1913

ACROSS CANADA

by

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ACROSS CANADA

BY

CANADIAN PACIFIC RAILWAY

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THE DOMINION OF CANADA

AREA, POPULATION, ETC.

CANADA comprises the northern half of North America. Its southern boundary is the United States, on the east is the Atlantic, on the west the Pacific, and on the north the Arctic Ocean. Its area is 3,729,665 square miles, larger than that of the United States, and nearly equal to that of Europe. The population was, according to the census of 1911, 7,206,643, or nearly a fourth less than that of Belgium. (Estimated population for 1913, 7,758,000.) The census also showed that of the population 3,896,685 were British by race or origin, 2,054,890 were of French descent, 393,320 Germans, 105,492 Indians and half-breeds, 36,795 Chinese and Japanese, while almost every European race was represented in the remainder. During recent years a large number of farmers from the United States have settled in the Western Prairie provinces. Population to square mile, Canada 1.93; Great Britain, 471; U. S. A., 25.

From Halifax on the Atlantic to Vancouver on the Pacific is 3,740 miles by rail. From Victoria on the Pacific to Dawson on the Yukon River is 1,550 miles by ocean and river steamer and rail. Its most southerly portion is in the latitude of Northern Spain and Italy, and the most northerly portion of the mainland is in the latitude of Northern Norway.

PROVINCES AND TERRITORIES

The following table gives the area and population of the various provinces:—

Provinces	Area in Square Miles.	Population 1901 Census	Population 1911 Census
Nova Scotia	21,428	893,953	492,338
New Brunswick	27,985		351,889
Prince Edward Island	2,184		93,728
Ontario	407,262	2,182,147	2,523,274
Quebec	706,834	1,648,898	2,003,232
Manitoba	251,832	255,211	455,614
Saskatchewan	251,700	91,279	492,432
Alberta	255,285	73,022	374,663
British Columbia	355,855	178,657	392,480
Northwest Territories	1,242,224	47,348	18,481
Yukon, &c	207,076		8,512
Total	3,729,665	5,370,515	7, 206, 643

CLIMATE

In a country of such a vast extent, a wide variety of climate is naturally to be found. Except on and near the ocean coast, the general characteristic of the climate of Canada comprises a warm dry summer and a dry cold winter. It is bracing and healthful, and in all respects is a white man's country.

On the Pacific coast, owing to the Japanese current, the climate is identical in temperature with that of the British Isles, which lie in the same latitude.

CONSTITUTION AND GOVERNMENT

The Dominion is governed, under a Governor-General appointed by the British Crown, by a Legislature or Parliament, which makes the laws. Parliament is composed of two Houses, the Commons, elected by the people, and the Senate, appointed by the Government.

The Cabinet or Government, which administers the laws passed by

Parliament, is composed of members of Parliament, who must have the support of a majority of the Commons or elective branch in order to hold power.

A change of policy, by reason of a change of Government, may occur at any time, and an election to decide as to the views of the people on the change may be held at any time.

The Dominion Parliament controls the criminal law, the militia, the post office, railways, indirect taxation by the tariff and excise, trade relations with other countries, and, speaking generally, all matters of national concern.

The Dominion owns and controls the administration of the public lands in the three Central Provinces and throughout Northern Canada. These provinces contain many millions of acres of unoccupied agricultural government land, and the responsibility for their development rests upon the Dominion Government.

The provinces are governed by legislatures elected by the people, and have responsible government on the same principles as the Dominion. They are charged with providing the civil law and administering both civil and criminal laws.

They provide for education and for municipal government, and for direct taxation in their support, and generally all matters of a purely provincial or local nature.

EDUCATION

Primary education in Canada is amply provided for in all the provinces, and in nearly all it is free. The figures for 1911 show that there were then 24,567 public schools, with 39,183 teachers and 1,319,433 pupils. Canada spent on education in 1911 $32,360,000. Eighty-five per cent. of all the population over five can read, and 74 per cent. can both read and write. The system of education is mainly compulsory (except in Manitoba) and unsectarian.

RELIGION

There is no State Church in Canada, but there are numerous places of worship belonging to the different denominations. According to the census returns of 1911 the adherents of the principal religious bodies were as follows:

Roman Catholics	2,833,041	Mennonites	44,611
Presbyterians	1,115,324	Congregationalists	34,054
Methodists	1,079,892	Salvation Army	18,834
Anglicans	1,043,017	Christians	16,773
Baptists	388,666	Evangelical	10,493
Lutherans	229,864	Buddhists	10,012
Greeks	88,507	Brethren	9,278
Jews	74,564		

JUSTICE AND CRIME

Respect for law and maintenance of order are very prominent features of life in Canada, as distinguished from most other new countries. The criminal statistics show a slight increase, but there is very little serious crime in Canada. In 1908 (the latest year for which statistics are available) there were 11,334 convictions in all for indictable offences, of which 10,000 were first convictions. Only 202 of these offences called for sentences of five years and over, and only in 14 instances was sentence of death passed. In 3,126 cases the offender was allowed the option of a fine.

Each Province supports its own police force, with the exceptions of Saskatchewan and Alberta, which, with the Yukon Territory, are policed by that fine body of men, the Royal North-West Mounted Police. The force, which numbers about 650 officers and men, was organized in 1873. The Canadian Pacific Railway has its own police system.

TRANS-CONTINENTAL RAILWAY

The Canadian Pacific Railway has been well called one of the wonders of the world, and is the longest continuous track railway under one management in the world. It was constructed from coast to coast in five years instead of ten as per contract, and its total mileage is over 17,500.

It possesses 76 steamships, 2,052 locomotives, 2,583 passenger and sleeping cars, and 79,085 freight cars. During the year ending June 30, 1913, it carried 15,298,048 passengers and 12,986,619,155 tons of freight.

BANKING AND SAVINGS

Canada has 1,133 Post Office and Government Savings Banks.

There are 30 chartered banks in the Dominion with branches all over the country. In ten years their assets have trebled, their capital has increased 50 per cent., and their note circulation has more than doubled. The public deposits in Canada amount to $1,011,367,714.

The total savings of the people amount to about $150 per head—the highest record of any country in the world.

IMPORTS AND EXPORTS, 1910–13

Date	Total Exports	Total Imports	Total Trade
1912	$341,980,882	$559,325,544	$ 901,306,426
1913	436,218,037	686,604,413	1,122,822,450

Canada buys nearly $100 per annum per head of the population.

CANADA AS MANUFACTURING COUNTRY

The census of the manufactures of Canada taken in 1911 for the calendar year 1910 gives the following comparative statistics, compared with those of the census of 1901 for the calendar year 1900, namely:—

——	1910	1900	Increase	Inc. p.c.
Establishments..	19,218	14,650	4,568	31.18
Capital.....	$1,247,583,609	$446,916,487	$800,667,122	179.15
Employees.....	515,203	339,173	176,030	51.89
Salaries, Wages.	$241,008,416	$113,249,350	$129,959,066	112.81
Materials.....	$601,509,018	$266,527,858	$334,981,160	125.68
Products.....	$1,165,975,639	$481,053,375	$684,922,264	142.38

The capital employed in manufactures increased during the decade by 178.58 per cent., and the value of products by 142.11 per cent. The number of establishments employing five hands and over last year was 19,202, being an increase of 4,552 in the decade.

AGRICULTURAL CROPS

The progess of Canada as an agricultural country may be seen in the following figures for the crops for the years 1901, 1911 and 1913 respectively:—

Crop	1901	1911	1913
Wheat.....	55,572,000 bush.	215,851,300 bush.	231,717,000 bush.
Barley.....	22,224,000 "	40,641,000 "	48,319,000 "
Oats.....	151,497,000 "	348,187,600 "	404,669,000 "
Potatoes....	55,363,000 "	66,023,000 "	76,720,000 "

35,375,000 acres were under cultivation in 1913, value of products being $552,771,500. Exports of agricultural produce in 1913 totalled $208,642,6607.

Canada has also a large and increasing fruit production, consisting principally of apples, but including also peaches, plums, grapes, and small fruits.

LIVE STOCK

The figures of the live stock for the same period are as follows:—

Live Stock	1910	1911	1912	1913
Horses.....	2,213,199	2,266,400	2,236,800	2,535,800
Cattle.....	7,114,914	7,086,600	6,983,700	6,831,800
Sheep.....	2,598,470	2,389,300	2,360,600	2,141,000
Swine.....	2,753,964	2,792,200	2,656,400	3,072,600

J. D. McGregor, of Brandon, Manitoba, won the prize for the best animals out of 10,000 shown at the International Live Stock Exhibition, Chicago, December, 1913.

FISHERIES

Canada has the most extensive fisheries in the world, including 12,780 miles of sea coast and innumerable lakes and streams amounting to 220,000 square miles of fresh water. The number of vessels and boats engaged in the industry is 41,170, and the number of fishermen 91,132. The principal fish caught are salmon, lobsters, cod, herring, mackerel, trout, halibut, and haddock. The value of the fish caught in 1912–13 was $33,389,464. Exports of fish in 1913 totalled $20,237,348.

There are 56 fish-breeding hatcheries, and over 800,000,000 fry are annually distributed. Canada's lobster plant is valued at $3,750,000, with nearly 70 lobster canneries, the output of which in 1912 was, 110,823 cwt. live lobsters and 10,007,136 lbs. preserved lobsters.

MINERAL PRODUCTS

Canada is rich in minerals, particularly in metals, and has the largest nickel, corundum, and asbestos deposits in the world. Mineral production, 1912, $135,048,296. The Yukon goldfield is 125,000 square miles in area. Canada has 1,234,269,310,000 metric tons of coal in coal areas estimated at 109,168 square miles. The famous Cobalt mines yielded in 1910 silver to the value of $15,500,000.

FOREST PRODUCTS

Canada's forest resources are almost illimitable. According to official estimates, there are 1,248,798 square miles of forest area in Canada. Such estimates do not include the great northern belt of forest, as to which all is more or less conjecture.

Ontario contains the largest area of forest lands, estimated at 102,000 square miles. North of the Canadian Pacific Railway are about 60,000,000 acres covered by spruce, jackpine, and poplar. Red and white pine are found in large quantities in many parts of the Province.

WATER POWERS

Canada possesses twice as large commercially potential water powers as the United States, namely 16,600,000 h.p., of which only 1,016,521 h.p. has been developed. The greatest development up to date has been in the provinces of Ontario and Quebec. Canada's share of the 1,125,000 h.p. from Niagara Falls amounts to 450,000 h.p. There are many undeveloped water powers along the line of the Canadian Pacific Railway.

TELEPHONES AND TELEGRAPHS

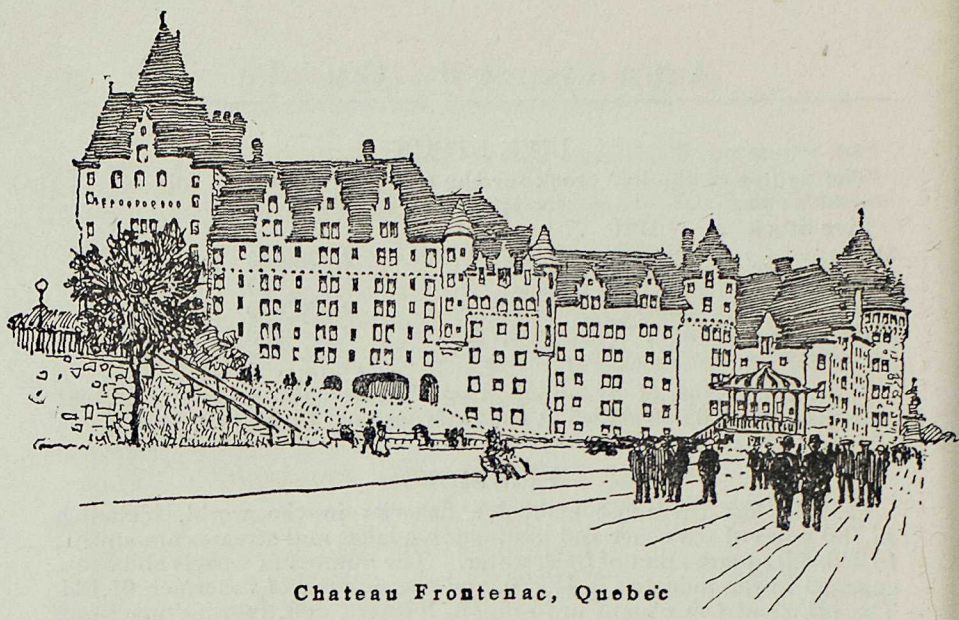
There were 889,572 miles of telephone wire in Canada at the end of 1912 and 370,884 telephones in use. This is one telephone for every eight of the population.

There are 134,700 miles of telegraph wire of which 102,700 miles are owned and operated by the Canadian Pacific Railway.

There are 40 wireless telegraph stations.

NATIONAL PARKS

Canada has three great National Parks in the Rocky Mountains: (1) Rocky Mountain Park, with an area of 1,800 square miles; (2) Yoho Park, area 560 square miles, and (3) Glacier Park, area 468 square miles. Both the Canadian Government and the Canadian Pacific Railway are spending large sums in developing these parks and making them accessible to tourists, so that they are rapidly becoming the Playgrounds of North America.



Chateau Frontenac, Quebec

ACROSS CANADA

Annotated Guide via the Canadian Pacific Railway

Description of the ROUTE FROM QUEBEC TO MONTREAL 173 miles

Quebec—*Alt. 19 ft. Population 78,067.* This historic city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs and French fur companies soon after established a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the British under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, are the public buildings, churches, convents, schools, business blocks and hotels, chief among which is the Chateau Frontenac, on Dufferin Terrace. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport, and the city is a delightful resort both in the summer and winter months. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the head waters of the Saguenay. An electric railway extends to Montmorency where may be seen the famous falls and the shrine of Ste. Anne de Beaupré. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Intercolonial and the Quebec Central. Transatlantic steamers of the Canadian Pacific, Allan, Canadian Northern, Donaldson, White Star, Dominion, Cunard and other lines call here in Summer and Autumn, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.

NOTE.—Owing to Canada's rapid development, population figures grow rapidly out of date. Those shown are based on the latest census (1911).

Lorette	*Alt.*	*87*
Belair	"	*189*
Pont Rouge	"	*356*
St. Basile	"	*205*
Portneuf	"	*192*
Deschambault	"	*182*
Lachevrotiere	"	*138*
Grondines	"	*128*
La Perade	"	*38*
Batiscan	"	*37*
Champlain	"	*51*
Red Mill	"	*80*
Piles Junc.	"	*127*

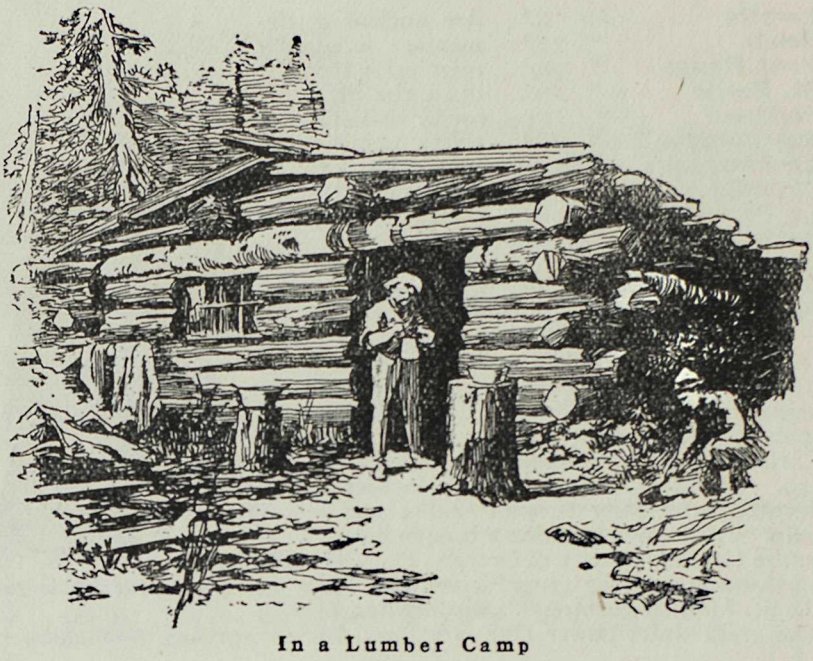
Are ancient settlements, originally seigniories, fronting upon the St. Lawrence. Turbulent rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. Lorette is mainly a settlement of Christianized Huron Indians, founded 250 years ago. Portneuf is a thriving factory town, devoted principally to shoemaking and wood-pulp. From Piles Junction a branch line extends to the farming district of Grandes Piles, 27 miles northward, near the great Shawinigan Falls in the St. Maurice, a stream affording fine fishing. The great water-power here is utilized by enterprising companies.

A familiar sight in Quebec

Three Rivers—*Population 16,500.* At the mouth of the St. Maurice, and at the head of the tide-water in the St. Lawrence. It was founded in 1634, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over $1,000,000 has been invested in mills and booms above the city where logs are prepared for the domestic and foreign trade. There are large iron works and machine shops here, where iron pipes, stoves and car wheels are manufactured in great numbers from the bog-iron ore for which the vicinity is famous. Steamers ply daily to adjacent river villages. A branch line from Shawinigan Falls and Grand Mère, both thriving industrial towns, runs through a French farming district and joins the main line at Three Rivers. The route to Montreal lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the river. This is for the most part a perfectly level and cultivated plain, cut up into narrow fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual subdivision of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near Louiseville (*pop. 2,900*), where Lake St. Peter is seen, are the St. Leon (saline) Springs. Berthier Junction is the station for a populous river-landing of the same name, reached by a short branch line.

Pointe du Lac	*Alt.*	*72*
Yamachiche	"	*37*
Louisville	"	*46*
Maskinonge	"	*53*
St. Barthelemy	"	*36*
St. Cuthbert	"	*41*
Berthier Junc.	"	*40*
Lanoraie	"	*76*

Montmorency Falls



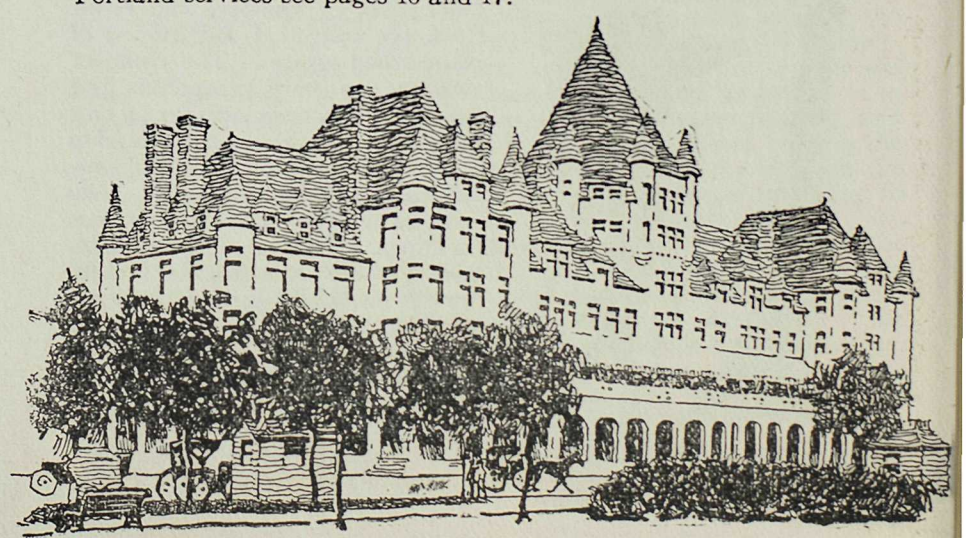
In a Lumber Camp

Lavaltrie	*Alt.*	*89*
Vaucluse	"	*77*
L'Epiphanie	"	*76*
Mascouche	"	*65*
Terrebonne	"	*63*
St. Vincent de Paul	"	*75*
St. Martin Junc.	"	*110*
Bordeaux	"	*75*
Mile End	"	*222*

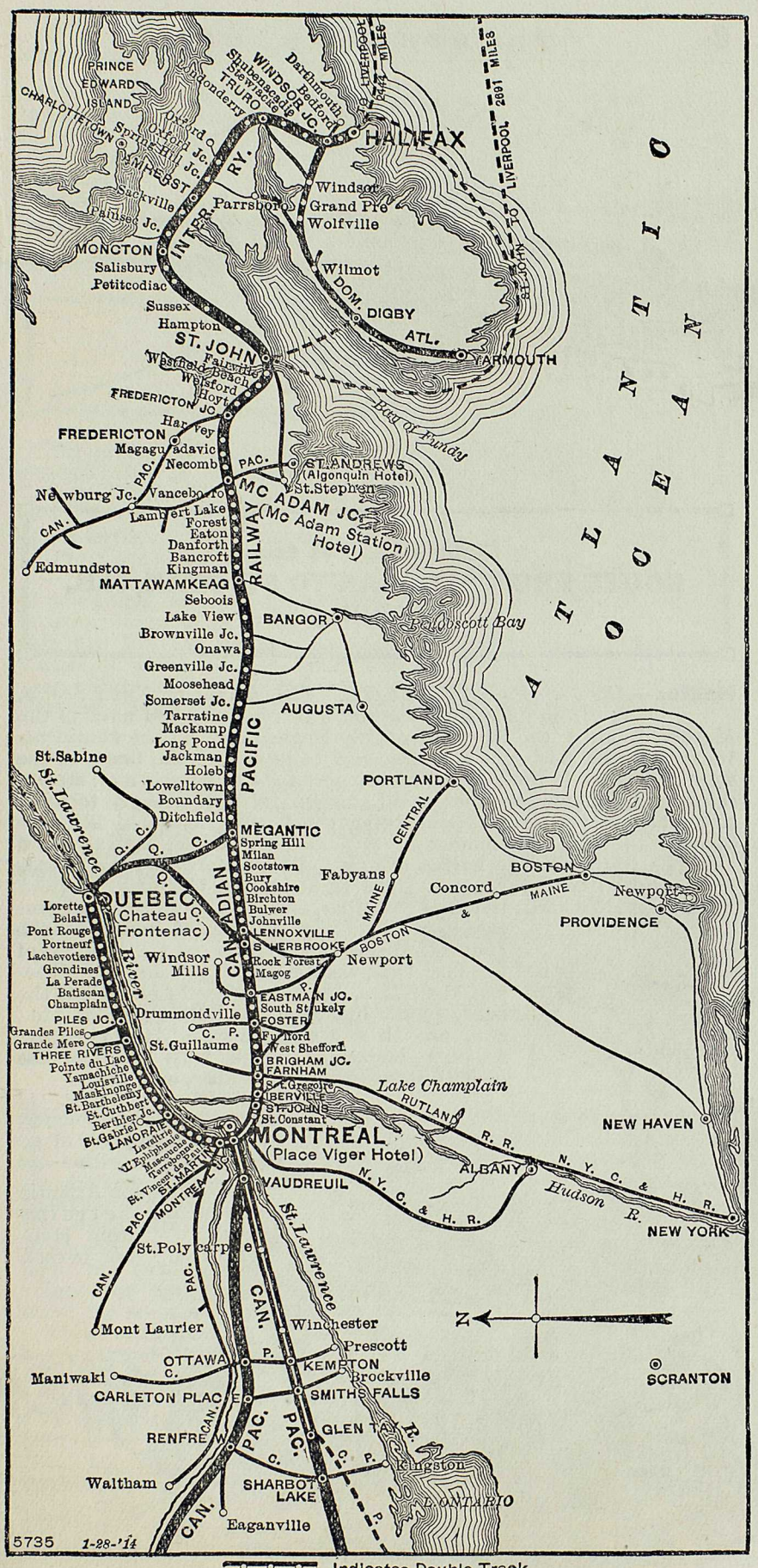
From Lanoraie diverges a branch line northward to Joliette (*pop. 6,346*), St. Felix (*pop. 2,500*) and St. Gabriel de Brandon. At Terrebonne the north branch of the Ottawa River is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at St. Vincent de Paul is the provincial penitentiary. At St. Martin Junction the Ottawa Subdivision is joined and followed around the base of Mount Royal into Montreal.

