Club of Canada maintains a headquarters on the slope of Sulphur Mountain and The Trail Riders and Trail Hikers of the Canadian Rockies, both with international membership rosters, at Banff Springs Hotel. In the town, Banff School of Fine Arts, an extension of the University of Alberta, opens from mid-June to mid-August each year a summer school of art, drama, handicrafts and music, culminating in an annual festival.

Left, mileage 82, the turrets of Banff Springs Hotel are visible a mile away over the points of deep green lodge-pole pines, to the north the Vermilion Lakes are favourite feeding grounds for moose. Between Banff and Lake Louise the narrow meadows flanking the Bow River are a favourite feeding area for deer and elk, occasionally a bear — sometimes with her cubs — may be seen

ROBERTSON
BEARSPAW
GLENBOW
COCHRANE
RADNOR
MORLEY
OZADA
SEEBE
KANANASKIS
EXSHAW
CANMORE
BANFF

CASTLE MOUNTAIN



Sure-footed bighorn sheep

begging for "handouts" on the Banff-Lake Louise highway, north of the track. North of the lakes is Mount Norquay; south, the Bourgeau range. Near mileage 83, to the north, is Mount Edith (8,370′) and, nearer the track, a huge cave known as the Hole-in-the-Wall. The Bow River changes in character as the land rises. Its colour takes on the milky jade typical of glacial waters. The lowering peaks south of the track are: Mount Bourgeau (9,517′), in the distance; Massive (7,990′) closer at hand and Pilot Mountain (9,680′) directly south of mileage board 93. From this point the pass widens. Redearth Creek on the south and Johnston Creek west of Mount Ishbel on the north, enter the Bow River within a mile of each other. Copper Mountain (9,160′) immediately south of where Johnston Creek joins the Bow River, warns you to look north for the south-eastern slopes of Mount Eisenhower (9,030′), the fortress-like mountain which parallels the track for eight miles.

LAKE LOUISE

Formerly known as Castle Mountain, this tremendous formation, battlemented like a medieval castle, was renamed to honour General of the Army Dwight D. Eisenhower, brilliant Supreme Commander of the Allied Forces in Europe, six years before his election to the Presidency of the United States. Storm Mountain, south of mile 106, usually lives up to its name, its 10,309-foot peak often being wreathed in clouds. Nearby, north of the tracks beaver often build dams at the water's edge. From here to Lake Louise Station, south of the track are the many glaciers on the slopes of the Bow Range. Tall peaks that tower above the nearer mountains include Bident (10,109′), Quadra (10,420′), snow-covered Mount Babel (8,590′) and the ten Wenkchemna Peaks that surround the famous Valley of the Ten Peaks. Tallest of all, four miles south of mileage 112, is Mount Temple (11,626′). To the north are Protection Mountain, Redoubt Mountain (9,510′) and Ptarmigan Peak (10,050′). From mileage 112 to Lake Louise, still to the south, are Saddle Mountain, Fairview Mountain and, seen between these two, Sheol (9,118′), Haddo (10,073′), Mount Aberdeen (10,340′) and Mount Victoria (11,355′). Victoria's magnificent glacier overhanging Lake Louise, and first sight to greet visitors at Chateau Lake Louise, sheds its waters through the lake and by way of Louise Creek to join the Bow River near the station. From Lake Louise Station motor roads lead: to the Chateau, a thousand feet higher; Moraine Lake Lodge in the Valley of the Ten Peaks; the Columbia Icefield, eighty-five miles to the north where the Athabaska, Dome and Saskatchewan Glaciers combine to form 150 square miles of ice; Lake Wapta Lodge; Yoho Valley Lodge; Emerald Lake Chalet and Field. Chateau Lake Louise, on the northern shore of the glacial lake for which it is named turns its sun-drenched wings to one of the world's most beautiful scenic spots, the Victoria Glacier. Its deeply wooded mountain trails are favourites with riders. There is boating on the lake, outdoor swimming in a sheltered, warmed pool and many miles of Alpine flower trails around the lake and surrounding hillsides for nature lovers. As at Banff Springs Hotel, its neighbour 40 miles east, orchestras play for week-night dancing. Stephen, B.C., one mile and 52 feet above sea-level, is the highest point on the Canadian Pacific Railway.

STEPHEN

The south side is the more spectacular as the line curves to the left around the Beehive, Mount St. Piran (8,681′) and Mount Niblock (9,754′). Near mileage 121 look just south of the track for the sign, "The Great Divide", which marks the boundary between Alberta and British Columbia, the peak of the watershed. Beneath this sign a small brook becomes two smaller streams that find their way westward to the Kicking Horse River, the Columbia and the Pacific; eastward to the Bow River and eventually Hudson Bay and the Atlantic.

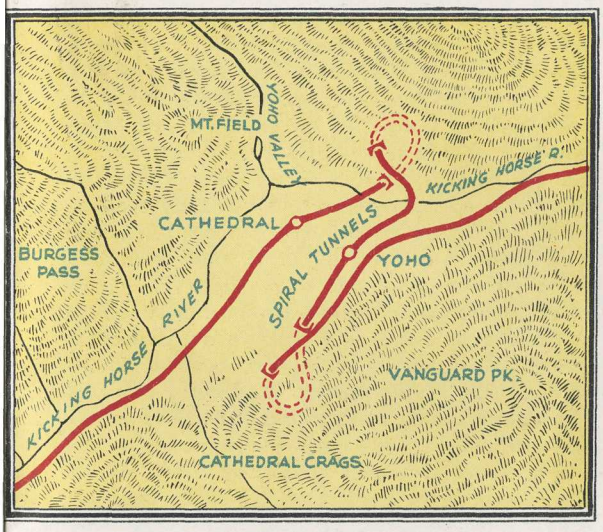
Stephen station is 219′ west of the Continental Divide which also marks the boundary of Yoho and Banff National Parks. Summit and Sink Lakes, altitude 5,339, mark the entrance to the Kicking Horse Pass. Southward stand Pope's Peak (10,360′) and Narao Peak. Named for Sir James Hector, surgeon and geologist on the Palliser expedition, Hector station is reflected in Wapta Lake, source of the Kicking Horse River, with Mount Bosworth (9,083′) and Paget Peak (8,407′) to the north.