Montreal—*Alt. 59.* Place Viger Station and Hotel, a handsome structure erected and operated by the Canadian Pacific. A large extension has recently been made to the Place Viger Hotel which is now one of the most attractive and up-to-date hotels in Canada, one of that chain which the Canadian Pacific operates from Atlantic to Pacific.

For description of Montreal-New York, Montreal-Boston, Montreal-Portland services see pages 16 and 17.

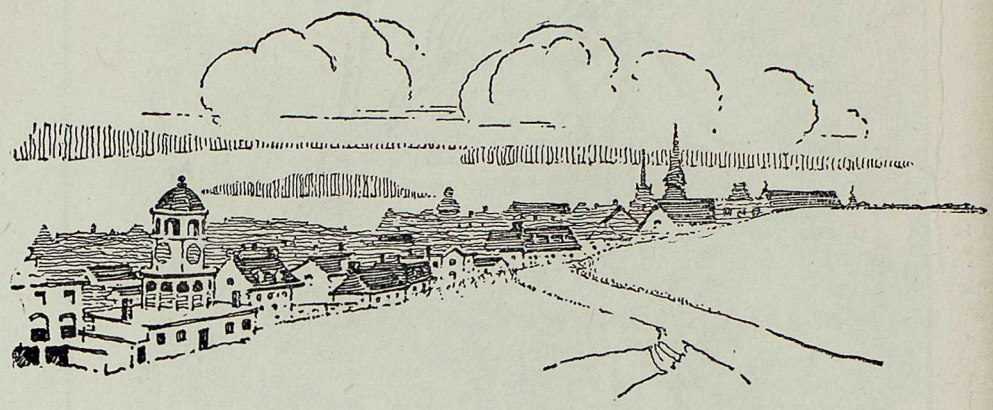


Place Viger Hotel, Montreal



Indicates Double Track

MONTREAL TO HALIFAX AND QUEBEC



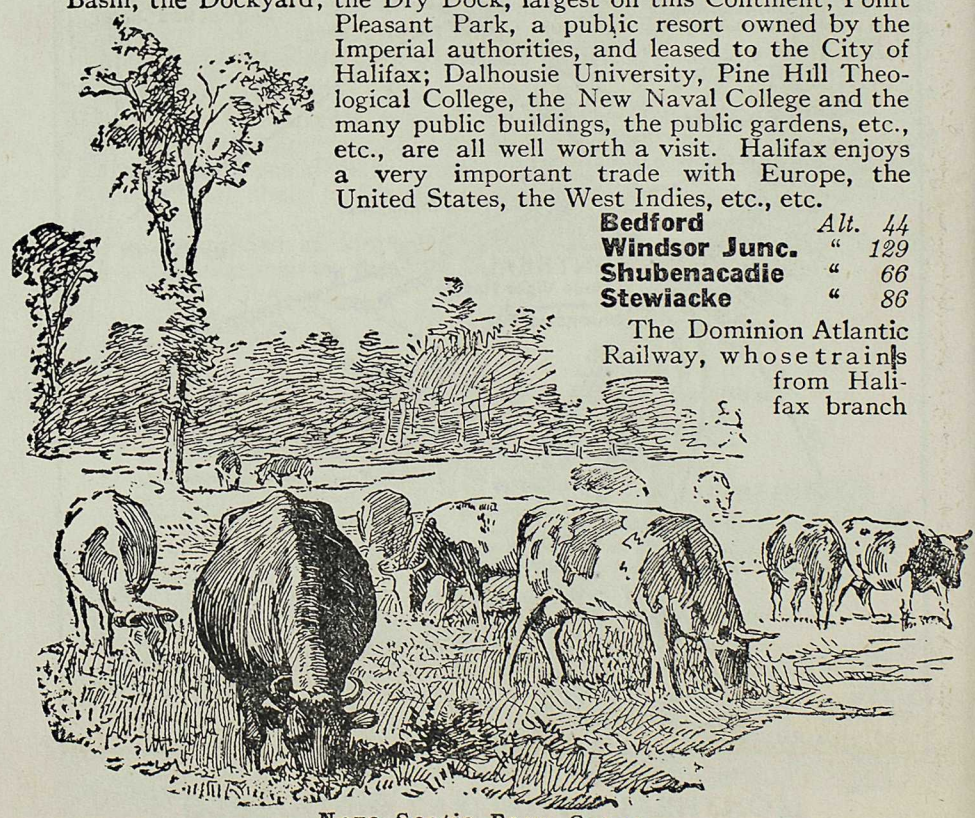
Halifax

Description of the ROUTE FROM HALIFAX TO ST. JOHN, N.B. 276 miles

Halifax—*Alt. 57. Population 55,000.* The capital of Nova Scotia, and from its long association with the army and navy of the Mother Country the most thoroughly English city on the continent. Its magnificent harbor is acknowledged to be one of the finest in the world. Halifax is the present winter port for the British mail steamships, and is a military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former being said to be impregnable. The fortifications, tne Arm, Bedford Basin, the Dockyard; the Dry Dock, largest on this Continent; Point Pleasant Park, a public resort owned by the Imperial authorities, and leased to the City of Halifax; Dalhousie University, Pine Hill Theological College, the New Naval College and the many public buildings, the public gardens, etc., etc., are all well worth a visit. Halifax enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.

Bedford	*Alt.*	*44*
Windsor Junc.	"	*129*
Shubenacadie	"	*66*
Stewiacke	"	*86*

The Dominion Atlantic Railway, whose trains from Halifax branch



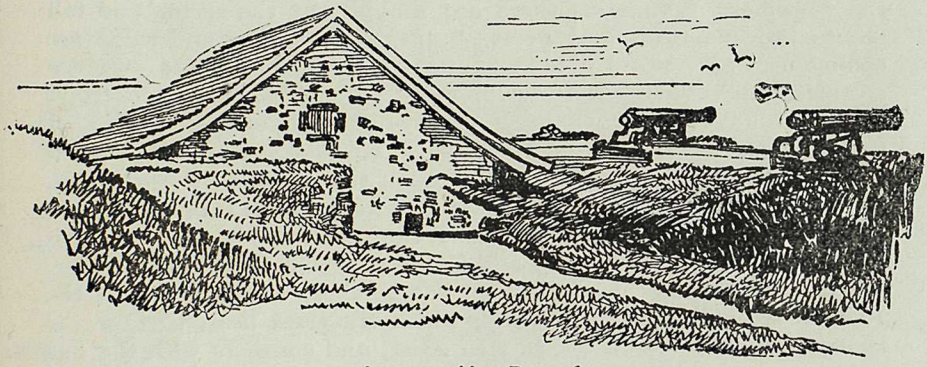
Nova Scotia Farm Scene

off at Windsor Junction to the west and south to Yarmouth, traversing the romantic Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's Evangeline. There is also a branch of the Dominion Atlantic connecting Windsor and Truro.

At St. John, N.B., the Canadian Pacific have added the magnificent steamship "St. George" to its Bay of Fundy service between St. John, N.B. and Digby, N.S., providing speedy and comfortable service between these points.

THE LAND OF EVANGELINE

The pretty college-town of Wolfville, embowered in orchards, and reached after a seventy-mile rail journey through that wonderful "Apple Empire" of Canada, the Annapolis Valley, is the headquarters of visitors to the Land of Evangeline. It occupies the western slope of the fertile ridge dividing the valley of the Gaspereau from the valley of the Cornwallis. As Charles G. D. Roberts graphically pictures it:—"Before the windows of Wolfville unrolls a superb view—marshes of pale green, reclaimed from the sea by the spades of old-time Acadian farmers; sharp strips of red or orange-tawny flats, where the retreating tide has left the beach uncovered; to the left front a well-grouped cluster of white cottages, spires and masts about a bridge—the shipping village of Port Williams; the long low lines of green upland outstretching from either side to almost the centre of the picture—the



Annapolis Royal

delicious summer retreats of Starr's Point and Long Island; between them and beyond, away to the far blue barrier of the Parrsboro shore, the restless waters of Minas Basin, yellow in the foreground, but in the distance purple, sapphire, green, or silver, as changing hour and changing sky may decree; and in the middle distance, dominating all the scene with its mass of sombre indigo, the majestic bastion of Blomidon out-thrust against the tides. These are effects of full daylight; but by the aerial magic of sunrise (too seldom seen!) and the voluptuous sorcery of sunset such transformations are wrought as make the scene an ever-changing realm of faery."

Three miles distant, to the east, is Grand Pré itself, now a rich but scattered farming settlement. It is on the line of the Dominion Atlantic, and travelers who are passing through obtain from the car windows a good view of the scene of the Great Banishment. There are the storied meadows, and there, close to the station, are willows planted by Acadian hands. On the slope behind the station are gnarled French apple trees and stiff French poplars, and a short way further on is the Gaspereau mouth, where the exiles embarked.

The ancient Acadian village which Colonel Winslow and his New Englanders depopulated so effectually in that eventful autumn of 1755 is supposed to have extended in a long, thin line from about where

the Grand Pré station of the Dominion Atlantic now stands to somewhere near the next station of Horton Landing. Then, as now, the Acadians trailed their villages along a single street. Close to the station is a row of gnarled willows, whose branches perchance tell over to the young leaves of each recurring spring what they saw of Evangeline and her sorrow. Here, suitably enclosed, is "Evangeline's Well," and near it were unearthed some blacksmith's tools, sufficient to justify the pleasant tradition that this was the very site of the village smithy. In the immediate neighborhood were discovered foundations of a largish building, which may have been the chapel in which the Acadians were imprisoned before they were sent on board the ships.

Acadian Simplicity

Truro—*Alt. 60. Population 6,107.* A pretty, thriving town in the midst of most picturesque scenery possessing one of the finest natural parks in North America, within one half mile of the Railway Station. Good trout fishing is to be found in the neighborhood. In the Stewiacke Mountains there are moose. In the spring and fall grouse are plentiful, and geese, brant, duck, curlew and snipe are common. From Truro a branch line runs to Pictou, from whence steamers depart to Charlottetown, Prince Edward Island. A second branch runs to New Glasgow and Mulgrave, on the Straits of Canso, where connection is made with steamers for Cape Breton Island. The railway is extended through the island to the Sydneys, which have become great industrial centres. From them historic Louisburg is easily reached by rail. A capital service has been inaugurated between North Sydney and Port aux Basques, Newfoundland—the sea voyage only occupying six hours—there connecting with the Reid-Newfoundland Co. Railway, which traverses the centre of the island to St. John's on the eastern coast, and connects with the fine steamship service to the different bays of Newfoundland and to the Labrador coast.

Nova Scotia Apple Harvest

Londonderry	*Alt.*	*334*
Oxford Junc.	"	*94*
Spring Hill Junc.	"	*199*
Amherst	"	*63*
Sackville	"	*26*
Painsec Junc.	"	...

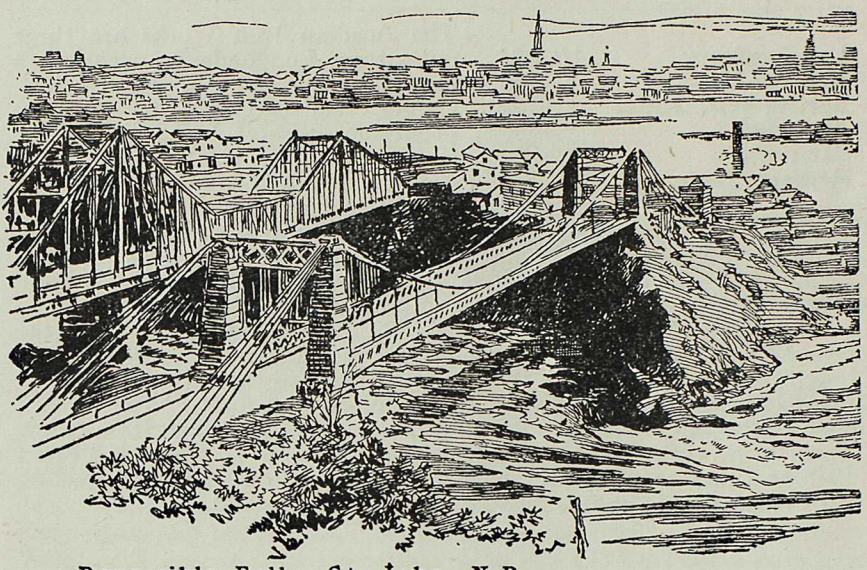
The Acadian Iron Works are three miles from Londonderry, with which they are linked by a branch line. Oxford has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near Spring Hill are important coal mines—and from here a branch line extends to the watering place of Parrsboro on the Minas Basin. Amherst (*pop. 9,500*) is a manufacturing town with several good hotels. The game comprises moose, geese, and duck; and salmon trout are plentiful in the lakes. A few miles from Amherst are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles between the British and French in the early days. Sackville has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made from Cape Tormentine, from which Prince Edward Island is reached. From Painsec Junction a branch line extends to Point du Chene, connecting with steamers for Summerside, Prince Edward Island.

The Haunts of the Moose

Moncton—*Alt. 50. Population 11,500,* is situated on a bend of the Petitcodiac River and is the centre of the Intercolonial Railway system, the head offices and workshops of which are located here. It has many important industries, prominent among which is a cotton factory. Within eight miles of the city natural gas has been discovered and in the same territory oil in paying quantities has also been found. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a huge wave, often seven feet high. Hunters for Northern New Brunswick usually outfit and start from here.

Salisbury	*Alt.*	*102*
Petitcodiac	"	*100*
Sussex	"	*69*
Hampton	"	*27*

Between Petitcodiac and Sussex on the line from Moncton to St. John is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the east and south, where large trout are abundant.



Reversible Falls, St. John, N.B.

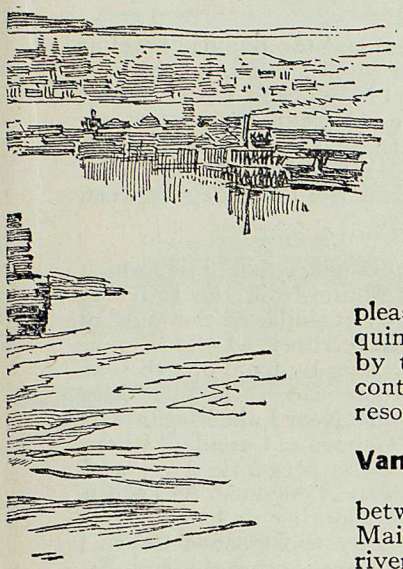
ROUTE FROM ST. JOHN, N.B., TO MONTREAL, QUE., 483 miles

St. John, N.B.—*Alt. 15. Population 42,500,* founded by United Empire Loyalists. This is the wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. The citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing now left to indicate the awful calamity. Old St. John, with all her romantic history is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—the winter port for many Atlantic steamships—and an inspection of its fine docks and harbour is always interesting. At present the Dominion Government is making large extensions to the harbor, there being under construction new deep water docks which will provide berths for twenty-four ocean liners of the largest type. An immense new dry-dock, which will be the largest in the world, is also being built, and altogether the outlay will amount to about $25,000,000. In the new harbor twenty-three wharves are to be built, from 900 feet in length upwards. The Canadian Pacific has just completed a million dollar grain elevator, and many important manufacturers have recently established large plants and warehouses in this progressive city. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Steamers ply between St. John and Digby, N.S., making connection with the Dominion Atlantic Railway at Digby for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces. The Eastern Steamship Co.'s Line gives connection with Eastport, Me., Portland and Boston. At Fredericton Junction connections are made for the city of Fredericton, one of the most picturesque in Canada. *Population 8,000.* It is the capital of New Brunswick and is well worth a visit. Here are located the Parliament buildings of the Province and a Dominion Experimental farm. The city is rapidly gaining prominence as an industrial centre.

Fairville	*Alt.*	*28*
Westfield Beach	"	*22*
Welsford	"	*77*
Hoyt	"	*60*
Fredericton Junc.	"	*71*

At McAdam Junction connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., Plaster Rock, N.B., and Edmundston, N.B., to

Harvey	*Alt.*	*491*
Magaguadavic	"	*391*
McAdam Junc.	"	*445*



the north, St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and as a summer resort is not surpassed by any point on the Atlantic coast. Here the visitor finds agreeable boating and bathing facilities, numerous tennis courts and croquet lawns, an electric-lighted bowling green, a splendid golf course, charming drives, enjoyable social pleasures and a salubrious climate. The Algonquin, the first of the great chain of hotels operated by the Canadian Pacific Railway across the continent, is the centre of the social life of the resort.

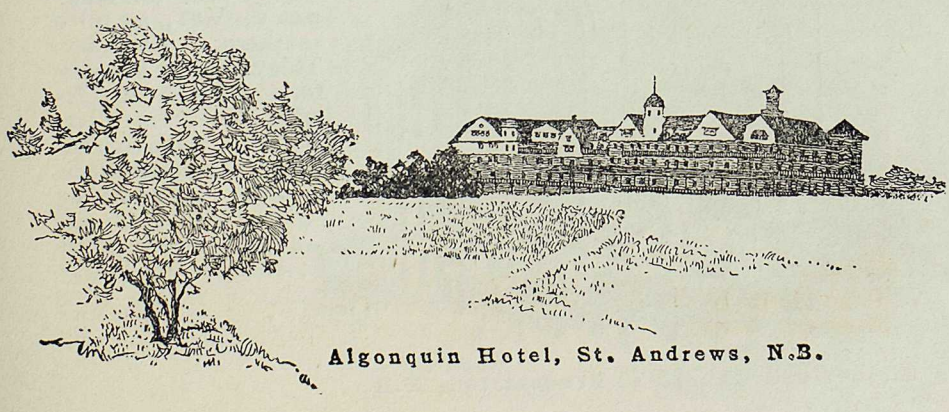
Vanceboro—*Alt. 387.* This is the first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman. The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman. The villages are all progressive.

Lambert Lake	*Alt.*	*417*
Forest	"	*435*
Eaton	"	*400*
Danforth	"	*380*
Bancroft	"	*334*
Kingman	"	*325*
Mattawamkeag	"	*223*
Seboois	"	*196*
Lake View	"	*460*
Brownville Junc.	"	*389*
Onawa	"	*639*

At Mattawamkeag the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead Lake, a trip that offers great inducements in the way of fishing and attractive scenery. At Brownville Junction the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line is considered to rank among the finest in Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson Stream the road runs close to the base of Boarstone Mountain. Two stately iron bridges will be noticed before Greenville Junction (*population 1 500*), a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine, is reached. The fishing and shooting in this section is exceptionally good.

Greenville Junc.	*Alt.*	*1059*
Moosehead	"	*1041*
Somerset Junc.	"	*1000*
Tarratine	"	*1116*
Mackamp	"	*1176*
Long Pond	"	*1181*
Jackman	"	*1228*
Holeb	"	*1253*
Lowelltown	"	*1605*

This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville Junction steamers run to all



Algonquin Hotel, St. Andrews, N.B.

the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. Moosehead is a small station, on the lake shore. Near here the Kennebec river leaves Moosehead Lake. Trout Brook is, as its name indicates, close to good fishing water. From Jackman the Moose river and its chain of lakes, where game and fish are abundant, are easily reached. Long Lake is a link of this chain. Holeb and Lowelltown are small stations near the boundary between Maine and Quebec.

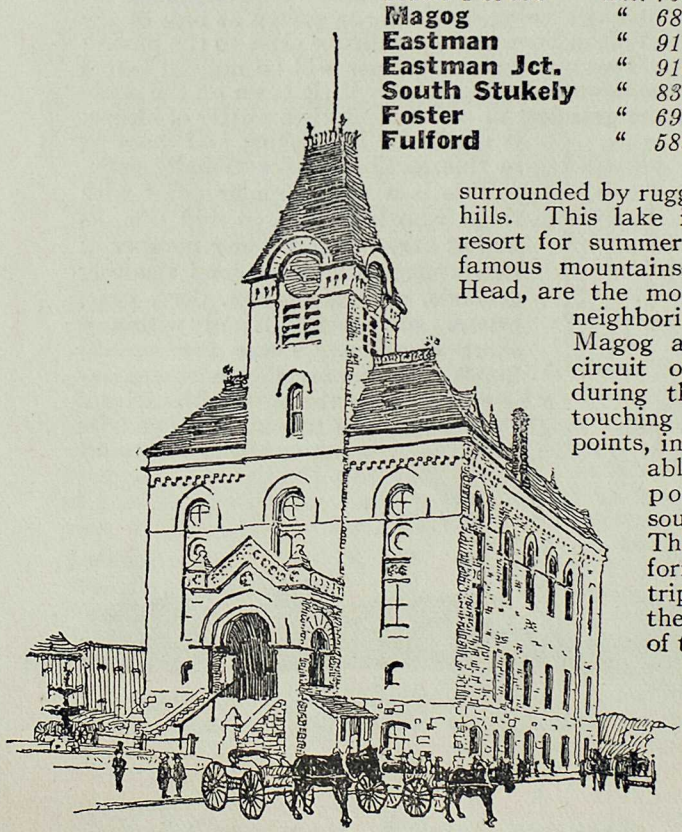
Boundary	*Alt.*	*1849*
Ditchfield	"	*1476*
Megantic	"	*1314*
Spring Hill	"	*1690*
Milan	"	*1646*
Scotstown	"	*1193*
Bury	"	*1065*
Cookshire	"	*684*

We now reach the Boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory. Lake Megantic is twelve miles long by from one to four wide, and, like Moosehead, it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At Megantic Station sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip. From here, Levis (opposite Quebec) is reached by the Quebec Central Railway. At Lennoxville, distant three miles from Sherbrooke, connections are made with the Boston & Maine Railroad running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. Sherbrooke, the metropolis of the English-speaking district of the Eastern Townships, is a picturesque and attractive city, with a population of 18,275 and possessing many busy factories. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. They provide a valuable water power which is used for electrical development.