HECTOR

Six miles west, as the crow flies, but 11½ miles by train, and 1,265′ downhill lies Field. In this eleven and a half miles is centred some of the finest scenery and the most interesting engineering feat on the Canadian Pacific transcontinental line, the world-famous Spiral Tunnels. From mileage 126, Vanguard Peak, Cathedral Crags (10,071′) on the south, balance Mount Ogden and the lush Yoho Valley to the north. The difference between crow flight and railway mileage becomes apparent as the track twice reversing by means of two spiral tunnels descends 105.7′ in less than a mile. Between mileage 127 and 127.5 to the north of the track and below it can be seen the entrance and exit of the second tunnel from which the track continues westward. At mileage 129.1, the train enters the first spiral tunnel, under Cathedral

Mountain (10,454′) and in three-fifths of a mile turns almost a complete circle to emerge, headed northeast, 55.7′ lower. The track continues downgrade, crossing at mileage 130.6 the fast-running Kicking Horse River, to mileage 131.3 when almost another circle is made in close to 1,000 yards with the track headed westward again and an upward look to the left shows the track and tunnel entrance at 129.1. Northward a closer view is obtained of the Yoho Valley and to the south Mount Stephen (10,485′), below, the Kicking Horse River, already a sizable stream, makes its way along the pass and, to the north, Mount Field (8,645′) and Mount Wapta (9,106′) guard the Yoho Valley entrance. Beyond them are Burgess Pass and Mount Burgess (8,463′). As first constructed in 1882-83, the line between Hector and Field climbed laboriously up the heavy grade, parts of which now form the highway crossed by today's line, which was relocated 1907-8 when the spiral tunnels were driven through the solid rock.

The upper spiral tunnel, is 3,255′ long, its



Map of the Spiral Tunnels

curvature is 288 degrees, the lower 2,922′, its curvature is 226 degrees and it emerges 50.4′ below its entrance. At mileage 133 across the river is Mount Field.

Field, in Yoho National Park, junction of the Laggan and Mountain Sub-Divisions, is also the junction of the Mountain and Pacific Time Zones. Westbound travellers retard their watches one hour. Bears are occasionally seen near stations in the mountains. No matter how pathetically they look at you, don't yield to temptation and feed them. They are as tame as any wild animal accustomed to human beings can be, but they have no manners and do not know how sharp a supplicatory paw can be. Also, there is a heavy fine imposed for feeding wild animals—this is for your own protection. Take all the pictures you like—from a reasonable distance.

Mountain Sub-Division Across the river, well-engineered motor roads lead up the scenic Yoho Valley to Takakkaw Falls and westward past the "Natural Bridge", bored through solid rock by the Kicking Horse River, then north through the valley of the Emerald River to Emerald Lake, site of another Canadian Pacific resort, Emerald Lake Chalet. The line parallels the Kicking Horse River to its junction with the Columbia River at Golden and in this thirty-five mile stretch the change in altitude is 1,489 feet. North of the track the Kicking Horse River winds its way at ever-increasing speed through rock-strewn rapids and gorges, and the ever-present lodge-pole pine climbs to the timberline with, here and there, stands of poplar, marked at grazing level by the teeth of countless winter-feeding elk. Deer, bear and moose are quite numerous here, too. South of the track west of Field are Mount Dennis (8,326′), Mount Duchesnay (9,592′) and to the north the broad divided valley formed by the Amiskwi River and Otterhead Creek. The line threads its way between the Van Horne Range, north and the Ottertail Range, south. At mileage 13 look south for Mount Vaux (10,881′) and beyond it to the glacier between Allan and Hanbury Peaks. At mileage 15.3 the track turns sharply to skirt the Beaverfoot Range (9,000′) to the south for several miles. The Kicking Horse River races at foaming speed into the narrow lower Kicking Horse Canyon, which the track follows almost to Golden. Mileage 19.2 marks the western boundary of Yoho National Park. The Canadian Pacific crosses the Kicking Horse River five times between mileages 21.4 and 33, and is crossed itself by the highway at mileage 26.5. Carefully scan the canyon wall on the south side, at mileage 30, for the "Old Man of the Mountain". Five hundred feet above the rails, at mileage 31.7 is the highway. From the train this mountain road looks as if it were supported on stilts. North of the track, mileage 35, is Moberly Peak (7,721′) and, south, the canyon winds out into the Valley of the Columbia. Golden is the junction for Lake Windermere Sub-Division.

For nearly thirty miles the Canadian Pacific follows the Columbia River by taking advantage of a fairly broad and fertile valley around the northern spur of the Dogtooth Mountains. A picturesque sight on the north side of the track, just west of Golden, is Edelweiss, a village of typical chalets built by the Canadian Pacific for the Swiss guides employed by the company for mountain climbers. Frequent sharp spurs of the Van Horne Range on the right and the Dogtooth Mountains on the left give rise to a succession of fast running, picturesque creeks and rivers, the largest of which is the Blaeberry, which joins the Columbia at mileage 44.8. To the north is Willowbank Mountain, soon after which the line swings west again, crossing the Columbia at mileage 52.5, half a mile west of Donald, named for Sir Donald Smith (later Lord Strathcona), and entering a spectacular canyon where it parallels the Columbia to Beavermouth, mileage 63, named for the junction of the Beaver and Columbia Rivers. The level country between Golden and Beavermouth is home to large numbers

MOBERLY

FORDE

DONALD

BEAVERMOUTH

ROGERS

STONEY CREEK

GLACIER

ALBERT CANYON

TWIN BUTTE

GREELY

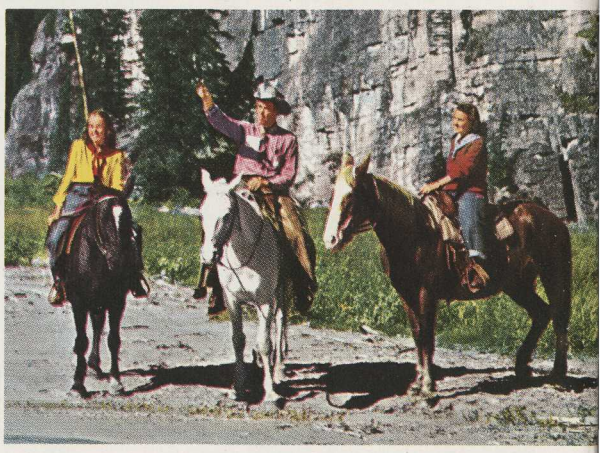
REVELSTOKE

of deer and moose. But it takes a keen observer to spot them through the heavy growth. Now the Columbia swings north in the magnificent "Big Bend" and forces its way through the Selkirks.