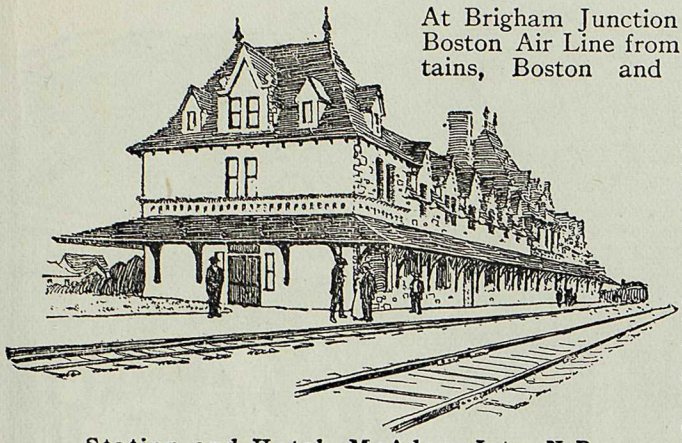
Birchton	*Alt.*	*971*
Bulwer	"	*930*
Johnville	"	*852*
Lennoxville	"	*498*
Sherbrooke	"	*604*

Rock Forest	*Alt.*	*701*
Magog	"	*689*
Eastman	"	*911*
Eastman Jct.	"	*910*
South Stukely	"	*837*
Foster	"	*697*
Fulford	"	*583*

Magog is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands surrounded by rugged, heavily wooded hills. This lake is a justly popular resort for summer tourists. Its two famous mountains—Orford and Owl's Head, are the most imposing of the neighboring heights. From Magog a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip. At Eastman Jct. the Orford subdivision of the Canadian Pacific is crossed and at Foster the Drummondville subdivision is crossed.



Market and Church at Fredericton, N.B.



Station and Hotel, McAdam Jct., N.B.

At Brigham Junction the Montreal and Boston Air Line from the White Mountains, Boston and Portland converge with the St. John-Montreal line; and at Farnham the Stanbridge and St. Guillaume subdivision of the Canadian Pacific Railway is crossed. At Iberville Junction a railway runs to St. Hyacinthe and Sorel, and the Rutland Railway connects from New York, Troy, Burlington, etc. St. Johns (*pop. 7,000*) is a busy and prettily situated town on the Richelieu River. Crossing the broad St. Lawrence by a wonderful steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge, which is one of the largest in America, was considered at the time of building to be of sufficient size and strength to carry the Company's traffic for some years to come. Recently, however, so rapidly has the traffic over this part of the line increased that the Canadian Pacific has found it necessary to double-track the structure. These operations, costing over two million dollars, were carried on without interfering in the slightest degree with the passing of trains. The old structure has been removed and replaced with one twice as wide and over four times as heavy. On the north shore of the St. Lawrence we reach the pretty little village of Highlands—thence on to Montreal Junction, whence the several lines of the Canadian Pacific Railway extend to Toronto, Hamilton, Niagara Falls, Buffalo, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Vancouver and Pacific Coast, Sault Ste. Marie, St. Paul, New York and Boston. From here we enter the City of Montreal and run along elevated tracks, until the train stops under a new and modern train shed and we have arrived at the stately Windsor St. Station of the Canadian Pacific Railway.

West Shefford	*Alt.*	*430*
Brigham Junc.	"	*269*
Farnham	"	*192*
Ste. Brigide	"	*165*
Iberville Junc.	"	*115*
Iberville	"	*111*
St. Johns	"	*116*
L'Acadie	"	*131*
St. Philippe	"	*117*
St. Constant	"	*94*
Adirondack Junc.	"	*98*
Highlands	"	*117*
Montreal Junc.	"	*155*
Westmount	"	*152*
Montreal (Windsor St.)		

The Haunt of Big Fish.

Concourse, Windsor Street Station, Montreal

CONNECTING ROUTES TO AND FROM MONTREAL

Montreal is but a day's or a night's ride from the principal cities of the United States on the North Atlantic seaboard—New York, Boston and Portland, Me.—and there is a choice of several routes from the first-named place.

NEW YORK AND MONTREAL

Adirondack Route, via N. Y. Central

Route I—Is by the New York Central up the east shore of the picturesque Hudson River to Albany, N.Y.; thence via Utica and the attractive summer resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and into the Windsor Street Station at Montreal. This trip may be pleasantly varied in summer by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above.

Rutland Route, via Troy and Rutland

Route II—Is by the New York Central to Troy, B. & M. Troy to White Creek and thence Rutland Railroad by way of the east shore and islands of Lake Champlain to Iberville Junction, from which point the trains utilize the lines of the Canadian Pacific Railway, landing passengers in the Windsor Street Station, Montreal.

D. & H. Route, via Troy and Saratoga

Route III—Is also by the New York Central to Troy, thence Delaware & Hudson Rd. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Champlain at an expenditure of about 12 hours' time and slight additional cost in price of ticket.

Boston and Montreal: 341 miles

Via Montreal & Boston Air Line

Boston
Newport
Montreal

From Boston there is a through service by Canadian Pacific trains. The route traverses the most interesting parts of New England, skirts the White Mountains of New Hampshire, and runs through the rich valleys of Northern Vermont, with the Green Mountains in view, and along Lake Memphremagog, and through the English settled portions of Southern Quebec to Montreal, crossing the St. Lawrence by the Canadian Pacific bridge, just above the city, and stopping at the Windsor Street Station, from which transcontinental trains depart.

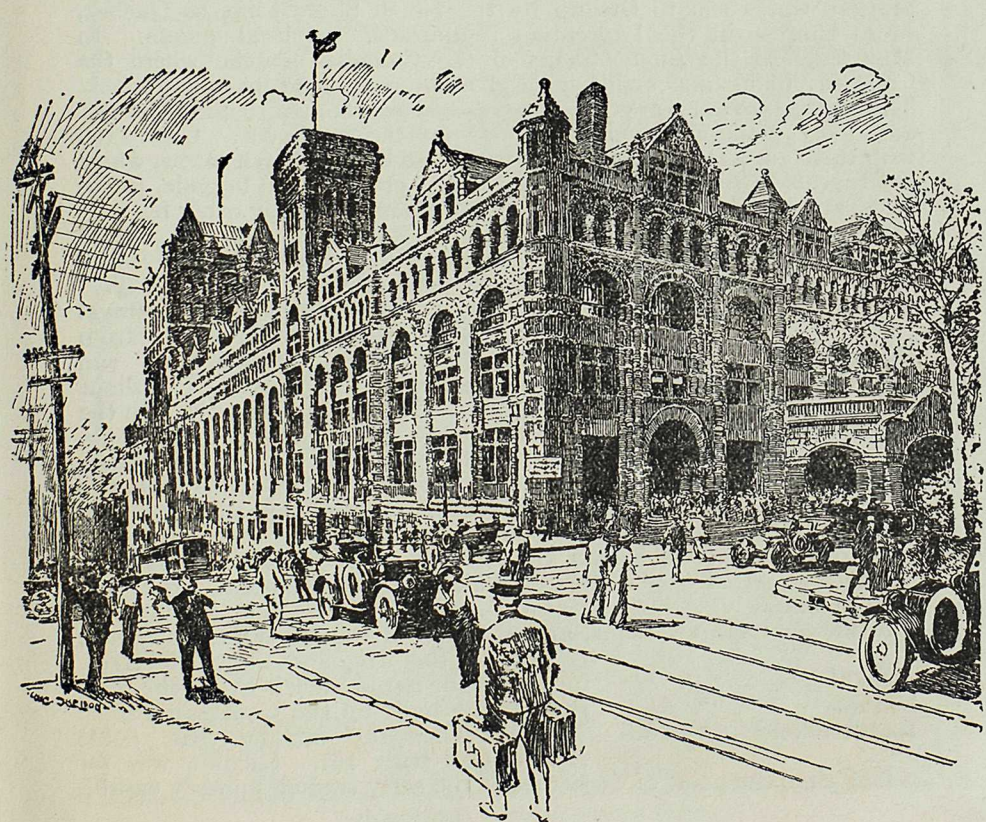
Portland, Me., and Montreal: 286 miles

Via the White Mountains

Portland—From Portland, the route lies through Southern Maine and Central New Hampshire, entering the famed White Mountains at North Conway, and crossing the startling Crawford Notch to Fabyans and Lunenburg, and thence to St. Johnsbury, Vt., from which the same route as from Boston is followed to Montreal. Maine Central trains run from Portland to St. Johnsbury, where connection is made with Boston & Maine and Canadian Pacific trains.

Fabyan
St. Johnsbury
Newport

Montreal—During the summer months through sleeping and parlor cars are run between Kennebunkport, Old Orchard, Portland and Montreal.



C.P.R. Headquarters, Windsor Street Station, Montreal

ROUTE FROM MONTREAL TO VANCOUVER, B.C., 2898 miles

Montreal—(Windsor Street Station). *Alt. 109 ft. Population (with suburbs), 562,301.* The chief city and commercial capital of Canada is situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the British in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Canadian Pacific, Allan, Donaldson, Canadian Northern, White Star-Dominion, and other well-known lines run here. The St. Lawrence River and canals bring this way much of the trade of the Great Lakes. Recently the city has gained prominence by being the location of the largest floating dry dock in the world. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk Companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has seven miles of fine wharves of masonry, vast warehouses and grain elevators; imposing public buildings, handsome residences and superior hotels, one of the best of which is the Place Viger Hotel, which is connected with the C. P. R.'s new Place Viger Station, and operated by the Company. The Canadian Pacific's other station, the Windsor, is the largest building of its kind in Canada. It is a huge grey stone structure, built on the most modern lines and equipped with every facility for the operation of the railway and the comfort of the public. Here are located the head offices of the company. From the Windsor Street Station trains leave for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, St. Paul, Minneapolis, Winnipeg and Vancouver; and for Ottawa by the Short Line. From the Place Viger Station trains run to Ottawa by the North Shore Line, to Quebec, Mont-Laurier in the Laurentian Mountains, and local points. In Montreal are the Angus Shops of the Canadian Pacific where the Company builds and maintains a great proportion of its rolling stock. These shops cover an area of 200 acres and are claimed to be the largest and most modernly equipped shops on the continent. Connected with them are a free school for apprentices, a library, lunch rooms, where good meals can be obtained at reasonable prices, a fire brigade, police force, ambulance corps, an athletic association and many other features of a similar nature, all fostered by the Railway for the purpose of furthering the welfare of its employees. These shops employ over six thousand men and turn out a complete new train every working day.

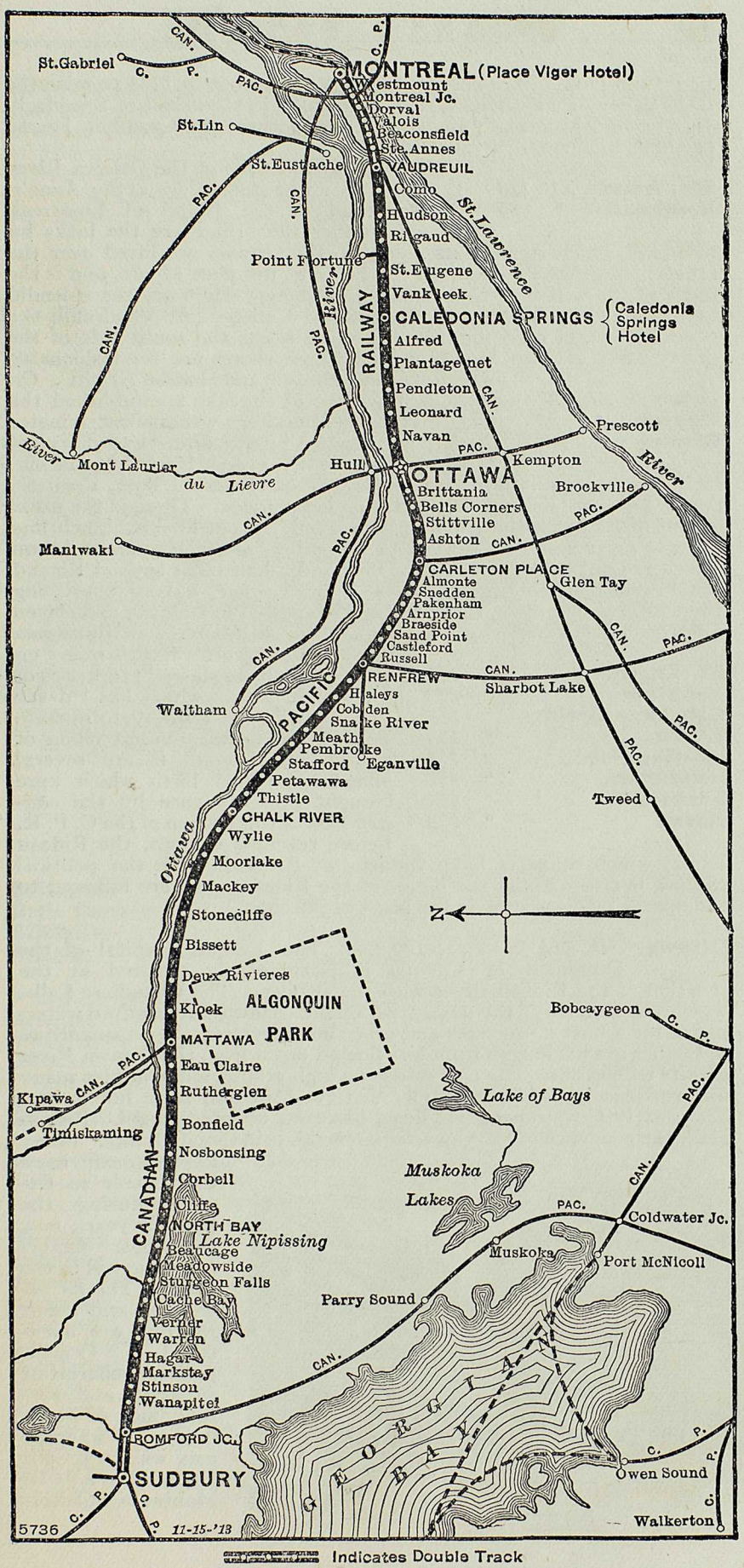
Westmount is a beautiful residential surburb in the slopes of Mount Royal

Westmount	*Alt.*	*152*
Montreal Junc.	"	*155*

All transcontinental trains depart from the Windsor St. Station, and run through to the Pacific Coast without change. The railway lines through the city are on a high stone viaduct, and thence on the brow of an embankment until Montreal Junction is reached, where the lines to New York, Boston and New England points, and the Maritime Provinces, via the St. Lawrence bridge, diverge, and then strike west through a beautiful and highly cultivated district sloping down on the St. Lawrence River, along the bank of which an almost continuous village extends from Western Junction to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of Lachine on Lake St. Louis, an expansion of the River St. Lawrence,

Dorval	*Alt.*	*88*
Valois	"	*93*
Beaconsfield	"	*108*

is seen at the left; and above the trees, further to the left, a view is had of the great steel bridge built by the Canadian Pacific Railway Company across that noble stream (see page 15). Lachine was for a long time the point of departure of the early trading military expedi-



Indicates Double Track

MONTREAL TO SUDBURY

tions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock. Just beyond Montreal Junction is Sortin, where the Canadian Pacific has built immense new railway yards.

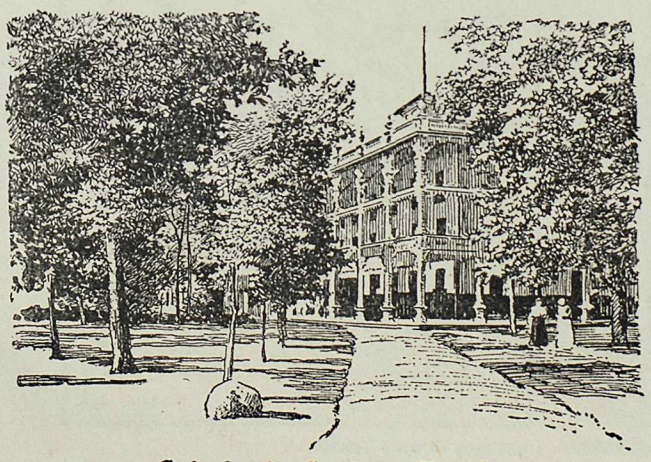
Ste. Anne's	*Alt.*	*116*
Vaudreuil	"	*85*

One of the five mouths of the Ottawa River is crossed by a fine steel bridge at Ste. Anne's, at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known Canadian Boat-Song. Here are the splendid buildings of the Macdonald Agricultural College. At Vaudreuil, the transcontinental road for over ten miles skirts the south side of the pretty Lake of Two Mountains, on whose shores are the fashionable resorts of Como, Hudson and Hudson Height . On the opposite shore of the lake is established the famous Trappist Monastery whose silent inmates are largely engaged in agriculture and dairying. At Rigaud, on the left, is seen Rigaud Mountain, near whose summit is a curious deposit of stones—a bare, desolate, isolated spot around which vegetation is luxuriant. There is the usual legend of its being the Devil's Playground. From here a branch line extends seven miles northward to Point Fortune, a summer resort on the shores of the Ottawa River. Five and a half miles beyond Rigaud the Province of Ontario is entered. St. Eugene, a very flourishing French-Canadian town, is the first station passed in Ontario, and eleven miles beyond is Vankleek, a thriving English-Canadian town. Caledonia Springs is a favorite health resort on account of the medicinal properties of its waters, a fact which has led the Canadian Pacific Railway to operate here one of its magnificent chain of hotels, and beyond it are several villages of recent birth which were brought into existence by the construction of this section of the C. P. R. Before reaching Ottawa, the Rideau River, which connects Lake Ontario at Kingston with the political capital, is crossed, and the banks of the Rideau canal are followed to the Sparks Street station in the heart of the city.

Como	*Alt.*	*97*
Hudson	"	*92*
Rigaud	"	*104*

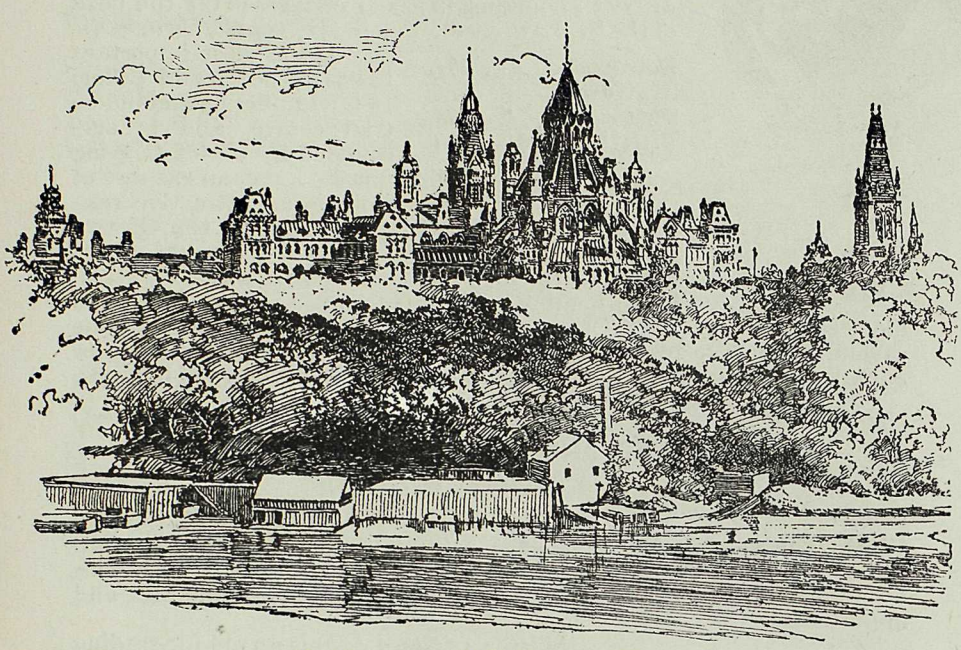
St. Eugene	*Alt.*	*181*
Vankleek	"	*272*
Caledonia Springs	"	*168*
Alfred	"	*178*
Plantagenet	"	*171*
Pendleton	"	*232*
Leonard	"	*272*
Navan	"	*239*

Ottawa—*Alt. 214 ft. Pop. 100,000.* The Federal Capital of the Dominion of Canada is picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of sawmills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground and contains many fine residences, the Royal Mint, Victoria Museum, large hotels, etc. The stately Government buildings, however, overshadow all. Rideau Hall, the residence of the Governor-General, is in the city limits. Many improvements have been made in Ottawa during the last few years, now the most picturesque capital in the world. The Driveways in and about the city are unexcelled. Ottawa possesses charms of situation and surroundings of which every Canadian may well be proud. From here the Maniwaki Subdivi-



Caledonia Springs Hotel

sion runs north to the town of Maniwaki, and opens up the sporting possibilities of the Gatineau and its tributary streams and lakes. The Waltham subdivision, along which the sportsman may find the best of fishing and abundance of game, also runs from this point. A subdivision of the Canadian Pacific Railway extends southward to Prescott, on the St. Lawrence, where ferry connection is made with Ogdensburg, N.Y., and rail lines to New York.



Parliament Buildings, Ottawa

Britannia	*Alt. 181*
Bells Corners	" *224*
Stittville	" *398*
Ashton	" *448*

Leaving Ottawa (Sparks St. Station) the railway crosses the Ottawa River on the Royal Alexandra Bridge and skirts the city of Hull (*population 18,500*), and again crossing the Ottawa a couple of miles up stream returns to the city and enters the Broad St. Station. In the passage over the two bridges good views are obtained of the city and of the Ottawa River. The railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.

Carleton Place (Junction)—*Alt. 448 ft. Population 4,000.* Junction of a subdivision running south to Brockville on the St. Lawrence River, crossing the Montreal and Toronto line at Smith's Falls. At Carleton Place are large woollen factories, stove foundry and railway and other workshops.

Almonte	*Alt. 397*
Snedden	" *379*
Pakenham	" *323*
Arnprior	" *299*
Braeside	" *279*
Sand Point	" *265*
Castleford	" *264*
Russell	" *416*
Renfrew	" *417*
Haley's	" *530*
Cobden	" *476*
Snake River	" *424*
Meath	" *417*

Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large, clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and sawmills occur at favorable places all along the river. At Almonte (*pop. 3,500*) are large woollen mills and other manufactories. Pakenham

A Big Catch

(*pop. 2,200*) and Arnprior (*pop. 4,395*) are also important manufacturing points, the latter municipality having large saw mills employing over 800 men and manufacturing 60,000,000 board measure of pine lumber per annum. From Renfrew (*pop. 4,100*) a subdivision runs to Eganville, and it is also the junction of the Kingston subdivision of the Canadian Pacific, extending southward through a district abounding in iron, to Kingston (at the head of the St. Lawrence). Pembroke, *population 6,500*, is one of the most important towns in the Ottawa Valley. It is a lumbering and industrial centre, and is surrounded by choice farming country. Situated on Allumette Lake, an expanse of the Ottawa River, Pembroke is an attractive residential town. A good boat service on the Ottawa River, which is navigable for 50 miles west, affords access to the many summer resorts in this section. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa. Little towns are growing up around the sawmills, which occur wherever water power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase.