The Canadian Pacific crosses the Beaver River a mile and a half west of Beavermouth, with the first peak of the Selkirks, Cupola Mountain (8,678′), due north and again follows a sharply defined narrow valley south-westerly to Rogers, mileage 67.8, named for Major Rogers, who discovered the pass. From Rogers the line climbs again, this time to cross the Selkirks, next of the mountain barriers. For eighteen miles the track follows, at ever-increasing heights, the valley of the Beaver River, south of the line. Wide flats and dead forests tell of long-gone inundations. To the north, as the train skirts the lower slopes of Mount Rogers (10,525′), steep, tree-covered slopes march down to the valley. Mileage 70 is the eastern boundary of Glacier National Park, Mountain Creek is bridged at 70.7, Raspberry Creek at 73.7. Two mountain cascades, crossed between mileage 74 and Stoney Creek Station, are spectacular. Pouring down the mountainside, Surprise Creek, no bigger at its greatest visible height than a pencilled line, cuts its way through a gorge spanned by a truss bridge and splashes, noisily and picturesquely in a foaming cascade to the river bed 170 feet below. The bridge crossing Stoney Creek, almost a twin brother of Surprise, presented a stiff engineering problem. Here, the steep sides of the gulch through which the torrent speeds, drop 270 feet below the track level. The contour of the land calls for a curve at the western end of the bridge and, to cross the Stoney, it was necessary to build an arch bridge, the western end of which is slightly curved. Although not thought of as such in the engineers' plans, this unusual structure is an ideal site for photographs, the curve of the train enabling it to be shown in pictures shot from the "Scenic Dome".

At mileage 80.2, an even greater problem faced the engineers who built the line. Mount Macdonald (9,482′) was in the way, its peak more than a mile above the track level. To avoid it the first line was built through Rogers Pass, compelling a climb of five hundred feet in five miles and needing, for its protection from slides, more than four and a half miles of snow sheds, some of which and the piers of old bridges can be seen to the north. In 1916, by the boring of the Connaught Tunnel, the climb was cut in half, the distance was shortened by four and a third miles and curves equal to seven circles were done away with. A mile of solid rock roofs the concrete Connaught Tunnel, five miles long, twenty-nine feet wide and twenty-one and a half feet high. Fresh air is forced through by giant ventilating fans at the western end. Glacier is a challenge to the senses with its magnificent panorama of peaks, precipices and glaciers. South and east of the station look up the valley for the Illecilewaet Glacier, outlet for the Illecilewaet snow field, forcing its way between Lookout Mountain and Perley Peak. Beyond, thrusting its peak 10,808 feet into the blue is Mount Sir Donald. A mile from the station up the slope of Mount Abbott to the south, sturdy piers of an old bridge show where the Rogers Pass line crossed Loop Brook before the tunnel was bored. Glacier is the station for Glacier National Park, 521 square miles in area. Between Glacier and Albert Canyon you may spot mountain goats and sheep just below the snow line and travellers carrying binoculars should look on the slides and burns for grizzly bear in this district. The altitude changes by nearly 2,300 feet between Glacier and Revelstoke, a fact well illustrated by the speedy, foaming waters of the Illecilewaet River whose headlong rush westward parallels the Canadian Pacific.

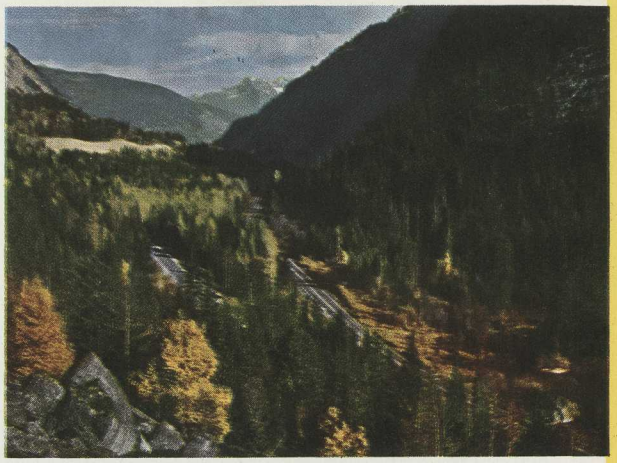
North and south of mileage 88 are Cougar Mountain and Ross Peak. Southward Mount Green (8,860′) marks the western boundary of the valley of Flat Creek which opens a vista to the south at mileage 93.2. Snow sheds and tunnels, mileage 94-96, show the engineering difficulties overcome when the line was put through. Ten crossings of the Illecilewaet River are made between Glacier and Revelstoke. Glacier Park's western boundary is crossed at mileage 95.5, and between mileages 102 and 103 Albert Canyon, a narrow hundred-and-fifty-foot gorge through which the river is forced, parallels the rails to the north. The slow passage of the train gives you a chance to see this fern-wreathed gorge. To the south lies the Albert snowfield and near mileage 109 its tip may be seen on the east slope of Albert Peak 9,998 feet high. To the north, bounded on the east by Woolsey Creek, lies Mount Revelstoke National Park, Twin Butte Creek is crossed at 113.5, and southward, as the valley widens out, at mileage 115, is Twin Butte. Greely Creek, named for the famous editor, is spanned at 118.8. The Illecilewaet, crossed at mileage 122.3, pours through rocky Box Canyon (mileage 123.2). Revelstoke, population 3,500, is a lumbering centre and junction of the Arrow Lake, Mountain and Shuswap Sub-Divisions. A motor road to the summit of Mount Revelstoke offers magnificent views of the scenic beauties of the Columbia Valley. A championship ski-jump emphasizes winter sports. Fishing and hunting are features of this area.