Pembroke	*Alt. 381*
Stafford	" *474*
Petawawa	" *465*
Thistle	" *508*

CHALK RIVER AND PORT ARTHUR: 752 miles
(Lake Superior Division)

Chalk River—*Alt. 523 ft.*—is the western terminus of the Eastern Division and eastern terminus of the Lake Superior Division, with an engine-house and the usual railway buildings and appurtenances.

Wylie	*Alt. 528*
Moorlake	" *665*
Mackey	" *431*
Stonecliff	" *476*
Bissett	" *556*
Deux Rivieres	" *518*
Klock	" *530*

Mattawa (*pop. 1,523*) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts and agricultural country about Lake Timiskaming and Kipawa. A subdivision runs to Timiskaming and Kipawa, and from each station famous fishing and hunting grounds may easily be reached. At Timiskaming there is steamer connection with Haileybury, from which place canoes and guides can be procured and an endless series of trips, unsurpassed anywhere, can be made, including those to the peerless Timagami district. From Kipawa Junction there is a short line to Kipawa, whose beautiful lake is an ideal camping ground. Game and fish are in plenty. This is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Timiskaming, and no more enjoyable canoeing can be imagined than in the exploration of these waters which abound in fish. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing through a somewhat wild and broken country, with frequent lakes and rapid streams. Fishing and shooting are excellent.

Mattawa	*Alt. 563*
Eau Claire	" *591*
Rutherglen	" *789*
Bonfield	" *784*
Nosbonsing	" *785*
Corbeil	" *734*
Cliffe	" *699*

Return from the Moose Hunt

Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Bonfield was originally intended as the eastern terminus of the Canadian Pacific Railway to which connecting roads would run, but when the control of the railway passed from the Canadian Government to the present Company the transcontinental line was extended to Montreal.

North Bay—*Alt. 660. ft. Pop. 7,715.* The capital town of Nipissing District, situated on Lake Nipissing, an extensive and beautiful sheet of water, 90 miles long and 20 wide. Steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc. The Ontario Government Railway, known as the Timiskaming & Northern Ontario

Lumbering on the Ottawa River

Beaucage	*Alt.*	*664*
Meadowside	"	*664*
Sturgeon Falls	"	*687*
Cache Bay	"	*653*
Verner	"	*672*
Warren	"	*689*
Hagar	"	*687*
Markstay	"	*688*
Stinson	"	*685*
Wanapitei	"	*799*
Romford Junc.	"	*841*

Railway, runs from here to Cobalt, Cochrane, etc., in the Timiskaming country. This railway has been materially assisted in its traffic by mineral discoveries made along the line of route, the chief being the silver mines at Cobalt. From North Bay to Heron Bay, on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers. The large, clear, rockbound lakes are in places so numerous that, with their connecting arms they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. Sturgeon Falls (*pop. 2,000*) is a thriving town. Leaving the station, the railway crosses directly over the falls of the Sturgeon River.

Sudbury—*Alt. 855 ft.* Sudbury is the junction point where the main line from Toronto converges with the main line from Montreal.

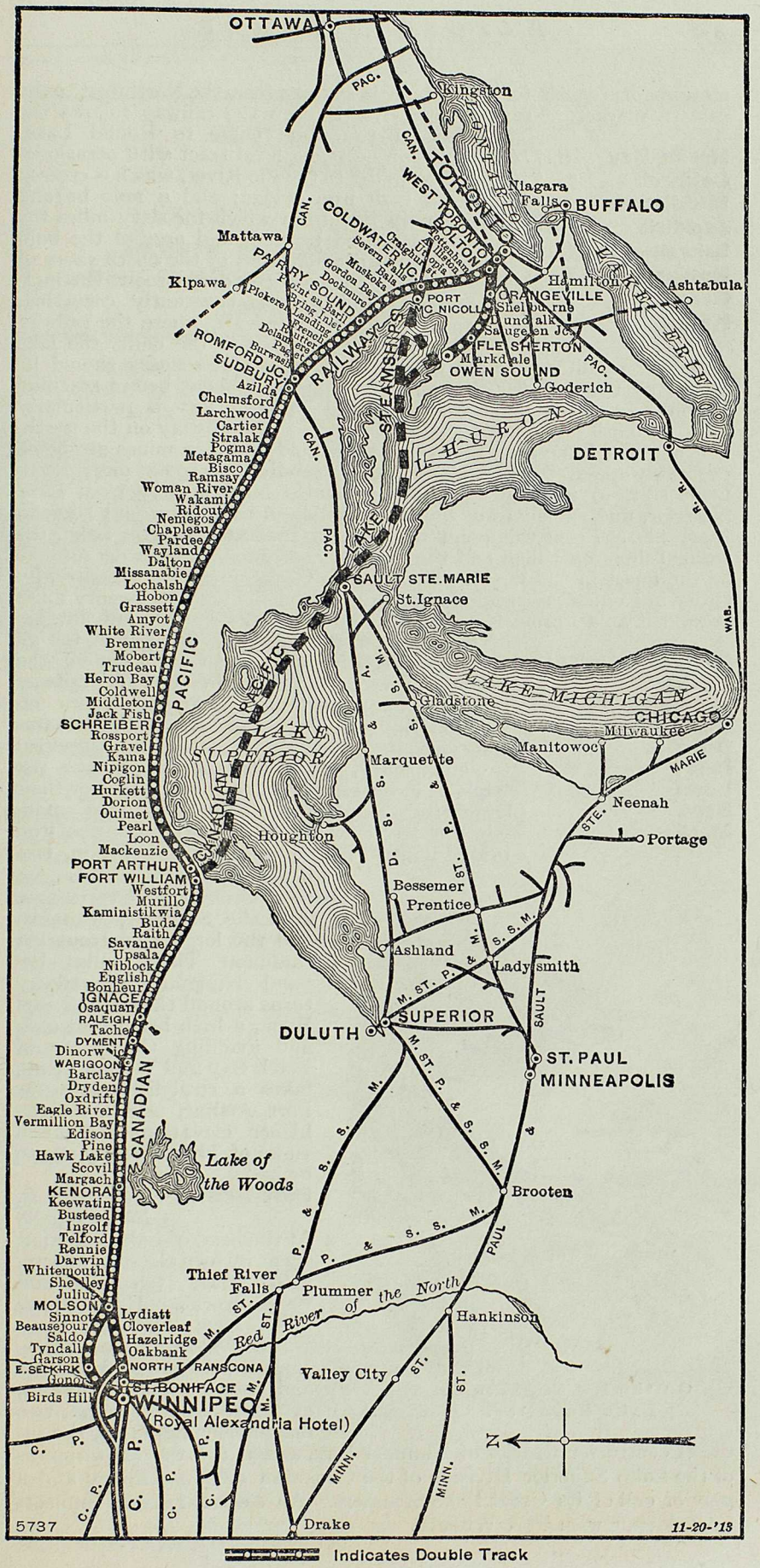
Toronto Sudbury For descriptive notes see pages 32 and 33.

Sudbury	*Alt. 855*
Azilda	" *891*
Chelmsford	" *888*
Larchwood	" *885*
Cartier	" *1379*
Stralak	" *1350*
Pogma	" *1158*
Metagama	" *1268*
Bisco	" *1333*
Ramsay	" *1397*
Woman River	" *1438*
Wakami	" *1388*
Ridout	" *1363*
Nemegos	" *1419*

From Sudbury (*pop. 6,000*) the important "Soo" Subdivision leads off to Lake Huron, and thence along its shore and the Ste. Marie River to Sault Ste. Marie, 179 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two American railway lines, one extending to Duluth, the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, on the Main Line of the Canadian Pacific Railway. Passengers can, in summer, by taking the "Soo" train from Montreal, travel to Sault Ste. Marie by this line and thence take steamship to Fort William. Within a few miles of Sudbury, and reached by two short lines of railway, are the most extensive copper and nickel deposits known in the world, and the vicinity has, in the Moose Mountain Range, the largest iron range in Canada. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are in operation near Sudbury reducing the ores on the spot. Game is abundant in the neighborhood. Approaching Phelan a good view of the high falls of the Vermilion River is to be had for a moment; and from here to Bisco the scenery is particularly fine. Cartier is a subdivisional point, with the usual collection of sidings and railway structures. Bisco is situated on an extensive and irregular lake called Biscotasing, and has a considerable trade in furs and lumber. Chapleau (*pop. 1,250*) is another subdivisional point, with railway work-shops, and is a bright railway town. Farming operations on a small scale are carried on here. The town is charmingly situated on Lake Kabequasheshing, the waters of which flow into James Bay. Near Missanabie, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson Bay. Furs are brought here from the far north for shipment. Twelve miles south of Missanabie is excellent trout fishing. Several mines are operated near Michipicoten on Lake Superior. Beyond Missanabie for sixty miles are many very heavy rock cuttings. White River, in addition to buildings common to all subdivisional

Chapleau	*Alt. 1411*
Pardee	" *1524*
Wayland	" *1432*
Dalton	" *1155*
Missanable	" *1097*
Lochalsh	" *1174*
Honon	" *1221*
Franz	" ——
Swason	" *1221*
Grassett	" *1237*
Amyot	" *1381*
White River	" *1225*
Bremner	" *1132*
Mobert	" *1094*
Trudeau	" *1045*

On the shores of Lady Evelyn Lake



Indicates Double Track

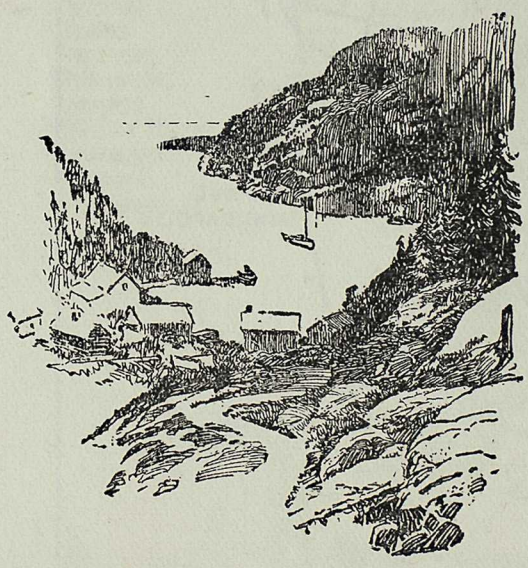
LAKE AND RAIL ROUTE - TORONTO TO WINNIPEG

Via Sudbury

stations, has yards for resting cattle *en route* from the Northwest to the eastern market. From White River Station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Pic River, which is crossed by a high iron bridge; and a mile beyond is Heron Bay from which for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller who should be on the lookout before reaching Heron Bay. The great sweep around Jackfish Bay is particularly fine. Jackfish is the great coaling station for the railway on the north-east angle of Lake Superior, and near it gold and zinc mines are being profitably operated. Beyond Schreiber (a subdivisional point and refreshment station) a chain of islands separates Nipigon Bay from Lake Superior, and the shore of the bay is followed to and beyond Nipigon (*pop. 400*). From this point trips can be made to Nipigon Lake, the trout fishing on which and the tributary streams has been declared to be the finest in the world. The Ontario Government has recently, by Order in Council, set aside Lake Nipigon and the land for twenty miles around it as a Forest Reserve, thus retaining the sporting advantages of this wonderful region for the public for all time. Between Rossport and Gravel some of the heaviest work on the entire line of railway occurs. The constantly changing views on Nipigon Bay are charming. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, the Nipigon River especially, they are noted for their large size—six-pounders being not uncommon. Nipigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nipigon the railway turns around the base of Red Rock, a high bright-red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for Port Arthur, and from the higher elevations delightful views of Thunder Bay are to be had.

Heron Bay	*Alt.*	*714*
Coldwell	"	*718*
Middleton	"	*690*
Jackfish	"	*636*
Schreiber	"	*996*
Rossport	"	*646*
Gravel	"	*629*
Kamaj	"	*648*

Nipigon	*Alt.*	*681*
Coglin	"	...
Hurkett	"	...
Dorion	"	*682*
Ouimet	"	*743*
Pearl	"	*847*
Loon	"	*1048*
Beck	"	...
Mackenzie	"	...



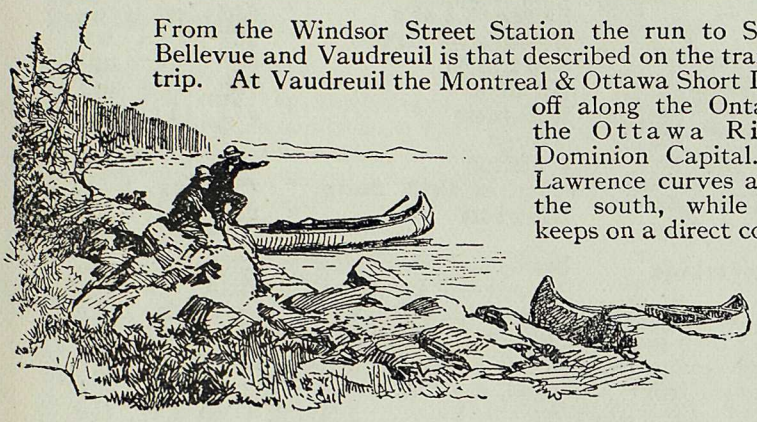
On the North Shore of Lake Superior.

Port Arthur—*Alt. 613 ft. Pop. 15,000.* At the head of Lake Superior. Owns its own electric railway, light, power, telephone and water works. Has lumber mills, blast furnaces, large grain elevators and coal docks. It has substantial buildings and hotels, wholesale houses, extensive school system, two magnificent hospitals, the judicial centre for district of Thunder Bay, and is the western terminus of the Lake Superior Division of the Canadian Pacific Railway and a port of call of its Great Lake Steamers. An electric railway connects Port Arthur with Fort William.

GREAT LAKES ROUTE
(Summer Months Only)

Montreal to Toronto, 338 miles
Toronto to Port McNicoll, 109 miles
Port McNicoll to Fort William, 550 miles
(GREAT LAKES STEAMSHIPS)

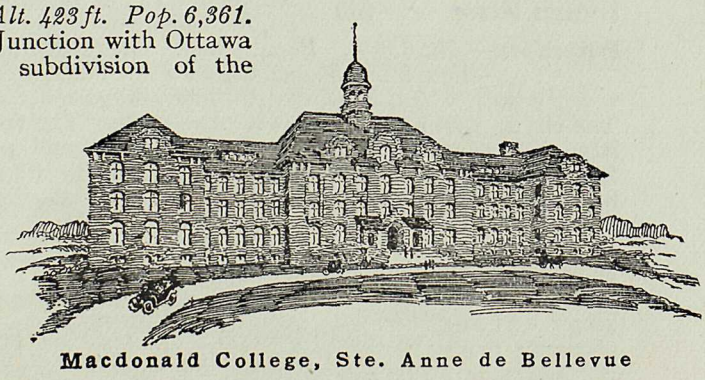
From the Windsor Street Station the run to Ste. Anne de Bellevue and Vaudreuil is that described on the transcontinental trip. At Vaudreuil the Montreal & Ottawa Short Line branches off along the Ontario bank of the Ottawa River to the Dominion Capital. The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At St. Polycarpe Junction the Grand Trunk Railway is crossed, and at Kempton the Prescott subdivision of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the New York Central & Hudson River Railroad for all important points in New York State. At Merrickville, a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.



One of a Thousand Waterways

St. Clet	*Alt.*	*177*
St. Polycarpe Junc.	"	*191*
St. Telesphore	"	*225*
Dalhousie Mills	"	*225*
Glen Norman	"	*251*
Glen Valley	"	*279*
Glenroy	"	*267*
Apple Hill	"	*298*
Moncklands	"	*328*
Avonmore	"	*324*
Finch	"	*273*
Chesterville	"	*238*
Winchester	"	*247*
Inkerman	"	...
Mountain	"	*273*
Kempton	"	...
Merrickville	"	*352*

Smiths Falls—*Alt. 423 ft. Pop. 6,361.* Junction with Ottawa subdivision of the Canadian Pacific Railway; and at Carleton Place, 13 miles northward, with the transcontinental line of the Canadian Pacific Railway. The town has a number of important manufactories, for which falls in the Rideau River afford ample water-power. Superior bricks are made here and good building-stone abounds. There are excellent refreshment rooms at the station.



Macdonald College, Ste. Anne de Bellevue

Portaging

Elmsley—*Alt. 438.*

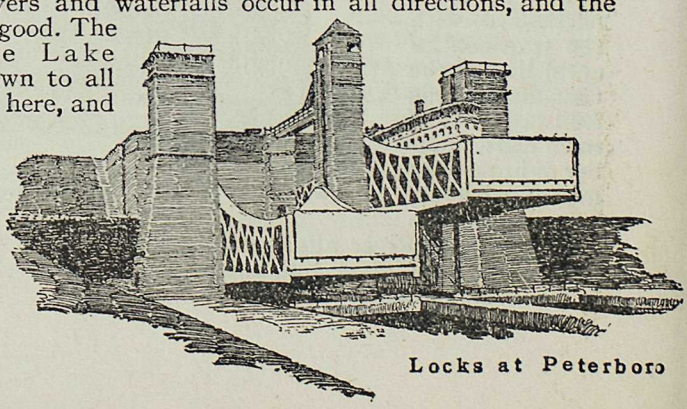
Perth—*Alt. 433. Pop. 4,600.* A prosperous town with a number of mills. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity. The town is modern and has modern lighting and water systems. For 100 miles beyond the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound.

Bathurst	*Alt.*	*479*
Maberly	"	*576*
Sharbot Lake	"	*646*
Mountain Grove	"	*681*
Ardendale	"	*617*
Kaladar	"	*702*
Sulphide	"	*554*
Tweed	"	*476*
Ivanhoe	"	*608*
Central Ont. Junc.	"	*598*
Blairton	"	*643*

Just west of Perth the Canadian Pacific has completed work on its new line from Montreal to Toronto via the Lake Shore, opening up a picturesque and fertile agricultural district hitherto somewhat neglected. The new line leaves the present main line, which is double tracked from Montreal, a distance of 144 miles, at Glen Tay, about 15 miles from Smiths Falls. Leaving Glen Tay, the line travels south-westerly to Belleville. There it strikes almost due west for a few miles, and then follows the shore of Lake Ontario to Agincourt, a point on the present main line, 13 miles east of Toronto. It is about 200 miles from Glen Tay to Toronto by the new route, and the new line will enable the Canadian Pacific Railway to lower considerably the time for its Montreal-Toronto service. The Kingston subdivision of the Canadian Pacific, from Kingston on the St. Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at Sharbot Lake, a favorite resort of sportsmen, and especially noted for the good fishing it affords. Close connections are made here by Canadian Pacific Railway day trains from east and west for Kingston, via that branch, on the line of which are many picturesque spots. Tweed, on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway from Tamworth, Napanee and Deseronto (and Kingston by day train from the West). Central Ontario Junction is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte northward to a number of large and extensively worked iron mines. Havelock is a railway subdivisional point, with the usual buildings. At Norwood a fine farming country is reached, for which this is the market town.

Havelock	*Alt.*	*700*
Norwood	"	*671*
Indian River	"	*709*

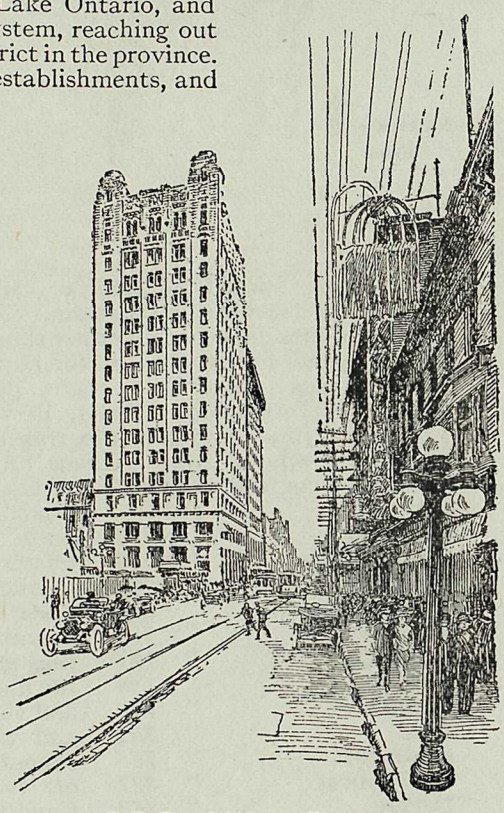
Peterboro—*Alt. 633 ft. Pop. 20,000.* On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water power, which is utilized by many large mills and manufactories. The city is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from this point. Steamship and Railway lines radiate from here in all directions.


Locks at Peterboro

Cavan	*Alt.*	*645*
Manvers	"	*968*
Pontypool	"	*1067*
Burketon Junc.	"	*1057*
Myrtle	"	*888*
Glen Major	"	*845*
Claremont	"	*886*
Locust Hill	"	*667*
Agincourt	"	*563*
Leaside Junc.	"	*429*
Don	"	*252*
Toronto	"	—
Toronto (Union Stn.)	"	*254*

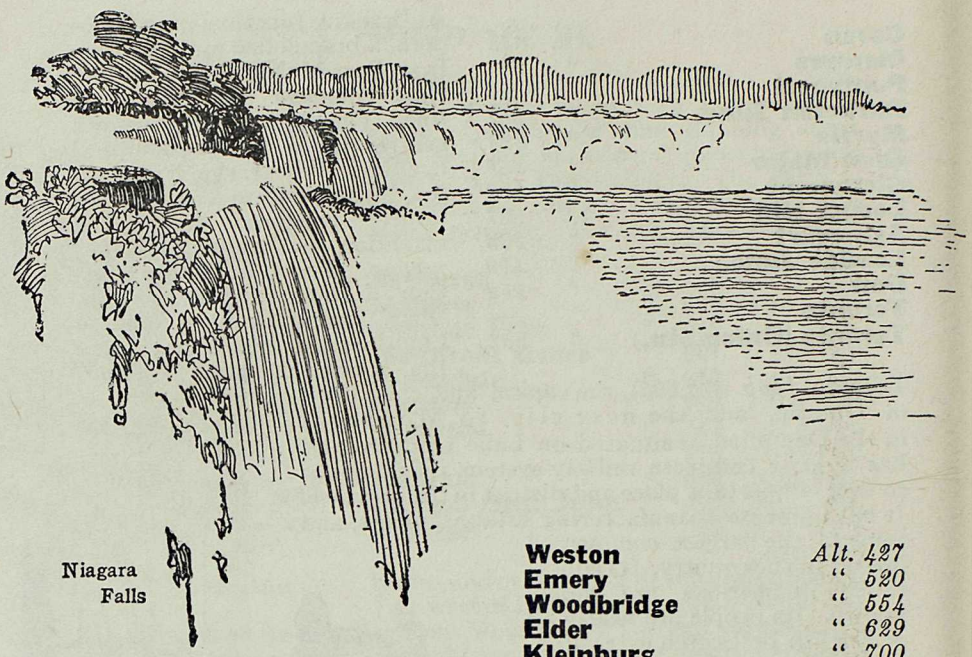
At Bethany Junction, near Peterboro, a branch line of the railway from Port McNicoll on Georgian Bay, connects with the main line. The stations following are centres for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced, and much attention is given to cattle raising. From Burketon Junction a subdivision of the Canadian Pacific Railway runs to Lindsay and Bobcaygeon and the Kawartha Lake District.