Trail Riders, Alberta

Shuswap Sub-Division Of the Columbia River's 1,150 miles, the 459 miles in Canada drain an area of 40,000 square miles, serve the lumber industry and generate thousands of horsepower. From its source in the giant snow-dome that forms the Columbia Icefield, reached from Lake Louise station 86 miles to the south, this mighty stream, by the time the Canadian Pacific main line crosses it at mileage 1.7, has wound its way at varying speeds west and south in its search for the wide waters of the Pacific. David Thompson, the explorer and mapmaker, traced the Columbia from its source to its mouth. In 1807, he made his way to the Icefield via the Saskatchewan and in the following years explored the river, evading hostile Piegan Indians who had attacked Lewis and Clarke in 1805, to the point where the American expedition had struck the Columbia and followed it to its mouth. His is still the sole comprehensive survey of the entire river. Southward, The Columbia broadens into the Arrow Lake system, served for many years by that most romantic of all vessels the "stern-wheeler" S.S. "Minto".

Variously described as the Fraser Uplands or Fraser Plateau, the country traversed by the Shuswap Sub-Division, averaging an altitude of 1,200 feet above sea-level, grows Ponderosa pine, the inevitable lodge-pole pine, Douglas fir and — a change from the high country — large areas of grassland. South of the track flows the Tonkawatla River, also to the south Mount Begbie (8,946′) and Mount Macpherson (7,893′) are visible and Mount Revelstoke still commands the northward view. At mileage 8.6 an overhead wooden bridge carries the highway, three short tunnels momentarily obstruct the view of Eagle Pass and Summit Lake between mileages 9 and 9.5. Snowsheds, mileage 13.5, are a reminder of railroading difficulties to be surmounted. At obviously named Three Valley, Wap Creek flows from the south into Three Valley Lake and at mileage 15.4 the line crosses the Eagle River which necessitates two more bridges within three miles. The mountains to the north are the Gold Range (7,000′), southward Mount Griffin (7,120′) of the Hunter Range and, near mileage 22, are beautiful Kay Falls. The transcontinental line, paralleling the Eagle River, threads its way between the Hunter and Shuswap Ranges, crossing the river three times between mileages 24.6 and 26.3. North of the track at Craigellachie (28.3) a simple cairn marks the spot where the "last spike", driven November 7, 1885, completed the world's first transcontinental railway. For the record, it was a good, workable spike, not a gold or silver one as some legends claim. Eagle River is bridged at mileage 31.3. Malakwa is the Indian word for mosquito and fishermen in the local waters well understand its choice for this station's name. The Eagle is spanned again at mileages 32.8, 37.1 and 40.4. Solsqua, Indian for bear, is another example of apt naming, though few bears have been reported there recently. At mileage 43.8 the eleventh crossing of the Eagle River in the space of 28 miles is made, and at 44.4, Mara Lake, entering Shuswap Lake, is bridged. Sicamous, lake mail port



Eagle Pass

and junction with the Okanagan Sub-Division, is another Indian word — meaning "places cut through". This is great duck country and the wild migrants become tame enough to paddle close for bread thrown on the quieter backwaters. Lumber, logs, ties, and saw and planing mills are the local industries. Trout fishermen find this junction a good starting point. South of the track lies Larch Hills provincial forest, to the north Shuswap Lake, a three-sided rectangle of which Salmon Arm, paralleling the line is the south side, almost surrounds Bastion and Vella Mountains, behind which White Lake has a fabulous reputation amongst anglers. Canoe is a lumbering and farmers' exchange warehouse centre. With a population of 2,000 Salmon Arm deals in dairy products, fruit, poles, lumber, boxes and packing. Averaging a mile wide, the lake between Sicamous and Salmon Arm is a favourite feeding area for wild duck. The South Thompson River, followed by the line for much of the way between Salmon Arm and

For Camera Fans

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

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

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

TAPPEN

CARLIN

NOTCH HILL

ELSON

SQUILAX

CHASE

SHUSWAP

PRITCHARD

MONTE CREEK

KAMLOOPS

Orchards like this earn British Columbia's apple reputation.

Kamloops, draws on the reservoirs of Shuswap and Little Shuswap Lakes. This river, important to the economy of British Columbia, is another example of the far-reaching influence of the North West Company, it having been discovered by Simon Fraser in the first decade of the 19th Century and named for his contemporary, David Thompson. The tributary Salmon River is bridged at mileage 64.8. Between Tappen and Carlin, which bear the names of an early contractor and lumber operator respectively, the line parallels White Creek (north), leaving it at a 90° angle to pass between Notch Hill to the north and Mount Hilliam, Black and Squilax Mountains to the south. The land, northward, slopes gently down to the main body of Shuswap Lake — said to contain more varieties of trout and other sporting fish, including steelhead salmon trout and salmon from the Pacific, than any other fresh water in British Columbia.

At mileage 84 the tip of Shuswap Lake narrows to enter Little Shuswap Lake a mile west of Squilax (87.5), Indian for "sheep". Chase Creek is spanned at mileage 93.5. The high land to the south, Ptarmigan Hills, is much gentler in appearance than were the mountains of the Rockies, the Selkirks and the Monashee Ranges. Now, the track parallels the South Thompson River. The Shuswap Lake area, more densely populated than any territory in western British Columbia, is a prosperous fruit and mixed farming belt. Between mileage 126 and Kamloops sites of semi-subterranean prehistoric Indian houses have been discovered between the Canadian Pacific transcontinental line and the South Thompson River. Kamloops, junction of the Shuswap and Thompson Sub-Divisions, has a population of 14,000. The city was founded as a Hudson's Bay Company post in 1812. Fort Thompson was built in 1813 by the North West Company and named for David Thompson, explorer of the Kootenay District and Columbia River — probably when Simon Fraser named the Thompson River. Today's name is an anglicized spelling of the Indian word "Kumeloops", meaning unknown. Cattle, forest products, canning, fruit and vegetable shipping and registered seed are the major local industries. Many lakes and streams in this district are well-stocked with game trout. You will see many irrigated farms and broad cattle ranches and this countryside also contains gold, copper and base metal mines.