Toronto (*pop. 475,296*), the capital and chief town of Ontario, and the next city to Montreal in the Dominion, is situated on Lake Ontario, and has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. Its people are nearly all of English or Scotch extraction, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. The Canadian Pacific, Grand Trunk and Canadian Northern Railways radiate from here in all directions, and on Lake Ontario many fine trips can be made by steamer, including a visit to Niagara Falls, via Queenston or Lewiston and trolley car. Canadian Pacific trains run via Hamilton and Welland to Niagara Falls and Buffalo, making close connection for Rochester, Syracuse, Troy, Albany and New York. At West Toronto the London, Owen Sound and Muskoka subdivisions of the Canadian Pacific Railway diverge, the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points. The Muskoka line runs through the lovely Muskoka lakes and Georgian Bay districts to summer vacation resorts such as Point au Baril, with its two thousand islands, and to the famous fishing grounds of French and Pickerel River, connecting with the Montreal-Vancouver transcontinental route at Sudbury, and the other during the summer connecting at Owen Sound with one of the Canadian Pacific Great Lakes Steamships for Sault Ste. Marie, Port Arthur and Fort William.



C.P.R. Office, Toronto

Parkdale—*Alt. 305 ft.* The train to connect with the Great Lakes Steamships leaves the Union Station, Toronto, and passes through Parkdale, one of Toronto's fine residential suburbs, and West Toronto, a busy manufacturing city, now really part of the city proper.



Niagara Falls

Weston	*Alt. 427*
Emery	" *520*
Woodbridge	" *554*
Elder	" *629*
Kleinburg	" *700*
Bolton	" *835*

Some of the finest farm lands of Ontario are passed and many fine orchards are seen from the train. At Bolton the Owen Sound and Muskoka lines divide—the former running through an old settled and prosperous farming country to the port of Owen Sound, while the latter takes a more northward route, passing through the prosperous villages of Tottenham, Alliston, Beeton, Utopia, Craighurst, etc., to Coldwater Junction where the transcontinental line is left and the journey continued over the new branch line to Port McNicoll on the shores of the famous Georgian Bay, with its thirty thousand Islands. Port McNicoll is a natural port and lately adopted as the Eastern terminus of the Canadian Pacific Railway Company's Great Lakes fleet. Large grain elevators, a huge movable crane and all the latest facilities go to make this new port one of the finest on the Great Lakes. Fishing and shooting in the vicinity are good, and the boating among the Islands cannot be surpassed. The steamships of the Canadian Pacific Railway Company, with their spacious decks, airy cabins, daintily furnished ladies' rooms, splendid smoking rooms, and commodious dining rooms start from here on the westward trip, sailing through the Georgian Bay archipelago to the open waters of Lake Huron.

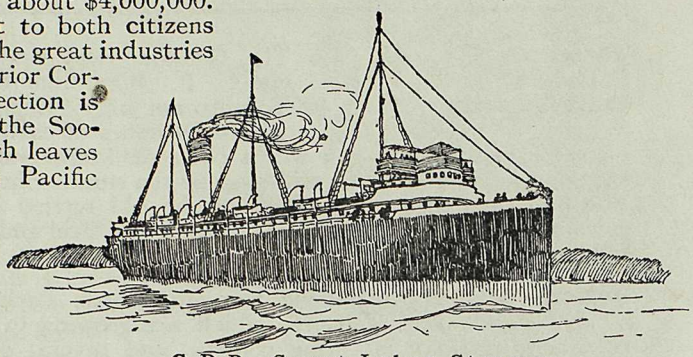
Humber	*Alt. 880*
Cedar Mills	" *916*
Palgrave	" *938*
Tottenham	" *837*
Beeton	" *764*
Alliston	" *727*
Baxter	" *726*
Utopia	" *718*
Mac	" *754*
Midhurst	" *765*
Craighurst	" *837*
Carley	" *753*
Eady	" *680*
Coldwater Junc.	" *632*
Coldwater	" *594*
Fesserton	" *632*
Tay	" *662*
Port McNicoll	" *580*

Sault Ste. Marie, Ont.—*Alt. 632 ft. Pop. 15,000.* Passengers may go ashore here while the vessels pass through the locks. Situated on the banks of the beautiful and romantic St. Mary's river, at a point where the flow from Lake Superior to Lake Huron is obstructed by tossing and tumbling rapids, is located the industrial city of Sault Ste. Marie. It has, within the last ten years, sprung from what lacked little of being a wilderness to its present size and importance on the industrial and commercial map. The city is surrounded with a halo of interest from the early times of the Hudson's Bay Company to the present, when the material results of the greatest feats of engineering to be seen on the Continent attract the

eyes of the thousands of visitors who come annually in search of recreation and health. Hour after hour it is possible for one to see the great passenger and freight boats pass through the locks.

The Canadian Government lock is nine hundred feet long and sixty feet wide. It is the longest in the world to-day. It was built in 1888-1895 at a cost of about $4,000,000.

Of equal interest to both citizens and visitors are the great industries of the Lake Superior Corporation. Connection is here made with the Soo-Pacific Line which leaves the Canadian Pacific Transcontinental route at Sudbury, crosses the Rapids of St. Mary's on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in Western Canada. Connection is also made with the Duluth, South Shore & Atlantic Railway for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo," enjoyable side trips may be made to the Desbarats Islands, on the north shore of Lake Huron, Mackinac, etc., etc., and the Michipicoten gold fields on Lake Superior.



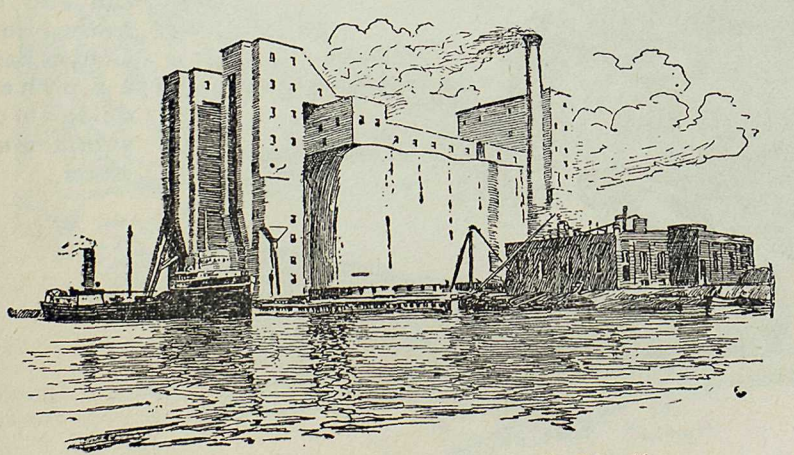
C.P.R. Great Lakes Steamer

Port Arthur—See page 26.

For Route west of Fort William see Transcontinental Rail Route, page 34. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, from about the middle of April to the end of November, weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation between Fort William and Port Arthur.



Elevators and Harbor, Port McNicoll

TORONTO AND WINNIPEG
1237 miles
(Via the Georgian Bay & Muskoka Route)

Toronto	*Alt. 254.*
Parkdale	" *305*
West Toronto	" *394*

The Georgian Bay and Muskoka route via C. P. short line to Winnipeg from Toronto not only brings these two cities within 38 hours of each other, but opens up a virgin tourist region which possesses innumerable attractions to the sportsman, and which will soon be the summer home of thousands. The line runs through portions of the old settled agricultural districts of the counties of York and Peel and the full length of the historic county of Simcoe.

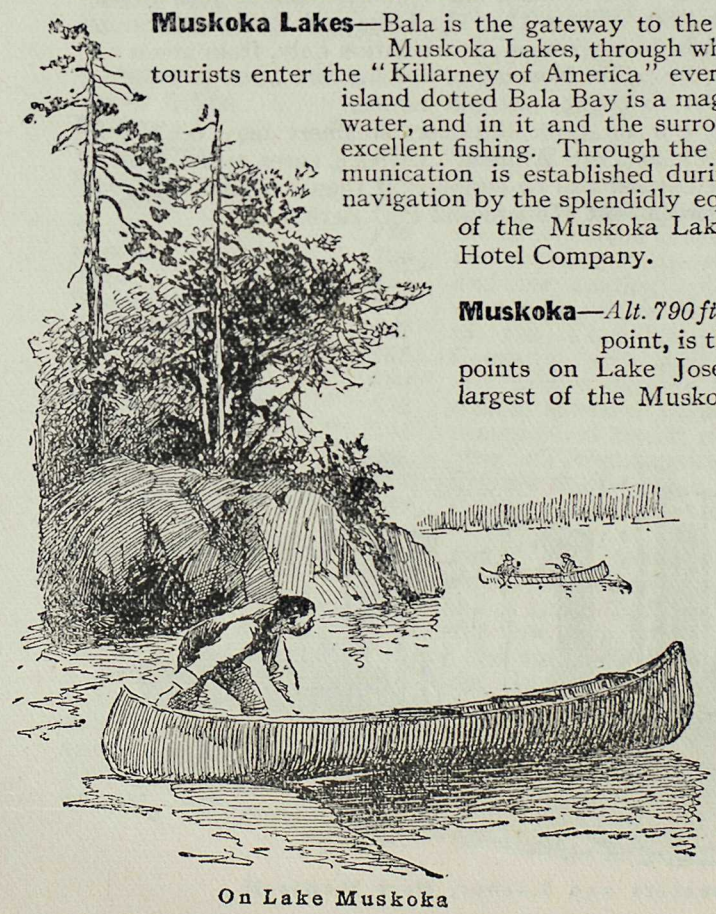
Bolton—*Alt. 848 ft.* Passing through North Parkdale and West Toronto, which are growing in importance as manufacturing centres, and several other pleasantly located towns, the line diverges at Bolton from the Owen Sound line, and at Coldwater Junction crosses the road just lately built by the Canadian Pacific, from Port McNicoll to Bethany Junction on the Toronto-Montreal Main Line, which is a great grain route from the West. Crossing the Severn River the wilds of Muskoka are entered, and for miles the forests and lakes and rocks of this picturesque region furnish pretty views. There are falls on the Severn River, and at Bala, on the Muskosh River, both cataracts of no ordinary beauty.

Alliston	*Alt. 727*
Coldwater Junc.	" *632*
Severn Falls	" *688*

Bala Falls—*Alt. 755. Pop. 800.*

Muskoka Lakes—Bala is the gateway to the great clustering Muskoka Lakes, through which thousands of tourists enter the "Killarney of America" every summer. The island dotted Bala Bay is a magnificent sheet of water, and in it and the surrounding waters is excellent fishing. Through the many lakes communication is established during the season of navigation by the splendidly equipped steamers of the Muskoka Lakes Navigation & Hotel Company.

Muskoka—*Alt. 790 ft.* A subdivisional point, is the station for all points on Lake Joseph, one of the largest of the Muskoka Lakes, which can also be reached from Gordon Bay, another delightful summering place.



On Lake Muskoka

Parry Sound—*Alt. 686 ft. Pop. 4,000.* The road at Parry Sound skirts the shores of Georgian Bay, giving admirable views of that great inland water, which has 30,000 islands among its other attractions. The town is reached by a steel viaduct 1,700 feet long and 120 feet above the valley of the Seguin River which furnishes power to a municipal plant which supplies light and power at extremely cheap rates. Parry Sound is a growing town, and the advent of the C. P. Ry. has greatly increased its prosperity.

Point au Baril—*Alt. 642.* One of the beauty spots of the region is Point au Baril, a very attractive vacation resort with excellent hotels, from which splendid views of the Georgian Bay archipelago are also obtained.

Byng Inlet—*Alt. 623 ft. Pop. 1,200.* Is located in an arm of Georgian Bay, and has a splendid harbor with water deep enough to float the largest ships. Lumbering operations are here, as elsewhere along the line, extensively carried on.

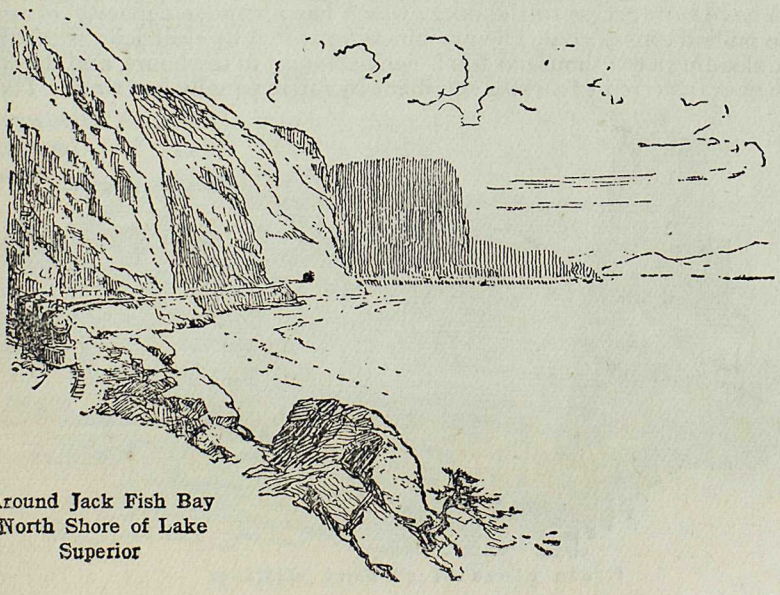
Return from the Hunt

Pickerel *Alt. 624*
French " *629*

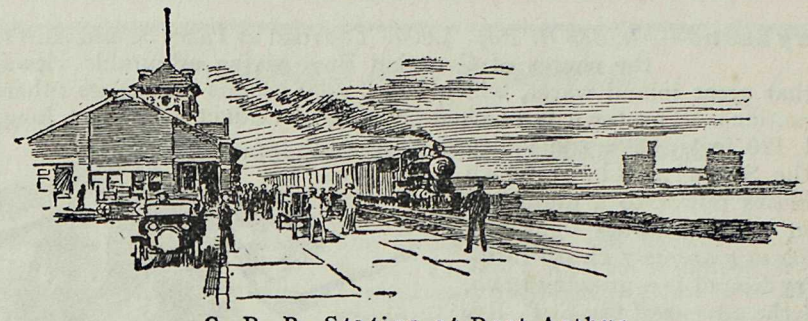
The French River, which, with the Pickerel River, gives the outflow of Lake Nipissing into Georgian Bay, is crossed on a splendid structure with a span of 415 feet. Rocks of the glacial period are prevalent from here north. At Romford the main transcontinental line of the C. P. Ry. is reached, and its tracks are followed on the way west to Sudbury and around the north shore of Lake Superior to Winnipeg and Vancouver.

Romford Junc. *Alt. 843*
Sudbury " *855*

For description of the route between Sudbury and Pacific Coast see pages 24 and 25.



Around Jack Fish Bay
North Shore of Lake
Superior



C. P. R. Station at Port Arthur

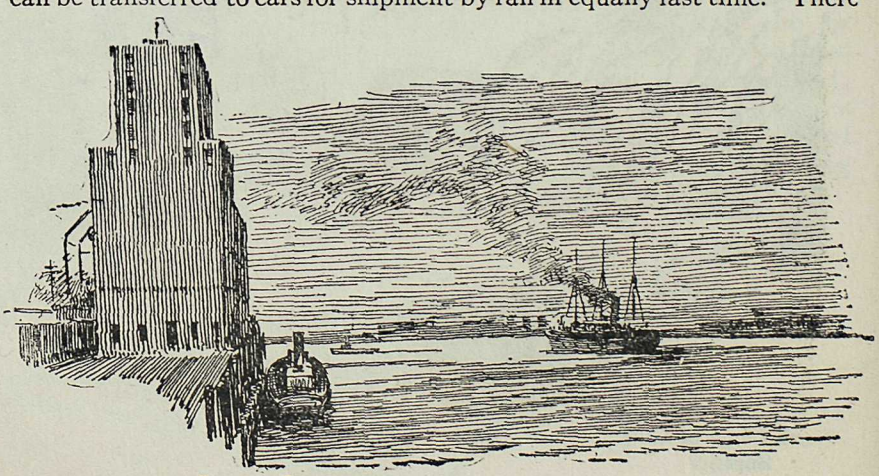
PORT ARTHUR AND BROADVIEW
684 miles (Manitoba Division)

Fort William *Alt. 607*
Westfort *" 626*

Population 25,000. At the mouth of the Kaministikwia River, a broad, deep stream with firm banks, affording extraordinary advantages for lake traffic. The fine steel lake steamships of the Canadian Pacific Line ply between here and Port McNicoll (see pages 30 and 31).

At Fort William westbound passengers should set their watches back one hour, in conformity with "Central" standard time.

From the beauty of situation, accessibility and the opportunities for sport in the neighborhood, Fort William and Port Arthur have become favorite resorts for tourists. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," whose Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the abandoned Silver Islet mine, which yielded almost fabulous wealth before it was flooded. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mount Mackay, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale, a popular summer resort, may be seen in the distance. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house. The harbour is noted for its great coal docks and large grain elevators. These elevators have a combined capacity of nearly 30,000,000 bushels of grain. The new million dollar coal dock of the Canadian Pacific on the McKellar River at this point is one of the best equipped structures of its kind on the continent. The river has been dredged out so that the largest freighters plying the Great Lakes can have easy access to the dock, which has a storage capacity of over two million tons of coal. The machinery operated by electricity is capable of unloading a ten thousand ton freight steamer in ten hours, and the coal can be transferred to cars for shipment by rail in equally fast time. There



Grain Elevator at Fort William

Murillo	*Alt.*	*939*
Kaministikwia	"	*1007*
Finmark	"	*1176*
Buda	"	*1465*
Raith	"	*1573*
Savanne	"	*1497*
Upsala	"	*1581*
Niblock	"	*1526*
English	"	*1507*

are railway workshops and the usual buildings and sidings incident to a divisional point. From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. Murillo is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministikwia leaps from a height rivalling that of Niagara. The falls are best reached from Fort William by railway. The railway follows up this river to

Kenora

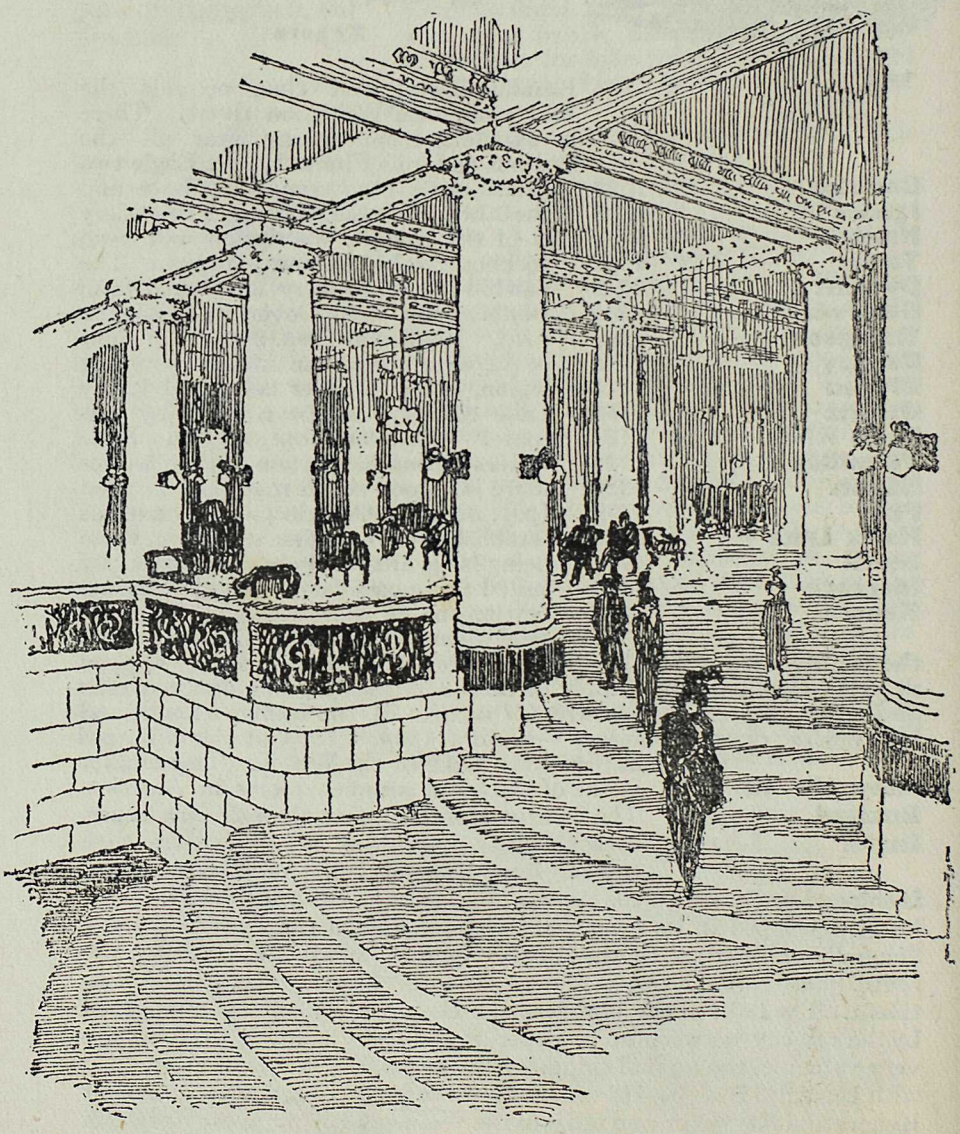
Kaministikwia, and then ascends the Mattawan and Wabigoon rivers. There is excellent trout fishing near all the stations as far as Finmark. At Eagle two beautiful falls are seen, one above and the other below the railway. The scenery is of the wildest description and deep rockbound lakes are always in sight. The Sawbill mining country is reached from Bonheur station by Government waggon road. Wabigoon (*pop. 250*) is the point of departure for the Manitou mining region, and the Lower Seine and Rainy Lake country can be reached by this route. Steamers operate on these waters during navigation, and in winter there is a good sleigh road. At Dryden (*pop. 840*) the Ontario Government has established an experimental farm, there being large areas of good land especially suited for mixed farming and dairying. Settlement is progressing rapidly, the chief advantages of the district, besides the facility with which the land is cleared, being the proximity of good markets, the illimitable supply of timber and water, abundance of fish and game, winter employment for settlers in the lumber camps, and healthiness of the climate. Kenora (*pop. 6,159*), at the principal outlet of the Lake of the Woods. This district is one of the finest summer resorts in America. The Tourist Hotel is a first class modern house. Kenora is an important mining centre with several large sawmills, the product of which is shipped westward to the prairies. It is the key to the gold fields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific. Its fisheries are very valuable, the annual shipments being large. The lake is studded with beautiful islands. Its waters break through a narrow rocky rim at Kenora and Keewatin, and fall into the Winnipeg River. Near Keewatin are the immense works of the Keewatin Power Co., creating one of the