Canadian Pacific Hotels

Canadian Pacific owns and operates:
Cornwallis Inn, Kentville, N.S.,
McAdam Hotel, McAdam, N.B.,
The Chateau Frontenac, Quebec, Que.,
The Royal York, Toronto, Ont.,
The Royal Alexandra, Winnipeg, Man.,
The Saskatchewan, Regina, Sask.,
The Palliser, Calgary, Alta.,
The Empress, Victoria, B.C.,
and is joint operator with the C.N.R., of the
Hotel Vancouver, Vancouver, B.C., all year round.
The Algonquin, St. Andrews, N.B.,
The Digby Pines, Digby, N.S.,
Lakeside Inn, Yarmouth, N.S.,
Devil's Gap Lodge, Kenora, Ont.,
Banff Springs Hotel, Banff, Alta.,
Chateau Lake Louise, Lake Louise, Alta.,
Emerald Lake Chalet, Emerald Lake, B.C.
during the summer season.

Thompson Sub-Division From almost true north, the North Thompson joins the south branch to start the westward flow as The Thompson. Historians know that David Thompson, for all his exploration, never saw this river that is a flowing monument to him, and feel reasonably sure that in his lifetime he did not learn that his name had been given to it. At about mileage 4 the river begins to widen into Kamloops Lake and, on the north side, is joined by the Tranquille River near mileage 6.5. The river and station take their name from an early chief of gentle disposition, but are better known in history for the discovery, in 1856 or 57, by prospector James Huston, of gold — start of the Cariboo gold rush of that time. Six tunnels, five of them in a mile and a quarter, were driven through the glacier-scarred rock between mileages 8.5 and 13.8 and across the lake, opposite mileage 11, stands Battle Bluff, the bluff itself stained red, scene of fierce Indian struggles long ago. Cherry Creek, named for the river crossed near the station, serves some of the finest ranching land in Canada — look for log ranch-houses and farms. Near mileage 22.5 the line bridges Durand Creek. Savona perpetuates the name of an Italian immigrant who ran a ferry across the western end of Kamloops Lake in 1861. Walhachin, from the Indian "Wallacheen" meaning "land of plenty", was the scene of an early experiment in irrigation when a group of Englishmen watered an orchard and brought fine apples to bear. Then the bugles of 1914 blew, they crossed the Atlantic to war — and none returned! A few trees, unkempt and untended still bear lonely fruits. Ashcroft, named for the birthplace of an early settler, was a gold-rush town, born of the Cariboo discoveries, today it is noted for the quality of its potatoes and tomatoes. The rock formations of Black Canyon, mileage 52.5, squeeze the river in a roaring boil of white water and Glossy Mountain, to the south, rears bald contours to a peak of 6,500 feet, Pukaist Creek is bridged near mileage 65, Pimainus Creek, at 67. Spatsum takes its name from wild cotton that grows locally, Toketic, in Indian, means Pretty Place. At mileage 71, the track bridges the Nicola River. At Spence's Bridge, once known as Cook's Ferry, the Merritt Sub-Division connects the transcontinental line with the Canadian Pacific route across the southern Rockies. As the banks of the Thompson come together railway and river both seek the lowest possible levels through the Thompson Canyon. Drynoch bears the name of the seat of the Clan McLeod on the Island of Skye. The highway crosses overhead at mileage 81.4 and for a while, follows the route of the old Cariboo Trail and at 84.6 the Nicoamen River is bridged by the railway. The Thompson piles higher and higher as its banks

The Thompson River

DRYNOCH

THOMPSON

GLADWIN

LYTTON

CISCO

KANAKA

KEEFERS

CHAUMOX

NORTH BEND

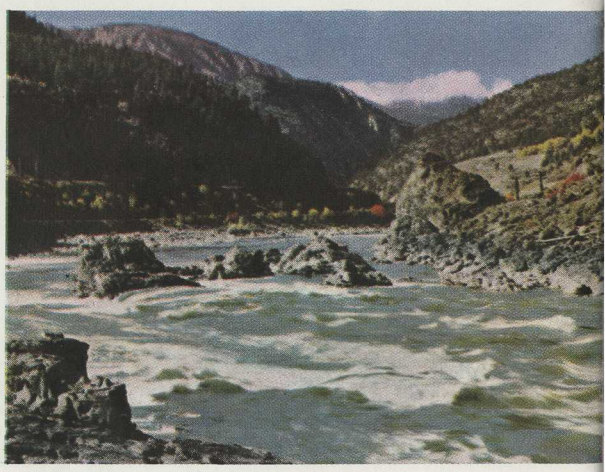
close in until, at mileage 87.5, the gorge graphically known as "The Jaws of Death" forces it to its highest speed. Sage-brush, dwarf jack pine, poplar and some bull pine grow in this area and