Bonheur	*Alt.*	*1522*
Ignace	"	*1479*
Raleigh	"	*1412*
Tache	"	*1358*
Dyment	"	*1342*
Dinorwic	"	*1232*
Wabigoon	"	*1207*
Barclay	"	*1249*
Dryden	"	*1218*
Oxdrift	"	*1158*
Eagle River	"	*1184*
Vermilion Bay	"	*1220*
Edison	"	*1322*
Pine	"	*1372*
Hawk Lake	"	*1286*
Scovil	"	*1194*
Margach	"	*1140*
Kenora	"	*1082*

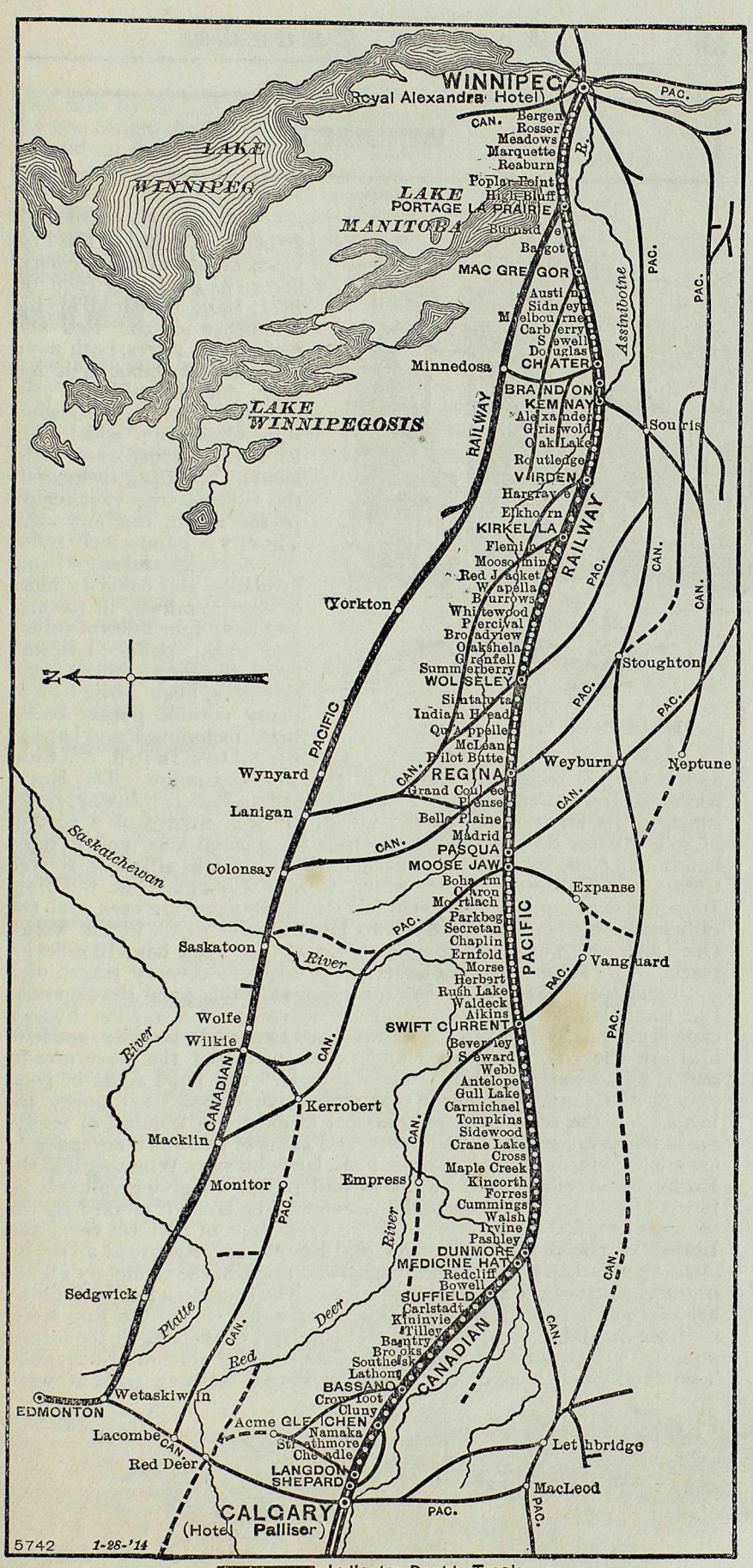
Keewatin	*Alt.*	*1078*
Busteed	"	*1170*
Ingolf	"	*1182*

Telford	*Alt.*	*1104*
Rennie	"	*1050*
Darwin	"	*954*
Whitemouth	"	*903*
Shelley	"	*921*
Julius	"	*923*
Molson	"	*876*
Sinnot	"	*880*
Beausejour	"	*864*
Saldo	"	*825*

greatest water-powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulpmills, sawmills, flouring mills and other establishments for supplying the needs of Western Canada and manufacturing its products on their way to eastern markets. At Keewatin a mammoth flour mill, built of granite quarried on the spot, is owned and operated by the Lake of the Woods Milling Co. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At Whitemouth, where settlement is reaching large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. From Molson, a subdivision runs to Lac du Bonnet. The main line runs via Norquay and Hazelridge, and at St. Boniface (*pop. 9,000*) the Red River is crossed by a long iron bridge and Winnipeg is reached.



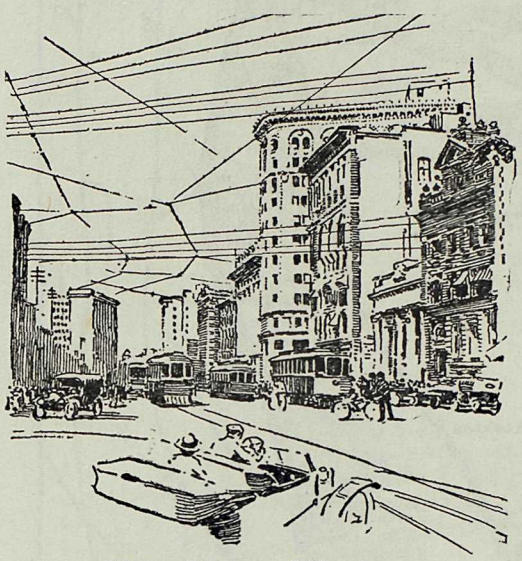
Entrance to Rotunda, Royal Alexandra Hotel Winnipeg



Indicates Double Track

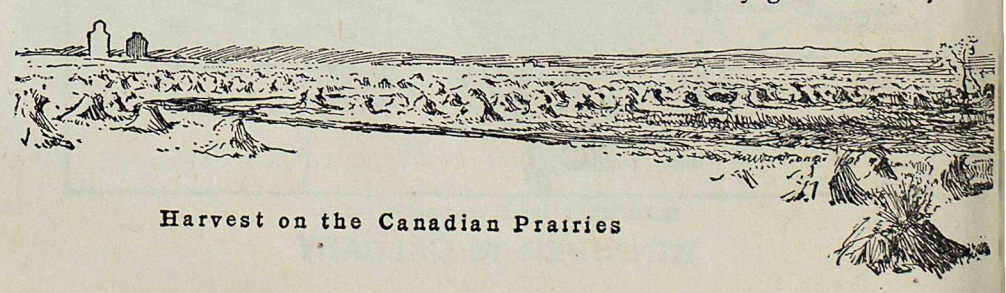
WINNIPEG TO CALGARY

WINNIPEG



Main Street, Winnipeg

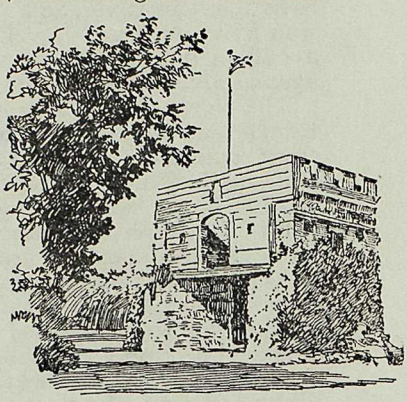
Alt. 761. Population 200,000. Capital of the Province of Manitoba, formerly known as Ft. Garry (pop. in 1871, 100). Situated at the confluence of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available, and has sixty miles of electric railway in the city and forty-four miles of suburban track, parks, hospital, great flouring mills, grain elevators, huge abattoirs, many notable public buildings, including Provincial and Dominion offices, and is the greatest grain market in the British Empire. The Royal Alexandra, owned and operated by the Canadian Pacific Railway, ranks amongst the finest hotels in the world. It was erected at a cost of $1,250,000, has been extended to twice its original size, and is most handsomely decorated and furnished. The hotel is adjacent to the Company's Railway Station, which is also a magnificent building. Immense workshops of the Canadian Pacific Railway are here, and the railway has also in this city the two largest train yards in the world. One yard, which has been completed for several years, has 110 miles of track. The second is even larger, as it includes seventy tracks of a total mileage of 183 miles. In connection with this yard development the Canadian Pacific has a transfer elevator of a million bushels capacity. Land offices of the railway are located in the city, and here also are the chief Western Immigration offices of the Government, and the immigration sheds. The C. P. R. owns large areas of good agricultural land, and has a comprehensive colonization policy for facilitating the settlement of practical farmers. A number of ready-made farms are prepared each year, and loans of live stock are made to experienced farmers settling on C. P. R. lands between Winnipeg and the Rocky Mountains. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost by the Land Branch of the Department of Natural Resources. Agents at all points along the line can give full information and prices of the Company's lands in the vicinity of the respective stations. The Canadian Pacific Railway has two subdivisions leading southward on either side of the Red River to Emerson and Gretna, on the U. S. boundary, connecting at the former point with the train service of the Soo Line for St. Paul and Minneapolis. Two subdivision lines of the Canadian Pacific Railway go southwest,



Harvest on the Canadian Prairies

the first to Arcola in Saskatchewan, thence to Regina through the Moose Mountain country, a section now being rapidly settled, and the second to Napinka in Southern Manitoba, connecting at Souris and Napinka with the subdivision from Brandon through to Estevan, the junction with the new Soo-Pacific line; and two other subdivisions run north and north-west, one to Selkirk, Winnipeg Beach, a summer resort 50 miles from Winnipeg and Gimli; and the other to Stony Mountain, Stonewall and Teulon, 40 miles north of the city. Though the country here is apparently as level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie.

Bergen	*Alt.*	*781*
Rosser	"	*795*
Meadows	"	*790*
Marquette	"	*805*
Reaburn	"	*804*
Poplar Point	"	*812*
High Bluff	"	*827*



Fort Garry

There is a belt of fertile land west of Winnipeg, and from Rosser as far as Poplar Point the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Reaburn is half way between Montreal and Vancouver. Long Lake, a favorite resort for sportsmen, is passed after leaving Reaburn.

Portage la Prairie—*Alt. 85 ft. Pop. 7,000.* On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flour mills and grain elevators, a brick plant, foundry, machine shops, a biscuit factory and several other industries. The northwest subdivision of the Canadian Pacific Railway branches off from here, towards Saskatoon and Edmonton.

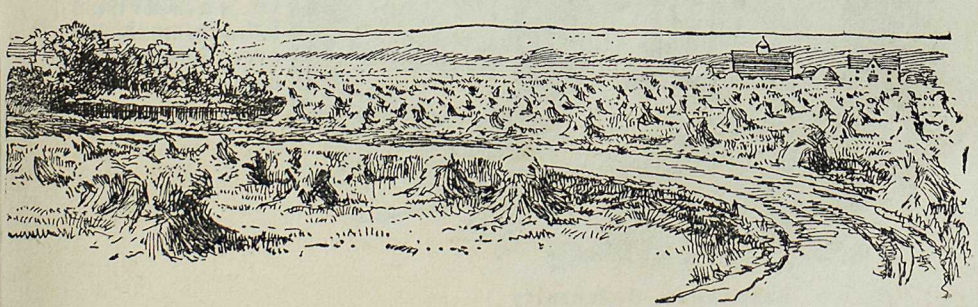
WINNIPEG TO EDMONTON

Via Portage la Prairie on the Great West Express

Generally speaking, the main line of the Canadian Pacific Railway means the transcontinental line between Montreal and Vancouver. But there is really another main line which is that portion of the system over which the through trains between Winnipeg and Edmonton are operated.

All trains on this line start from Winnipeg and follow the transcontinental main line to Portage la Prairie, 56 miles west. From Portage la Prairie the line branches in a northwesterly direction and follows that general direction the complete distance to Wetaskiwin, where it joins the Calgary-Edmonton line and goes directly north into Edmonton.

This entire Winnipeg-Edmonton main line passes through some of the most productive country in all the prairie provinces and has on its line some of the most progressive towns and cities. It is a gently



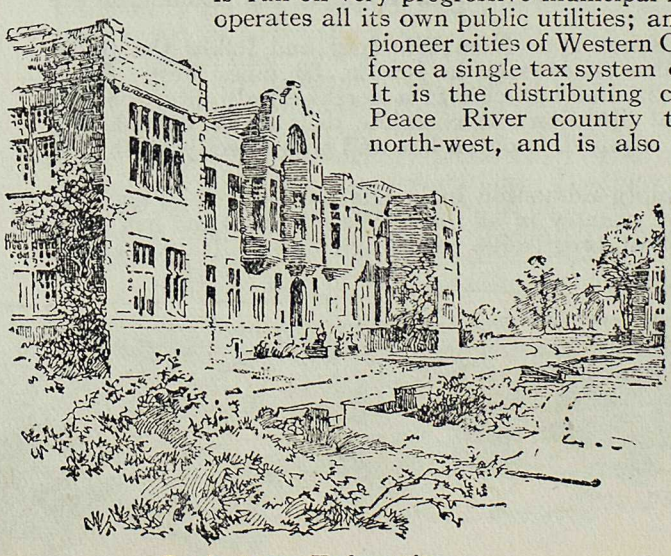
rolling prairie most of the entire 849 miles Yorkton is one city making substantial progress. At Saskatoon (*population 20,000*), the largest city between Winnipeg and Edmonton, the line crosses the South Saskatchewan River, and at Edmonton it crosses the North Saskatchewan River on a high level bridge, recently completed at a cost of over a million dollars and giving it an entrance into that city on Jasper avenue almost in the centre of the city.

The company has also just completed a fine new office building in Edmonton, where the ticket and telegraph offices are housed in a six story structure, that is the pride of the people of the city. A new office building has also just been completed in Saskatoon for the better housing of the company's offices.

At Minnedosa the branch line from Brandon joins this line, and at Lanigan, an important branch from Kirkella, on the transcontinental line, joins the Winnipeg-Edmonton line. Further west, at Colonsay, comes in the branch from Moose Jaw and Regina, and at Macklin another line from Moose Jaw, known as the Outlook branch, makes a direct connection. At Wilkie, also short branches running north, west and south of a rich wheat country. By way of the Outlook branch passengers can make close and direct connection between the twin cities of St. Paul and Minneapolis and Edmonton, it being a continuation of the line running from North Portal to Moose Jaw. It will thus be seen that the opening of the country between the two main lines has all the time been the aim of the company.

For a line passing through a prairie country the Winnipeg-Edmonton line has more of scenery than generally falls to a purely agricultural country. At Wynyard there is a beautiful body of water, Quill Lake, 40 miles in length, the railway passing close to its shore for many miles, and in the valley of the North Saskatchewan River there is an ever-pleasing change to the rise and fall of the land on either side. Near Wolfe in Saskatchewan and Sedgewick in Alberta are successful Ready Made Farm Colonies established by the Canadian Pacific for British settlers.

Edmonton *Population 67,000*, is the capital of the Province of Alberta, and is situated on both banks of the north Saskatchewan River. That part to the south was originally known as the city of Strathcona, but was amalgamated with Edmonton two years ago. The C. P. R. enters Edmonton now by means of a magnificent steel high-level bridge, 2,550 feet long, 152 feet above water level, which carries also street car tracks and traffic roads. This was opened in the summer of 1913. Edmonton was established as a trading post of the Hudson's Bay Company in 1795, and the remains of the old fort are still standing on the same bluff overlooking the river as the splendid Parliament Buildings of the Province of Alberta, opened last year. The University of Alberta, the Robertson Presbyterian College, and many other educational institutions are situated here. Two other great transportation systems operate into Edmonton. The city is run on very progressive municipal lines, and owns and operates all its own public utilities; and it was one of the pioneer cities of Western Canada to bring into force a single tax system of land assessment. It is the distributing centre for the vast Peace River country to the north and north-west, and is also the centre of an important and rapidly developing coal industry, the production of mines in and around Edmonton being over 300 tons per day.



Saskatoon University

TRANSCONTINENTAL MAIN LINE
PORTAGE LA PRAIRIE TO BROADVIEW

Resuming our description of the scenery traversed along the Main Line of the Canadian Pacific Railway, between Portage la Prairie and Brandon stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flour mill. From MacGregor a subdivision extends 56 miles to Varcoe. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from Austin along a sandy slope to a plateau, near the centre of which is situated Carberry (*pop. 1,200*), an important grain market. From Sewell it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From Chater, the Miniota Subdivision of the Canadian Pacific Railway, running northwestward towards the Saskatchewan country, is operated to Miniota, a distance of 71 miles. Four miles beyond Chater the Assiniboine is crossed by an iron bridge and Brandon is soon reached.

Burnside	*Alt.*	*869*
Bagot	"	*936*
MacGregor	"	*956*
Austin	"	*1015*
Sidney	"	*1232*
Melbourne	"	*1247*
Carberry	"	*1257*
Sewell	"	*1254*
Douglas	"	*1220*
Chater	"	*1214*

Brandon—*Alt. 1,199 ft. Pop. 18,000.* A divisional point; one of the largest grain markets in Manitoba, and the distributing market for an extensive and well settled country. It has grain elevators, flouring mills, planing mills, ten banks, etc. The city is beautifully situated on high ground, sloping up from the Assiniboine River. It has a central steam heating system which greatly reduces the cost of heating business houses. The Dominion Experimental farm is within the city limits. Subdivisions run north to Minnedosa, Yorkton, Sheho, etc.; south to Deloraine, Lyleton, etc., the Arcola Branch to Regina, via Arcola, through the Moose Mountain country. At Schwitzer it connects with the Souris subdivision which runs southwest to Estevan, on the Soo-Pacific line, connecting Western Canada with the Middle and North-Western States of the Union. Beyond Brandon the railway draws away from the Assiniboine River and rises from its valley to a rolling or undulating prairie well occupied by prosperous farmers, as the thriving villages at frequent intervals bear evidence. Virden and Elkhorn are market towns of attractive districts, and at the latter place is an Indian Industrial School erected by the Dominion Government. The Lanigan-Saskatoon line branches off at Kirkella and runs through a rich farming country studded with thriving villages and towns to Lanigan and Saskatoon. A mile east of Fleming, the Province of Saskatchewan is entered. Moosomin, the first town reached in that Province, is the station for Fort Ellice at the north and the Moose Mountain district at the south. From Whitewood the country northward is accessible by a bridge over the Qu'Appelle River. Percival stands upon a ridge 100 feet higher than the general level. All the way from Brandon to Broadview the frequent ponds and copses afford excellent opportunities for sport—water fowl being abundant.

Kemnay	*Alt.*	*1363*
Alexander	"	*1408*
Griswold	"	*1421*
Oak Lake	"	*1416*
Routledge	"	*1415*
Virden	"	*1444*
Hargrave	"	*1580*
Elkhorn	"	*1633*
Kirkella	"	*1689*
Fleming	"	*1792*
Moosomin	"	*1885*
Red Jacket	"	*1916*
Wapella	"	*1932*
Burrows	"	*1948*
Whitewood	"	*1966*
Percival	"	*2039*

BROADVIEW TO SWIFT CURRENT, 245 miles. (Saskatchewan Division)

Broadview—*Alt. 1,961 ft. Pop. 1,200.* A railway divisional point, prettily situated at the head of Lake Ecapo in an excellent mixed farming district. A reservation occupied by Cree Indians is not far away. The standard time changes here to "Mountain"—one hour slower.

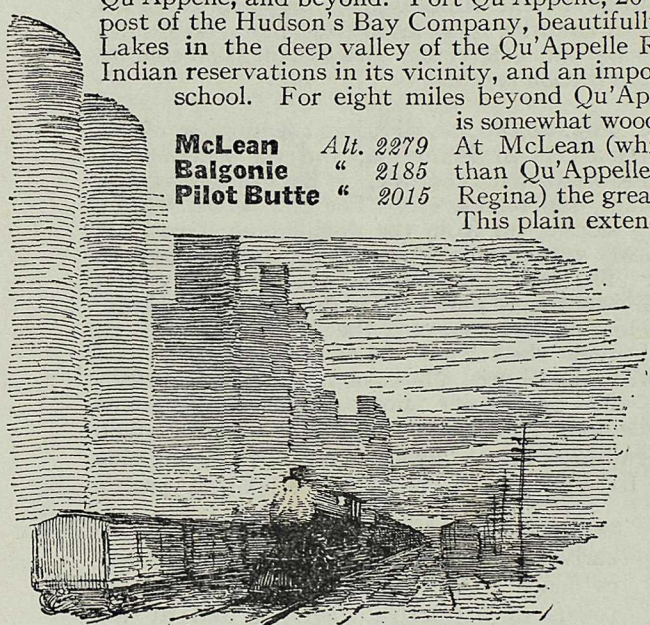
Oakshela	*Alt.*	*1952*
Grenfell	"	*1957*
Summerberry	"	*1938*
Wolseley	"	....
Sintaluta	"	*1948*
Indian Head	"	*1920*

Westward the line follows a gradually rising prairie. Grenfell, Wolseley, at which the Reston subdivision joins the main line, and Sintaluta have already become important local markets. A little beyond Sintaluta, Indian Head (*pop. 2,000*) is approached. A Government farm is situated on the north side of the railway, and on the south is the Government forest nursery. In this locality are numerous large farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth, consequent upon the successful farming of the district around it.

Qu'Appelle—*Alt. 2,123 ft.* The supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school. For eight miles beyond Qu'Appelle station the country is somewhat wooded.

McLean	*Alt.*	*2279*
Balgonie	"	*2185*
Pilot Butte	"	*2015*

At McLean (which stands 150 ft. higher than Qu'Appelle and 400 ft. higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the Missouri Coteau, and these are soon seen rising on the southwestern horizon a dark blue line. The plain is a broad treeless expanse of finest agricultural land, with little change in the soil to a depth of twenty feet or more. Balgonie station is in the centre of a large grain growing area. Passing Pilot Butte, a rounded hill lending its name to a station near by, Regina is seen spread out on the plain ahead.