The Thompson River near Spence's Bridge

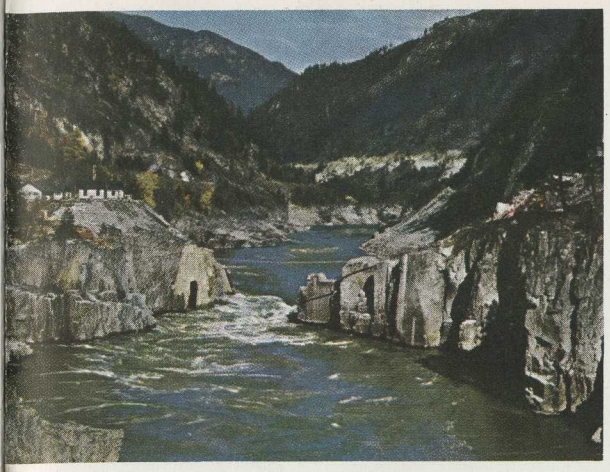
the soil and rocks take on strange hues — yellows, purples, crimson. Northward, near mileage 91, The Painted Canyon lives up to its name, and, opposite mileage 93.5 a mottled granite crest which overhangs the gorge is known as Botanie Crag, taking its name from the creek that flows into the Thompson. Northward from about mileage 95 the canyon flattens out, and across the narrow plateau the Fraser River pours southward to join, or be joined by the Thompson. At Lytton Simon Fraser found a well-established Indian community, apparently centuries old. Traders made use of its junction of the Fraser and Thompson and, of course, it came into its heyday in the time of the gold rush. Here can be seen the same phenomenon as at the confluence of the Ottawa and St. Lawrence, with one clear and one muddy river flowing together in sharp definement for some distance. The Fraser, like the Ottawa, is drab; the Thompson, filtered through lakes as is the St. Lawrence, is clean. Near Cisco, named for the late Chief Siska, at mileage 101, the Canadian Pacific crosses to the right bank of the Fraser and continues on a track hewn from the rock ledge, passing through three tunnels between mileages 101.2 and 102.7. The old Cariboo Road toiled high above the river. Kanaka takes its name from an old placer mining bar across the river once worked by Hawaiian native labourers. Kwoiek Creek, named for Kwoiek Peak, north of the line, is spanned at mileage 104.6 and Skow Wash Creek at 106.3. To the south is Kanaka Mountain. The Salmon River is bridged by the track at mileage 113. The bench lands are wider, altitude at Chaumox — translated as "Too Hot" — is only 568 feet above sea level and tiny gardens and orchards — some in Indian Reservations — are much more common than at higher levels. North Bend, junction of the Thompson and Cascade Sub-Divisions, is mainly a railway town noted for its rich foliage and flower-filled gardens, of which those at the station are a notable example.

Cascade Sub-Division Still hemmed between mountains, but keeping as close as possible to water level, the track between North Bend and Vancouver has a gradient of a little less than 4 feet in a mile. Its last 80 miles are through the almost level valley of the Fraser by now a wide, navigable river. West of North Bend, the stark beauty of the Fraser Canyon, coupled with the equally stark history of its early development is memorable. At mileage 5.5, the Scuzzy River, flowing from north of the track, enters the Fraser. Under the railway bridge is a series of basins, up which salmon leap during the spawning season. These mitigate the fierce Scuzzy Rapids, before conservation a death trap for many fine salmon. Between mileages 7.4 and 8, the gorge narrows into a rock formation aptly christened "Hell's Gate". Below it is "The Devil's Wash Basin", a spinning whirlpool. Williams Creek (9.2) and White's Creek (9.7) are crossed as the track winds its way beside the rushing river between the canyon walls. There are many outstanding views and, west of Spuzzum (15.5), once a Hudson's Bay trading post, a steel and concrete bridge spans the Fraser on the site of the first bridge ever to cross it. The first bridge, built by Joseph Trutch, was the first suspension bridge west of the Rockies, built on wooden towers and wire cables woven at the site. Spuzzum River is crossed at mileage 17.1.

Simon Fraser, discoverer of the river, who literally clawed his way down river on a series of ladders built by the Indians, rested on the narrow bench at Spuzzum, which was used as an Indian burial ground. Well worth seeing is a giant rock (23.5) in the middle of the river against which the Fraser rages vainly and torments itself into twisting eddies and backwaters. Yale was formerly head of navigation on the Fraser and the start of the Cariboo waggon road. Built in 1862-5 under the orders of Governor James Douglas, this 400-mile road was used by thousands of miners to carry millions of treasure from the famous Cariboo gold field. In 1848 a trading fort was built for the fur brigades. Emory Creek is crossed at mileage 31.2, Haig bears the name of the British



"Suicide Rapids"

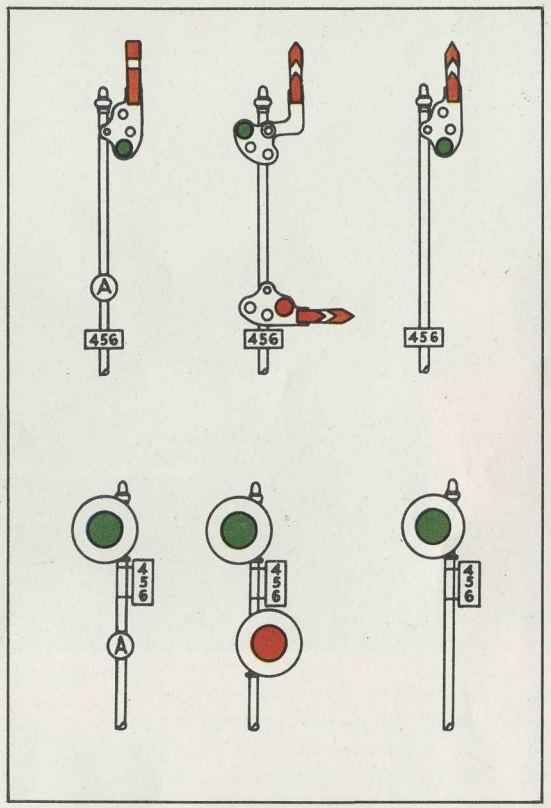


Hell's Gate

Field Marshal, and Odlum, named for Canadian General Victor Odlum marks the canyon's end which coincides to the south with the mouth of the Coquihalla Canyon and is the junction of the Banff-Lake Louise transcontinental line with the Coquihalla Canyon-Crows Nest Pass route of the Canadian Pacific through the Southern Rockies. Wild roses climb on any convenient hold and in every way the scenery recedes from the stark, bare grandeur of the mountains into a gentler domesticated pattern. At mileage 48 is Ruby Creek, which owes its name to the garnets found in the neighbourhood. This is the heart of the fruit and dairy lands. Close to stations along the way activities are divided between sawmills and packing plants to which strings of trucks bring fresh gathered crops. Agassiz, population 2,600, is the station for Harrison Hot Springs and site of a government experimental farm. Ferries serve the Chilliwack Valley, noted for its fine dairy herds. From Mission City, population 5,000, and junction with Mission Sub-Division, a busy centre for fruit growing and dairy country, the "Scenic Dome" vantage point shows snow-topped Mount Baker forty miles south in the State of Washington. In a few miles now, on-shore breezes reaching inland bear the tang of the great Pacific Ocean and at Port Hammond, population 3,000, the track leaves the Fraser and heads northwest to cross, by a long bridge, mileage 109.7, the Pitt River, tide-water! The Coquitlam River is spanned at 112.3. Coquitlam, population 3,000, is named for the nearby Indian Reservation. At mileage 115 look north for the eastern end of Burrard Inlet and the old station of Port Moody which was the original terminus of the Canadian Pacific, Canada's first transcontinental railway. Now the many activities of a busy harbour — fishing shacks, deep-sea fishing craft, drying nets, piers, docks and factories lead you into Vancouver, population 530,000, terminus of the Canadian Pacific Railway, gateway to Alaska and the limitless Pacific Ocean.