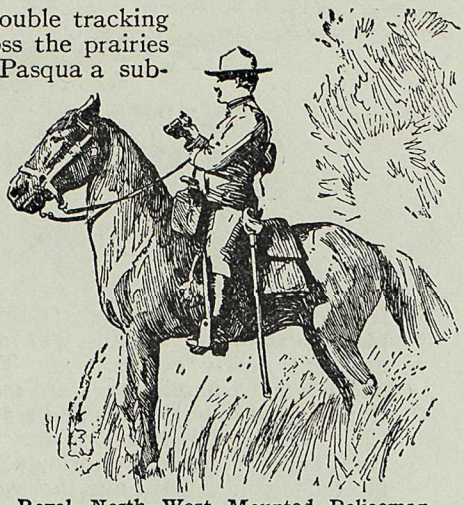


Grain Elevators by night

Regina—*Alt. 1,884 ft. Pop. 45,000.* The capital of the Province of Saskatchewan and the distributing point for the country far north and south. The Moose Mountain subdivision extends southward from Regina to Arcola, connecting there with the Arcola subdivision, thus giving an alternative through route between Regina and Brandon, while the lines via Colonsay and Bulyea, to the north, give a choice of two routes to Saskatoon and Edmonton. Beyond the station the Exhibition buildings and Lieut.-Governor's residence may be seen on the right, and a little further, on the same side, are the Royal North-West Mounted Police barracks. On the south bank of Wascana Lake are located the new Provincial Government buildings for Saskatchewan, occupying 160 acres. These splendid buildings were erected at a cost of $1,500,000. Northward from Regina is reached Lost Mountain Lake, Saskatchewan's famous summer resort where conditions are ideal for the enjoyment of outdoor

Grand Coulee	*Alt.*	*1857*
Pense	"	*1881*
Belle Plaine	"	*1903*
Pasqua	"	*1869*

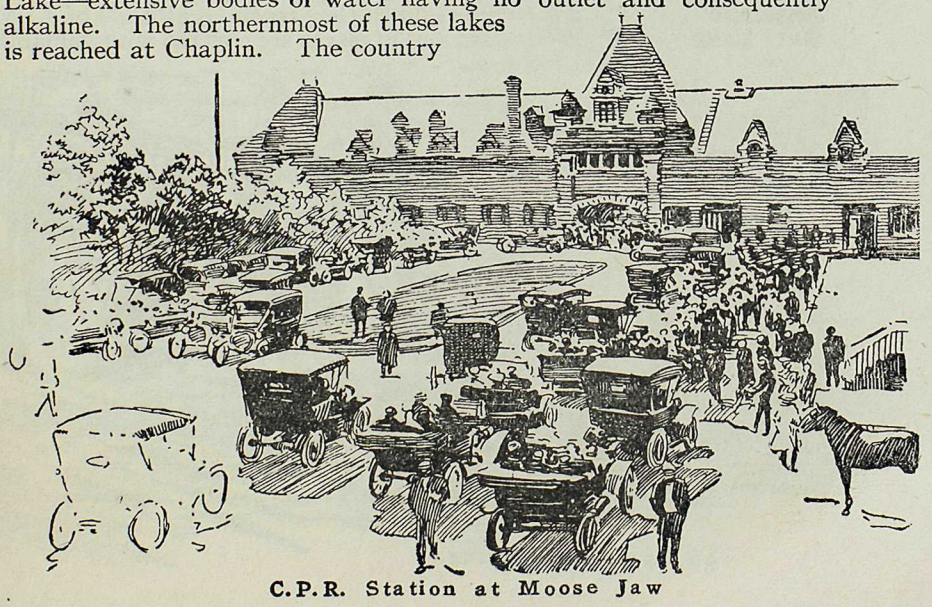
life. All along the line the work of double tracking the transcontinental main line across the prairies may be seen from the train. From Pasqua a subdivision extends southeast through Estevan to the international boundary line at Portal, where connection is made with the "Soo" Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Transcontinental express trains.



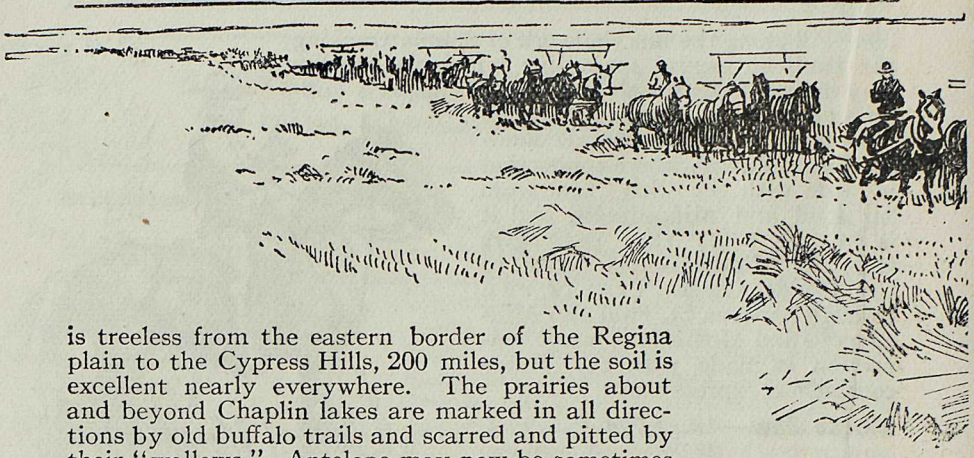
Royal North West Mounted Policeman

Moose Jaw—*Alt. 1,766 ft. Pop. 28,000.* A railway divisional point. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone." The city is situated in a fine agricultural country, extending from the Elbow of the Saskatchewan on the north to the Dirt Hills on the south. The finest stockyards on the line between Winnipeg and the coast are located here. Mills and elevators indicate the district's wheat producing qualities, Moose Jaw being one of the largest milling points in the Province of Saskatchewan. The city is also an important wholesale centre. The Outlook subdivision of the C. P. R. runs from Moose Jaw to Outlook, and thence via Kerrobert to Macklin where it joins the Winnipeg-Edmonton line of the Canadian Pacific. At Outlook there is one of the largest bridges in Canada. It is 300 feet long, has eight 240-feet truss spans, supported by concrete piers with approaches, consisting of three 80-feet, seven 60-feet and nine 45-feet plate girder spans on steel towers. The height of the bridge from rail level to water line is about 140 feet. The completion of this bridge has opened up a sixth route between Winnipeg and Edmonton, and provides the most direct connection between St. Paul, Minneapolis and Edmonton. Another new line has been opened from Moose Jaw southwestward to Expanse, a distance of 35 miles. From Moose Jaw the line steadily rises on the eastern slope of the coteau and winds through an irregular depression to the basin of the Chaplin Lakes—formerly known as the Old Wives Lake—extensive bodies of water having no outlet and consequently alkaline. The northernmost of these lakes is reached at Chaplin. The country

Boharm	*Alt.*	*1791*
Caron	"	*1838*
Mortlach	"	*1975*
Parkbeg	"	*2062*
Secretan	"	*2264*
Chaplin	"	*2198*
Ernfold	"	*2355*
Morse	"	*2271*
Herbert	"	*2309*
Rush Lake	"	*2324*
Waldeck	"	*2368*
Aikens	"	*2399*



C.P.R. Station at Moose Jaw



is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Chaplin lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may now be sometimes seen, and coyotes and prairie dogs. Near Morse is a salt lake, and not far beyond is Rush Lake, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At Rush Lake there are some splendid farms, and on the south side there is one of 700 acres under irrigation. There are a number of these in various districts aggregating about 110,000 acres.

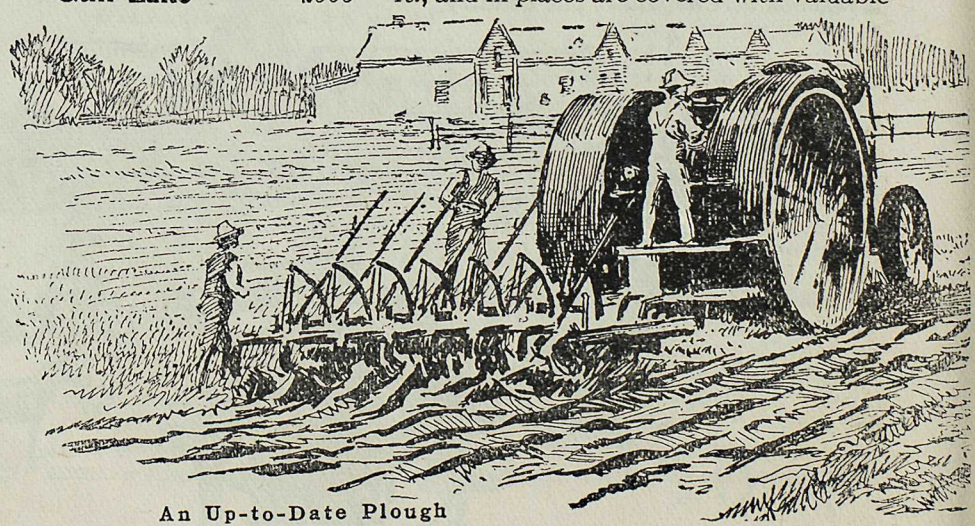
Swift Current—*Alt. 2,420 ft.* Terminus of the Saskatchewan Division. (For description of service between Minneapolis, St. Paul and Moose Jaw, see page 103.)

SWIFT CURRENT TO CALGARY
(Alberta Division)

Swift Current—*Alt. 2,420 ft. Pop. 4,350.* A railway divisional point, on a pretty stream of the same name. Swift Current is in the centre of a very large agricultural district, extending from the International boundary on the south to the Saskatchewan River on the north. Branch railway lines radiate to the northwest to Cabri and Empress and southeast to Vanguard. The soil is particularly adapted for grain farming and the country is being rapidly filled up with American and Canadian settlers. The Government has erected a Meteorological Observing Station.

Beverley	*Alt.*	*2463*
Seward	"	*2473*
Webb	"	*2581*
Antelope	"	*2553*
Gull Lake	"	*2560*

From Swift Current to Medicine Hat, on the South Saskatchewan River, the line skirts the northern base of the Cypress hills, which gradually rise towards the west, until they reach an altitude of 4,790 ft., and in places are covered with valuable



An Up-to-Date Plough

Harvesting on the Western Prairies

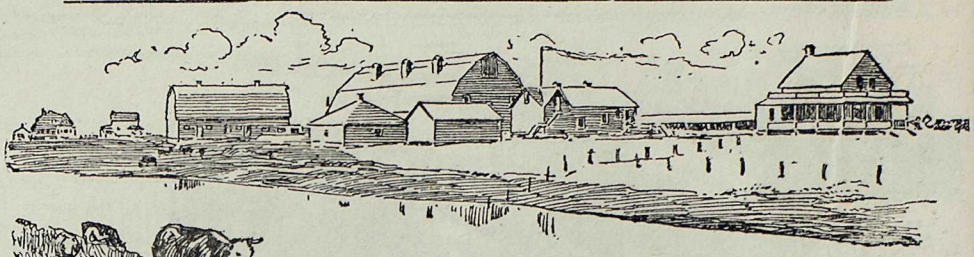
Carmichael	*Alt.*	*2633*
Tompkins	"	*2628*
Sidewood	"	*2508*
Crane Lake	"	*2515*
Cross	"	*2530*
Maple Creek	"	*2595*
Kincorth	"	*2537*

timber. Gull Lake is another growing town surrounded by splendid farming land and has two good hotels. At Crane Lake there is another large stock farm. This farm, 1,200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising. Lakes and ponds occur at intervals to Maple Creek. At this station are extensive yards for the shipment of cattle. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. From Forres to Dunmore, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At Dunmore there is what may be taken as a typical mixed farm, for not only are capital crops raised, but a number of valuable horses and cattle are also bred and pastured here. From Dunmore the Crows Nest line leads off westerly through the Rocky Mountains, to Kootenay Lake and to the mines of the Kootenay, in whose greater development it is proving a powerful factor by supplying cheap fuel for its smelters from the Fernie mines. (For descriptive notes of Crows Nest Pass Route, see pages 94 to 102.)

Forres	*Alt.*	*2465*
Cummings	"	*2388*
Walsh	"	*2437*
Irvine	"	*2492*
Pashley	"	*2406*
Dunmore	"	*2398*

From Dunmore the main line drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.

Medicine Hat—*Alt. 2,168 ft. Population 12,000.* On account of the immense flow of natural gas and other advantages Rudyard Kipling christened it "The town that was born lucky." It is situated in the valley of the South Saskatchewan and is the centre of a magnificent mixed farming district. Apples, plums and small fruit are quite at home here and a demonstration farm is operated by the Provincial Government. The city is a divisional point, with large railway shops all operated by natural gas. An important station of the Royal North-West Mounted Police. There is an



C.P.R. Supply Farm, Strathmore

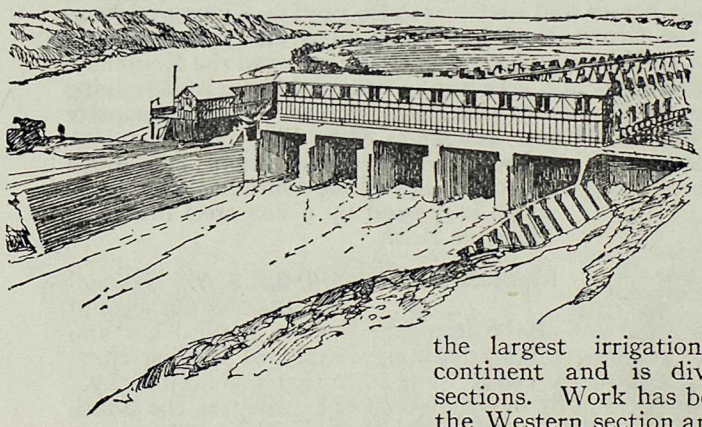
Medicine Hat

(For description of service Medicine Hat to Revelstoke via Kootenay and Arrow Lakes see pages 94 to 102.)

abundance of coal all through the district, but the light, heat and power in the city is derived entirely from natural gas, which is sold to manufacturers at 5 cents per thousand cubic feet, and for domestic purposes at 13½ cents. Medicine Hat is growing rapidly and is becoming an industrial centre.

Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains. At Redcliff, which is, like Medicine Hat, becoming an important industrial centre, the railway crosses a fine stock raising country. where some of the largest herds of Galloway cattle in the world are to be seen. There is a strong upgrade to Bowell, then a rapid descent to Suffield, followed by a steady rise. Bow River occasionally appears to the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at Langevin in pumping water for the supply of the railway, and both there and at Tilley it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 120 miles away.

Redcliff	*Alt.*	*2428*
Bowell	"	*2579*
Suffield	"	*2452*
Carlstadt	"	*2492*
Kininvie	"	*2427*
Tilley	"	*2445*
Bantry	"	*2498*
Brooks	"	*2473*
Cassils	"	*2512*
Southesk	"	*2498*
Lathom	"	*2555*
Bassano	"	*2584*
Crowfoot	"	*2698*
Cluny	"	*2841*
Gleichen	"	*2950*
Namaka	"	*3041*
Strathmore	"	*3179*
Cheadle	"	*3233*
Langdon	"	*3289*
Shepard	"	*3366*



C.P.R. Irrigation Dam, Bassano

Just West of Carlstadt the line enters the three million acre Irrigation Block of the Canadian Pacific. The Block extends from this point to within a few miles of Calgary, a distance of 145 miles. This is the largest irrigation project on the continent and is divided into three sections. Work has been completed on the Western section and a great part of the land marketed. The Eastern section, extending from Carlstadt to Bassano, is now also ready for settlement. About three miles south of Bassano is located the great Horse-Shoe Bend dam which has made the waters of the Bow River available for irrigation on this Eastern Section.

By means of the dam the ordinary water level at the site is raised 45 feet, resulting in the waters flowing from the far distant eastern slope of the Rocky Mountains being diverted through a total length of 2,500 miles of canals and distributing ditches over about 1,800 square miles of fertile prairie country, irrigating approximately one third of that area.

Altogether, the structure has a total length of nearly 8,000 feet, being made up of two main parts: a reinforced concrete spillway, 720 feet in length, with 24 electrically operated gates, which permit of the free passage of the river at highest floods; and a concrete-faced earthen portion, 7,000 feet long, of a maximum height and width of 45 and 350 feet respectively.

Leading from one end of the spillway is the main canal, 90 feet wide, capable of discharging 3,800 cubic feet of water per second at a depth of eleven feet, through head-gates which form an integral part of the main structure.

A Fairy of the Prairies

At Bassano a branch line runs north-west to Standard, joining the Acme subdivision at Irricana.

At Crowfoot the Rocky Mountains may again be seen. Near Crowfoot, and south of the railway is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At Namaka are located some of the most productive farms in Western Canada and very rich harvests are reaped annually. From Gleichen to Shepard the line traverses the Western section of the Canadian Pacific Co.'s irrigation project and the canals and ditches are crossed at several points. From Gleichen to Shepard there is also a cut-off which traverses the irrigation belt. Irrigated farms are seen on each side of the track, and at Gleichen and Strathmore are located the Irrigation Experimental Farms where the results from the application of water in growing crops and trees may be noted. Beyond Gleichen (*alt. 2,900 ft., pop. 500*) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. Near Strathmore are located a great number of the Canadian Pacific's "Ready Made" farms. Under this policy the Company improves farms in advance of their sale, so that the arriving settler finds awaiting him a farm with a comfortable house, fine barn, a drilled well and about fifty acres in crop. The whole farm is fenced. The price of these improvements is added to the price of the land, the whole sum being payable in a space of twenty years. This policy has been extended to three Prairie Provinces, and is also being adapted to smaller areas in the Columbia Valley along the line of the

C.P.R. Hotel Palliser, at Calgary

Kootenay Central Branch north of Golden. At Langdon the railway falls to the valley of the Bow River. From Langdon, branch lines run northward to Acme. As one approaches Calgary one sees the great Ogden shops, at which the equipment of the railway on this section of the line is repaired and renovated.

Calgary—*Alt. 3,425 ft.* The largest city in Alberta, it has 80,000 population, with upwards of 425 retail stores, 150 wholesalers, 75 manufacturers, 25 banks.

General offices of the Canadian Pacific Railway are located here; including the head offices of the Department of Natural Resources, under whose jurisdiction comes the great Bassano Irrigation project. The extensive Western car shops of the C. P. R. are near Calgary. These shops will eventually employ about 3,500 men. The new Canadian Pacific Hotel Palliser ranks among the finest in North Ameria.

The city owns, operates and controls its public utilities, including municipal street railway, gravity waterworks system, light and power plant and street paving plant. All these are profitable enterprises, and yield a big revenue. Forty miles of street railway are in operation. The city is supplied with natural gas from Bow Island, which is sold at low rates, both to manufacturers and for domestic use.

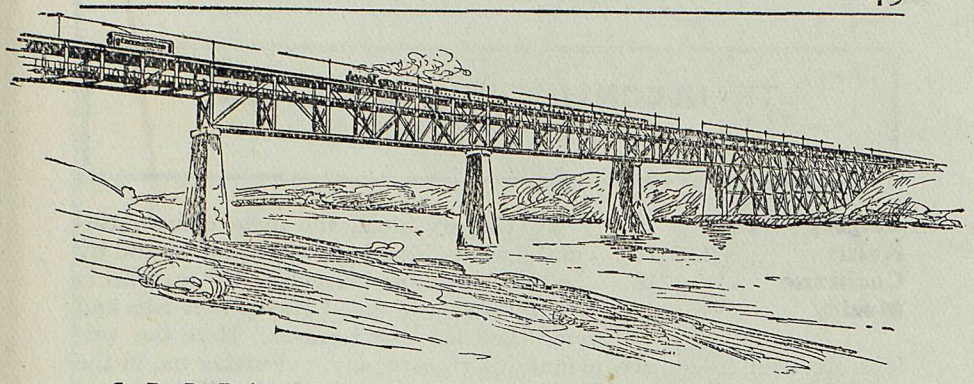
The most imposing building in Calgary is undoubtedly the Palliser, the new C. P. R. hotel. Externally the building is French Renaissance. Buff pressed brick, Roman size, is used for the facing of the walls while Indiana limestone is used for trimmings. Its ground measurements are 227 feet by 145 feet and it rises to a height of 120 feet above the sidewalk. From the roof a magnificent view of the snow-capped peaks of the Rockies is to be had.

It comprises ten floors—basement, ground, mezzanine and seven service floors, with a roof garden and sun parlor on the roof. The structure is built of steel and reinforced concrete throughout. In shape, it is rectangular as far as the first floor; above that, it is "E" shape, contained in one long wing of 46 feet wide by 227 feet long, on the north side, with three projecting wings at right angles on the north or street side—these wings being 99 feet long, 46 feet wide for the two end ones, and 54 feet wide for the centre one. The advantage of this design is, of course, that sufficient lighting for all rooms is secured. There are no "inside rooms." The spaces between the wings also afford provision for skylights for the lighting of the lower floor.

Entering from Ninth Avenue, one passes through the vestibule into the entrance hall (46 x 32 feet), with the Palm Room (42 x 50 feet) on the left and the Drawing Room on the right, Beyond is the Rotunda, 147 feet long by 40 feet wide. The floor of the Rotunda, vestibule, entrance hall and elevator hall is of grey Tennessee marble, and the columns that support the roof are finished in Botticino marble, with Sylvian marble for the bases. On the right of the Rotunda is the main Dining Room, 38 feet wide and 142 feet long, running the whole depth of the ground floor from north to south and finishing in a semi-circular bay at the south end. On the left of the Rotunda are the flower stand, bar, and cafe, the floors of which are large heather-brown tiles. To the north of the Rotunda are the elevator hall and the spacious kitchen.

The first floor contains a beautiful ball-room, 48 x 50 feet, situated at the north end of the centre wing. At either side of the ball-room, in courts, are pergolas, extending to the side wings. The remainder of this floor, and the whole of the floors above, is occupied by bedrooms, with an average of about fifty per floor.

The bedrooms range in size from 12 x 15 feet to 20 x 14 feet, and are usually in pairs, with connecting doors between, and bathrooms on either side. Inside each wing is a broad corridor running down the centre. Every bedroom is finished with mahogany doors, with a full length heavy plate glass mirror on the bedroom side of the door. The furniture of the bedroom is all fumed oak, with dull brass fittings. There is hot and cold running water, ice water service, telephone, and portable reading lamp in every bedroom.



C. P. R. Bridge over the Saskatchewan River at Edmonton

CALGARY TO EDMONTON AND CALGARY TO LETHBRIDGE

From Calgary an important branch line connects with Edmonton, the Capital of the Province of Alberta (see p. 40), and another south to Lethbridge and Macleod.

The Canadian Pacific Calgary to Edmonton branch line passes through and serves an exceptionally rich region, well suited for mixed farming and especially for dairying, which is, indeed, the staple industry of the inhabitants. For a distance of thirty miles after leaving Calgary the line skirts the extreme western boundary of the C. P. R. Irrigation Block, as far as Crossfield. The undulating prairies continue all the way, but after leaving Crossfield the character of the countryside gradually changes. Unlike Southern Alberta—i.e., the lands along the main transcontinental line of the C. P. R.—Central Alberta is wooded. Bush will be seen everywhere and clumps of trees, until presently, when nearing Edmonton, the clumps are in some parts continuous.

Olds—(58 miles) where one of the three Agricultural Schools recently established by the Alberta Provincial Government is located.

Red Deer—(95 miles), *population 3,500*, is an important town, and the centre of a splendid mixed farming and dairying district. It is situated on the Red Deer River, and has in the neighborhood valuable coal, clay, sand and gravel deposits. It will also be the subdivisional point for the new C. P. R. branch westward to Rocky Mountain House (between 50 and 60 miles), now in course of construction.