"Friendly Folk"

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



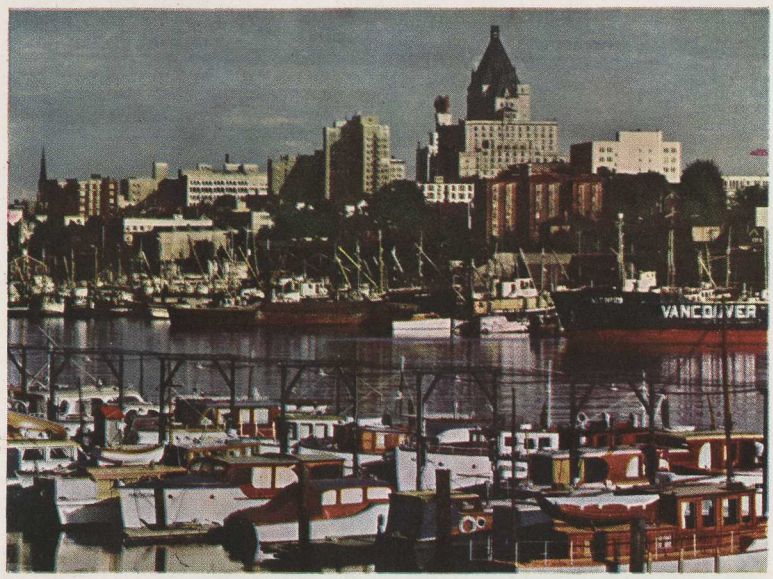
The signals pictured above all instruct the train to proceed. For brief notes on the Automatic Block Signal System, see page 6.

Canadian Pacific Highlights

In 1953, 95,211 people were employed by all services of the Canadian Pacific. Canadian Pacific Railway operated 17,003 miles of track with 1,594 steam locomotives, 365 diesel electric units.

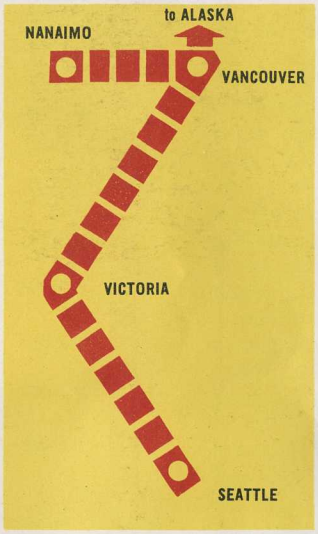
Canadian Pacific operates 1,191 coaches, 643 sleeping, dining and parlour cars, 1,038 baggage, mail and express cars. Canadian Pacific operates 8 inland steamships, 11 ocean steamships and 13 coastal steamships.

CHINA BAR
SPUZZUM
YALE
CHOATE
HAIG
ODLUM
KATZ
RUBY CREEK
WALEACH
AGASSIZ
HARRISON MILLS
DEROCHE
NICOMEN
DEWDNEY
HATZIC
MISSION CITY
SILVERDALE
RUSKIN
WHONOCK
ALBION
HANEY
PORT HAMMOND
PITT MEADOWS
COQUITLAM
PORT MOODY
BARNET
VANCOUVER



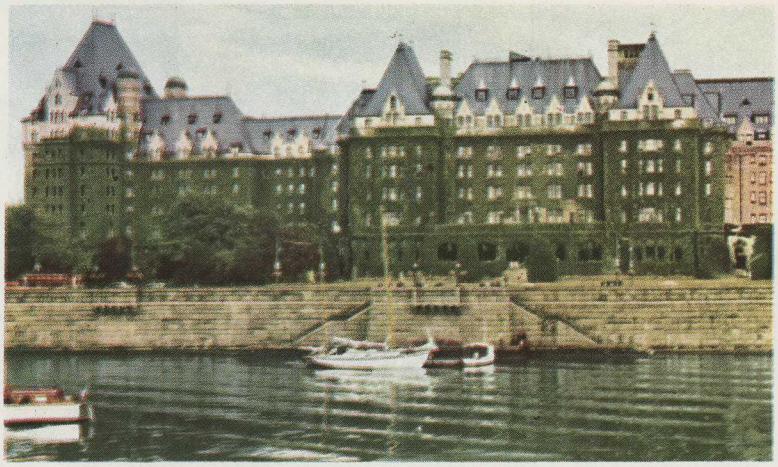
Vancouver

Vancouver, end of steel for the world's first transcontinental railway, is Canada's gateway to the Orient and the South Pacific. Canadian Pacific "Empresses of the Air" fly passengers north-west to the Orient, south to Hawaii, Fiji, Australia, New Zealand, Mexico, Peru — north to the Arctic. Vancouver's golf courses, parks, fine buildings, sea beaches and pleasant climate attract visitors from many countries. Fast Canadian Pacific "Princess" liners, from piers a stone's throw from the station, give fast day and night service to Seattle, Nanaimo and Victoria on pleasant Vancouver Island, mainland British Columbia ports and Alaska.



Princess liner near Victoria

Victoria, temperate capital of British Columbia, is the entrance to the year-round playground of Vancouver Island. Here The Empress, westernmost of the Canadian Pacific chain of hotels from sea to sea, vine-clad, set in its own 10½-acre garden facing the harbour, close to business and shopping centres, is the focal point of local society, headquarters for visitors. Golf, motoring, tennis, sailing, swimming, riding, picturesque parks and scenic drives are the background of a holiday life that includes shopping for woollens, diamonds, silverware, linens and many other imports.

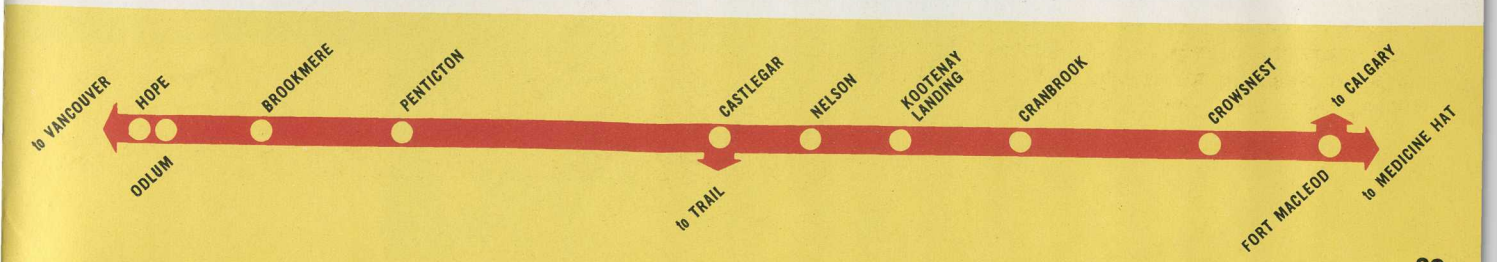


The Empress Hotel, Victoria

Mountain scenery near Coquihalla on the Canadian Pacific Coquihalla Canyon-Crowsnest Pass route through the southern Canadian Rockies.

Just as Canadian Pacific crosses the prairies by two routes, so it provides an alternative route through the Rockies south of the main transcontinental line. From Vancouver to Odlum, where the Coquihalla Canyon-Crowsnest Pass route turns southward across the Fraser to enter the Coquihalla Pass, the route is the same. The Canadian Pacific southern route through the Rockies follows the spectacular Coquihalla Pass, Okanagan Lake, the Kettle Valley, the southern reaches of the Columbia River, Kootenay Lake, and the Crowsnest Pass to Fort MacLeod, Alberta, whence the main line can be rejoined at Calgary or Medicine Hat. The "Kettle Valley" route, so named for an early railway, shows another aspect of the Canadian Rockies noted for such engineering feats as the 3,476-foot climb up the side of the Coquihalla Canyon from Odlum to Brookmere; the Belfort loop; the bench-lands; magnificent views of Okanagan Lake as you climb from Penticton to 4,150-foot McCulloch; water-level vistas of fast running white water, the shore of Lower Arrow Lake — which is really the Columbia River, Kootenay Lake, and the last big climb to Crowsnest Pass 4,450 feet above sea level.

This trans-mountain line serves a rich mineral and orchard country, and is the Eastern and Western outlet for such busy centres as Trail, Nelson, Penticton, Cranbrook, and Fernie. Much of its spectacular quality arises from the feats of bridge and track engineers in the building of the line which happily resulted in providing a number of vantage points for the enjoyment of breath-taking vistas. World-travellers familiar with both routes frequently debate their relative merits. Perhaps you'll have time to explore the "Kettle Valley" on your return journey and decide for yourself.



WESTWARD

Across Canada by Canadian Pacific

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

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

THE SCENIC DOME

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

THE COFFEE SHOP

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

The World's Longest Dome Ride

WESTWARD ACROSS CANADA BY Canadian Pacific

The dynamic policy that led to the building of the world's first transcontinental railway seventy years ago, that inaugurated the many other "firsts" in world transportation for which the Canadian Pacific is notable, scores another "first" in Canada with the adoption of Scenic Domes for coach, tourist car and standard sleeping car passengers — another step in Canadian Pacific's comprehensive modernization programme, in line with Canada's rapid growth.

After an extended investigation and study of the most modern types of passenger equipment in service elsewhere on the continent Canadian Pacific has equipped its Diesel drawn all-stainless-steel Streamliner, "The Canadian", and "The Dominion" with Scenic Dome Lounge Sleepers, Scenic Dome Coffee Shop Coaches, Deluxe Coaches (featuring full-length leg-rests), "Manor" and "Chateau" Sleeping Cars, Tourist Sleepers and Dining Room Cars — for service on the scenic and historical Canadian Pacific route between Montreal and Vancouver, and Toronto and Vancouver via Banff and Lake Louise. The entire "fleet" will be in service in 1955. Light-weight and modern as tomorrow, these new cars typify the modern thinking and forward look of *the world's most complete travel system,* tailored by nearly three quarters of a century of transportation experience to the fastidious requirements of the world's wisest travellers!

In addition to the world's longest, and Canada's only, Dome ride in the comfort of the latest word in railway passenger equipment, Canadian Pacific invites you to enjoy the "economy of luxury — the luxury of economy" the Empress way . . . trans-Atlantic by Canadian Pacific Steamships . . . trans-Pacific by Canadian Pacific Airlines. Above Canada, Canadian Pacific Airlines fly 10,000 route miles daily. In Canada, 17 Canadian Pacific hotels and resorts from sea to sea make business travel a pleasure, make pleasure travel their business.

Canadian Pacific — the world's most complete travel system — has two new trans-Atlantic liners abuilding. These new 22,500-ton streamlined "Empresses" which incorporate the newest tested improvements research can offer will enter trans-Atlantic service in the early spring of 1956 and 1957. In the air, the Canadian Pacific Airlines fleet flies world travellers in modern aircraft best adapted to the varying services. Between Canada and the Orient; between Canada and Hawaii, Fiji, New Zealand and Australia; between Canada, Mexico and South America Super DC-6B's offer speed and comfort above the weather: other specialized aircraft are operated in the Canadian services.

Every Canadian Pacific office in Canada, United States, United Kingdom, Europe, Australia, New Zealand, Hong Kong, Japan, plus agencies everywhere — offers you Canadian Pacific's complete travel service — all your travel wants in one package! Of course, every Canadian Pacific office co-operates fully with your own travel agent. You can relax before you start when you travel the Canadian Pacific way with every detail planned for you — rail, hotel, steamship, and airline reservations. Go Canadian Pacific "travel relaxed — arrive refreshed."

THE SCENIC DOME ROUTE

VANCOUVER · BANFF · CALGARY · MOOSE JAW · REGINA · WINNIPEG · FORT WILLIAM · SUDBURY · TORONTO

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