Lacombe—(113 miles), *population 1,800*, is also in the heart of a mixed farming district, and is the location of a Dominion Government Experimental Farm. A branch line runs from here eastward via Coronation to Monitor, and will eventually connect with the C. P. R.'s Moose Jaw to Macklin branch at Kerrobert. Near Lacombe is Gull Lake, a summer and bathing resort that is quickly becoming popular amongst the people of Southern and Central Alberta.

Wetaskiwin—(152 miles), *population 3,600*, is the junction point for the main line to Winnipeg.

Edmonton—(194 miles). See page 40.

Calgary to Lethbridge

The line south from Calgary to Macleod and Lethbridge also passes through a good farming country. Aldersyde (where a cut off line branches direct to Lethbridge), High River, Cayley, Nanton, Claresholm are some of the more important stations—all yielding substantial grain and cattle traffic. Near High River is a ranch famed for its breed of Percherons. At Lethbridge is the headquarters of an irrigation district now operated by the Natural Resources Department of the Canadian Pacific Railway, formerly by the Alberta Railway and Irrigation Company. Near here is Coaldale, a prosperous Ready Made Farm Colony settled with Old Country farmers.

TRANSCONTINENTAL MAIN LINE
CALGARY TO FIELD

Calgary		
Keith	*Alt.*	*3551*
Cochrane	"	*3748*
Morley	"	*4066*

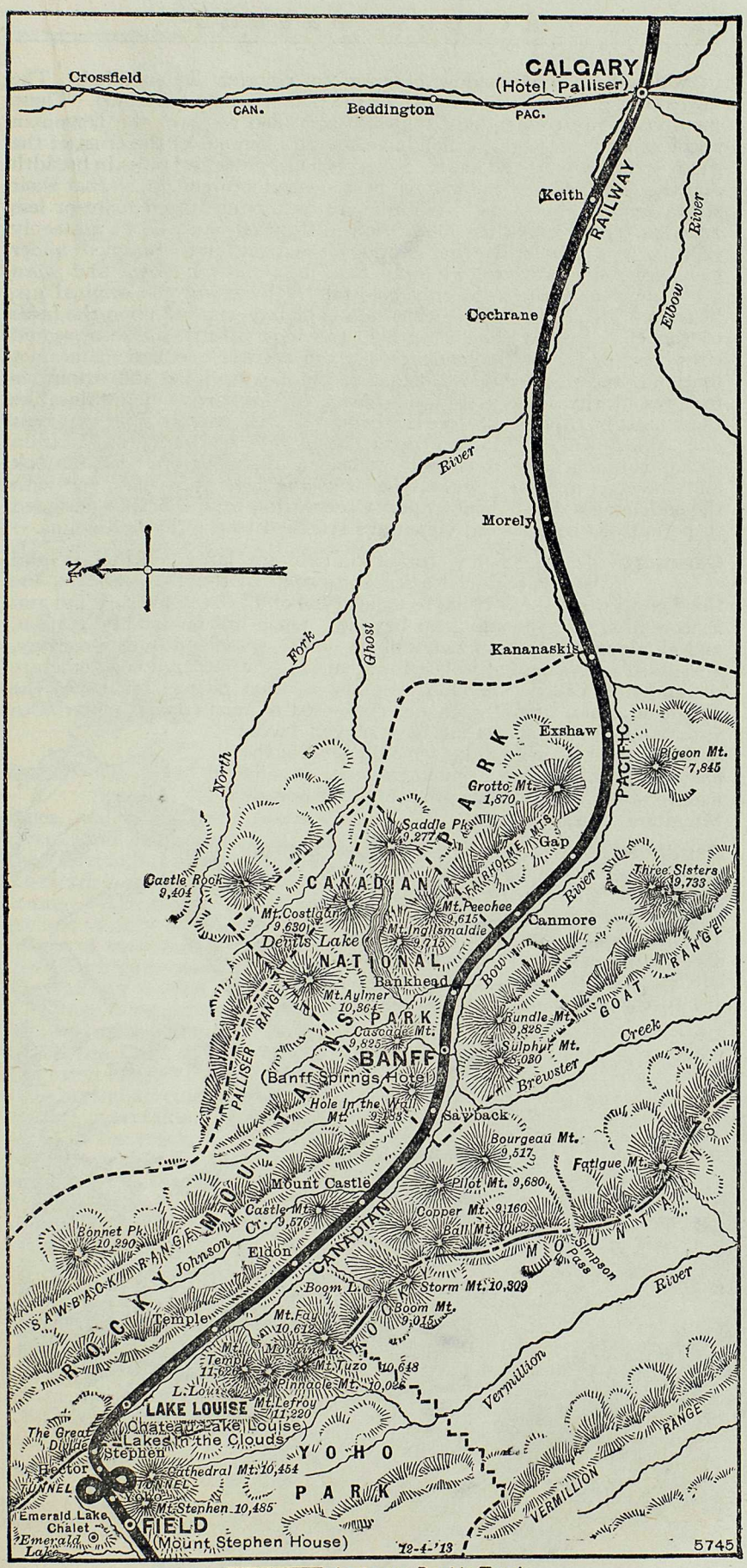
From Calgary along the main transcontinental line the Bow is closely followed and by the time Cochrane is reached, the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Here the valleys are seen to cut the mountains transversely. Further on, in the main ranges, as distinct from the foothills, the valleys will be found running parallel with the mountains, north and south, and these valleys open into each other across the mountain ranges by the passes, the lowest of which is 5,000 ft. above sea level, the highest 7,000 ft. Geologically the transverse valleys by which entrance is made to the mountains represent the grooved course of ancient glaciers, and many of the rivers flowing in these beds can be followed directly up to the remnants of these ancient glaciers. The remnant glacier of the Bow River to-day occupies a field thirty miles long by six to ten broad. Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Sawmills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained towards the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them.

Morley is interesting to the tourist as the reservation of the Stoney Indians, once the most warlike tribe of the native races of America, but now one of the most industrious and peaceful.

Kananaskis—*Alt. 4,218 ft.* Approaching Kananaskis the mountains suddenly appear close at hand and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway.

Exshaw—*Alt. 4,247 ft.* At Exshaw is one of the largest cement works in Canada. Here the difference between the ordinary upland stream and a glacier-fed river is first noticed. Tumbling from great heights, the former may be foamy and tumultuous; but the latter is always milky-green, with the sediment of glacial silt, infinitesimally fine particles formed by the grinding of the ice over the rocks.

The Gap—*Alt. 4,230 ft.* The mountains now rise abruptly in great masses, a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mountain, and in approaching the station called The Gap, a magnificent view is obtained of Wind Mountain and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves



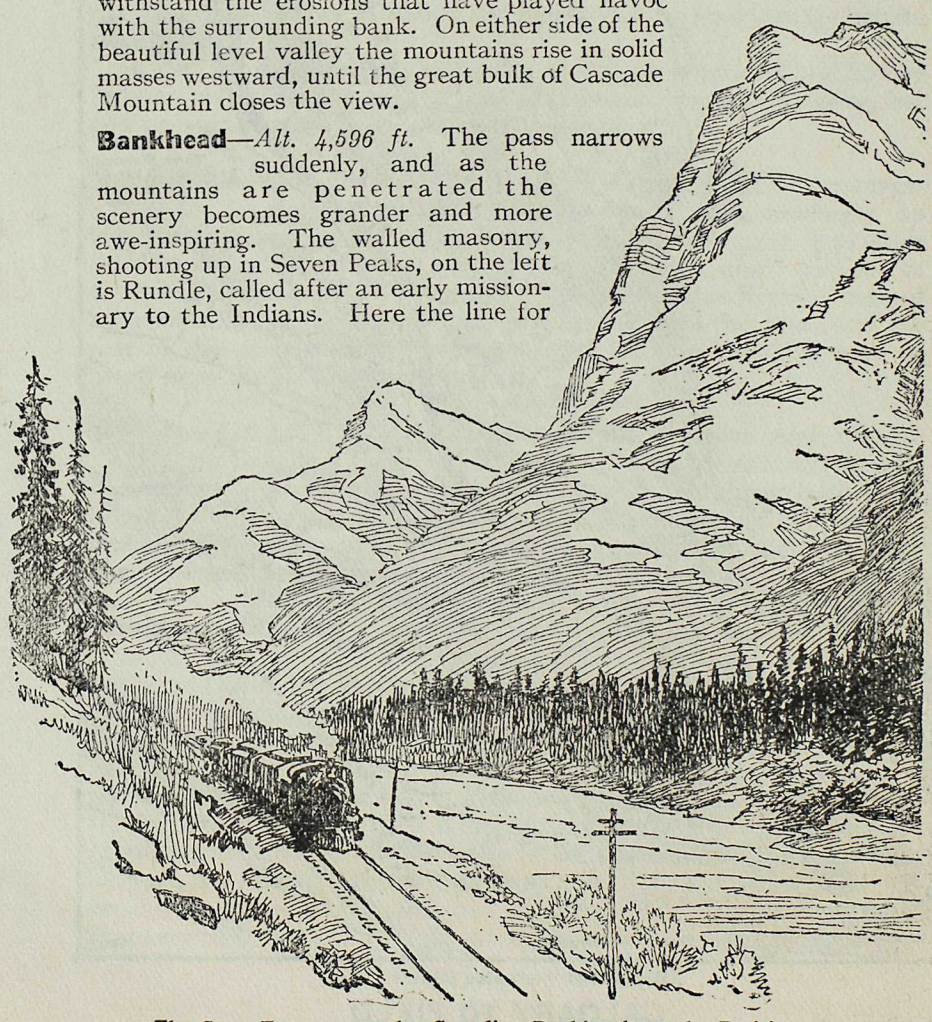
Indicates Double Track

CALGARY TO FIELD

in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth and slowly heaved aloft. Some sections, miles and miles in breadth and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees which there alone can maintain a foothold and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing as the train speeds through gorge and over mountain, giving here a vast outlook and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope. Observation cars, specially designed to permit of unobstructed views, are attached to the through trains.

Canmore—*Alt. 4,283 ft.*—Near Canmore are large coal mines and here is obtained a striking profile of the Three Sisters, the third or farthest south rising to an altitude of 9,743 feet, with Wind and Pigeon Mountains looming up beyond. On a hill behind the station, and all along the embankments of the valley traversed by the railway, are group after group of isolated and curiously weathered conglomerate monuments, called "hoodoos"—giant earthen pillars, ten times the height of a man, some of them—composed of hard enough material to withstand the erosions that have played havoc with the surrounding bank. On either side of the beautiful level valley the mountains rise in solid masses westward, until the great bulk of Cascade Mountain closes the view.

Bankhead—*Alt. 4,596 ft.* The pass narrows suddenly, and as the mountains are penetrated the scenery becomes grander and more awe-inspiring. The walled masonry, shooting up in Seven Peaks, on the left is Rundle, called after an early missionary to the Indians. Here the line for



The Gap—Entrance to the Canadian Rockies from the Prairies

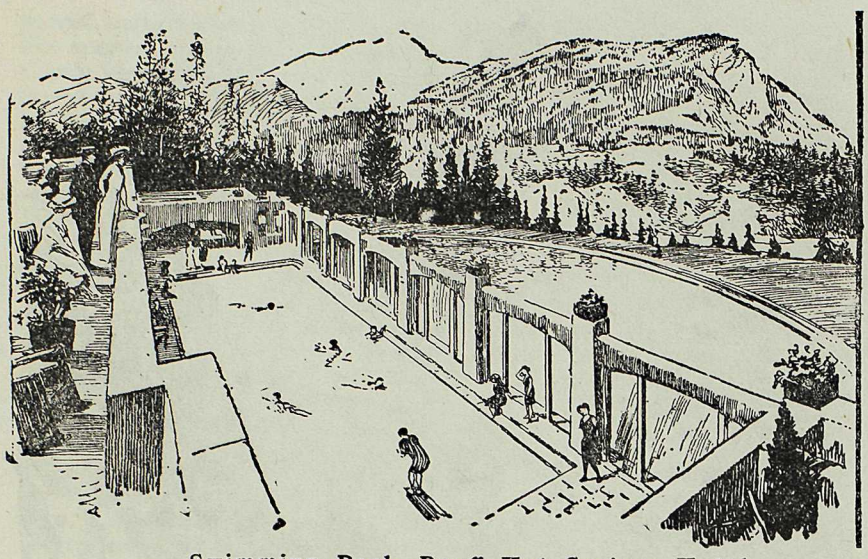
The Three Sisters
Canmore

a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mountain, which, though miles away, is apparently but a stone's throw distant, and which seems to rise in an enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller.

Banff—*Alt. 4,521 ft.* Station for Canadian National Park and Hot Springs. This park is a National Reservation of 5,732 square miles, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Lake Minnewanka and several noble mountain ranges, and beyond the "Divide," the Yoho Valley and the country to the west and south of it. The Park is the largest in the world, being nearly half as large again as the famous Yellowstone Park in the States. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery, and nowhere are good points of view and features of special interest so accessible as in this district where so many good roads and bridle paths have been constructed. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mountain (9,825 ft.); eastward is Mount Inglismaldie and the heights of the Fairholme sub-range, behind which lies Lake Minnewanka. South-eastward from Inglismaldie, in the same range of the Fairholmes, the sharp cone of Peechee (called after an Indian chief) closes the view in that direction; this is one of the highest mountains visible. To the left of Cascade Mountain, and just north of the track, rises the wooded ridge of Stoney Squaw Mountain, beneath which lie the Vermilion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall like crest of Mount Bourgeau. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the razor-like back of Sulphur Mountain, along the side o which are the Hot Springs, and on whose summit, at 7,455 ft., an observatory has been established. The isolated bluff southward is Tunne' Mcuntain, while just behind the station Mount Rundle, 9,798 ft. rises sharply, so near at hand as to cut off the entire view in that direction. Just before reaching the station, the train passes along a large corral of 800 acres in which are about one hundred buffalos, the last specimens of the monarchs of the plains. In well constructed cages are specimens of the various wild animals found in the Rocky Mountains. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the Canadian Pacific Banff Springs Hotel about a mile further on. A steel bridge takes the carriage-road across to the hotel located on an eminence between the foaming falls in the Bow and the mouth of the rapid

Spray River. This hotel has just been reconstructed on a truly magnificent scale, and has a kitchen capable of supplying 600 dinners at one time. It is most favorably placed for health, picturesque views, canoeing, driving, walking and mountain-climbing. In direct connection with the hotel there has been opened what is probably the finest bathing establishment on the continent. It is built in the form of three terraces, the outer and lower one of which forms the great semi-circular cold water swimming pool, which is one hundred and twenty feet in diameter and varies from three to seven feet in depth. The second terrace contains the sheltered warm sulphur-water pool which is supplied by piping the water direct from the Hot Springs on Sulphur Mountain at the rate of 1,165 gallons per hour. This pool measures 28 feet by 80 feet and varies from four feet to seven feet in depth. The water in the pool is maintained at a temperature of 110 degrees Fahrenheit—about five degrees lower than at the source of supply—by the continuous flow of water. The bathing space is enclosed by a screen of plate glass between concrete posts, to protect the bathers against the breezes. Adjoining the sulphur plunge, there are ten shower baths, and complete Turkish and Russian baths finished in marble and fitted with all the latest plumbing devices. One hundred dressing rooms are provided at this level, and on the third terrace there are the cooling rooms, private sulphur baths, and rooms for the Swedish masseur and his attendants who were brought from Europe to take charge of the bathing establishment. The roof of the third terrace forms a wide promenade upon which chairs are placed to enable guests to obtain both a view of the bathers below and of the whole magnificent panorama of the mountains. The entire structure is of reinforced concrete and the pools are lined throughout with white glazed tile, and lighted by electricity so that they may be used at night as well as by day. Still another attraction at Banff is the new golf course. Golf enthusiasts who have played the game on the ordinary country golf links will find the sport at Banff even more fascinating. Here the environments are such as no country club could hope to duplicate. Nestling among the mountains, completely surrounded by gigantic peaks, and with the glacier-fed Bow River flowing throughout its length, the course is superbly located. Nature making it not only one of the highest courses on the American continent, but also one of surpassing beauty. The links are reached from the Banff Springs hotel by a foot-path which leads directly to the clubhouse. The house is nicely furnished and provided with all conveniences. In Banff, itself, there are a sanitarium and hospital, and a museum of more than local interest has been established by the Government. Nine miles from Banff is Lake Minnewanka, on which a fine launch has been placed. There is capital fishing the trout being of extraordinary size. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. Some extraordinary

Banff Hot Springs Hotel, Owned and Operated by the Canadian Pacific Railway



Swimming Pool, Banff Hot Springs Hotel

fossil remains and markings of mammoth pre-historic creatures are found on the mountain slopes surrounding this lake, as well as on Cascade Mountain. At the upper end of the lake is the valley of Ghost River, a strange region where the mountain rivulets gurgle off into subterranean reservoirs and the granite walls are pitted with caves. Between Banff and the lake is Bankhead, where are located the anthracite mines, operated by the Canadian Pacific Railway, whose output will eventually provide the country as far east as Winnipeg with fuel. The hot springs are at different elevations upon the eastern slope of Sulphur Mountain, the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and, adjacent, another spring forms an open basin of warm sulphurous water. Since the opening of the railway these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.

These springs are reached by a delightful drive of about a mile along a winding, pine-bordered road, up the valley of the Bow River to the base of Sulphur Mountain.

Among the other pretty drives radiating from Banff is "the Loop," a beautiful roadway around the Bow Valley, in full view of the superb Bow Falls, skirting the base of Mount Rundle, to the banks of the Bow River; another interesting drive is that along the north side of the Vermillion lakes to Edith Pass; another favorite outing is that to Tunnel Mountain, by way of its spiral, tree-lined roadway. Of the longer trails that have been opened probably the most important is that up Brewster Creek, at the head of which is a huge glacier. West from Lake Minnewanka there is another trail through Aylmer Pass and down the Ghost River, returning to the lake by way of the Devil's Gap. There is also another magnificent trail from the Spray Lakes to Kananaskis Lake. From one to two weeks can be profitably spent on these last two trips.

Of interest to motor-car enthusiasts is the new automobile road on which Banff will be an important stop-over point. This road is now being built by the Dominion Government, the British Columbia Government and the Canadian Pacific Railway. It starts at Calgary and runs through the Mountains to Banff. At Castle Mountain it branches off through the beautiful Vermillion Pass to connect with a road already in existence running

Buffalo at Banff

Mount Assiniboine

from Golden to Cranbrook on the Crow's Nest Pass line of the C. P. R. From here there is a road to Macleod and from that point there is connection with Calgary, making a five hundred mile automobile road, which when completed will be the grandest highway in the world.

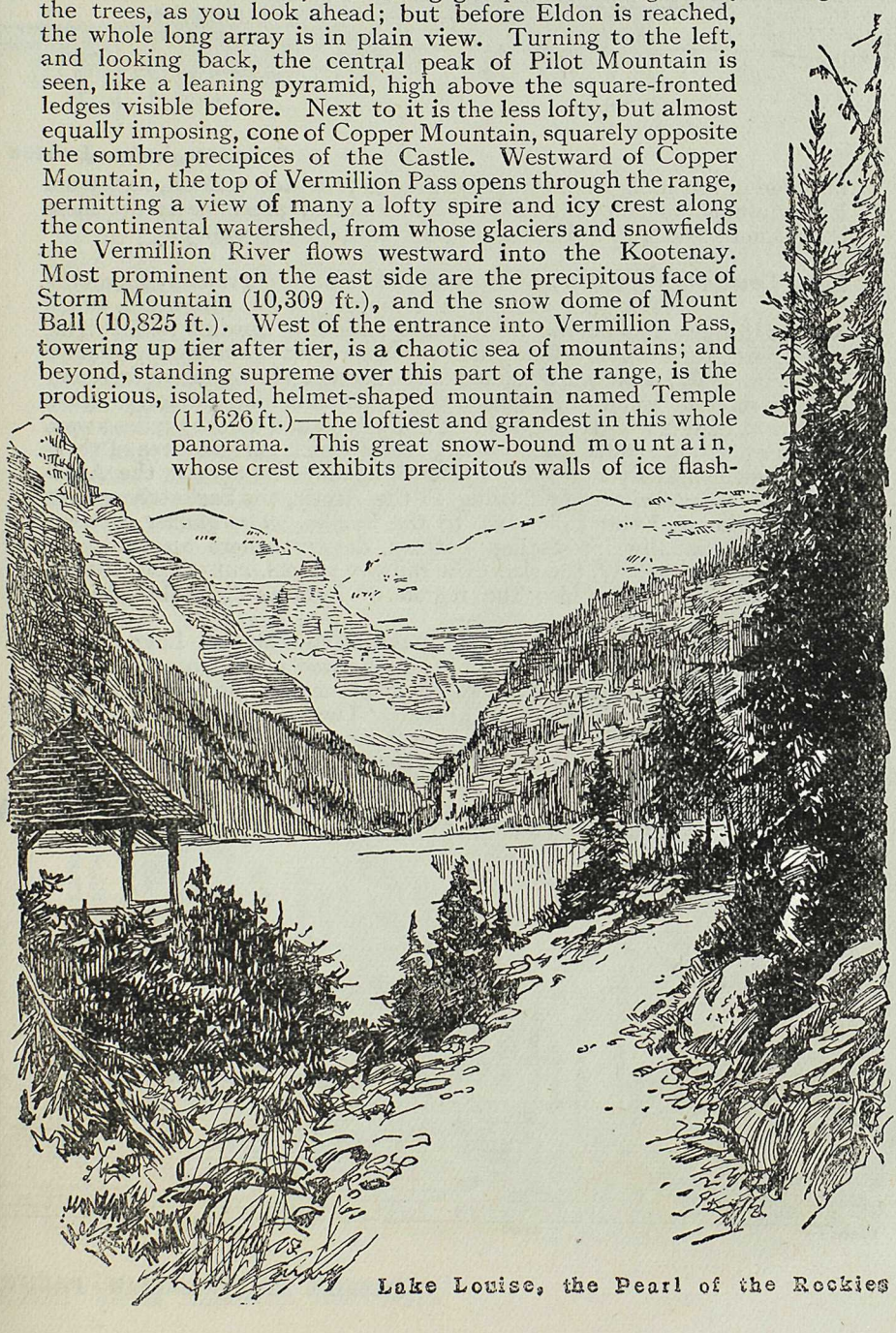
Twenty miles south of Banff is Mount Assiniboine, the Matterhorn of the new world, the ascent of which, after several unsuccessful attempts, was made in the autumn of 1901 by the Rev. James Outram and a party of Swiss guides. The way to it leads through beautiful valleys studded with transparent blue lakes and park-like prairie openings.

Sawback—*Alt. 4,537 ft.* Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had to the right of Mount Bourgeau and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mountain, 9,680 ft., the landmark of mountain trappers, for it is seen and easily recognizable from both ends of the Bow Valley. Hole-in-the-wall Mountain is passed upon the right, against whose side can be seen a cavernous opening to a mountain grotto. This cave is 1,500 feet above the valley bed, 12 feet from floor

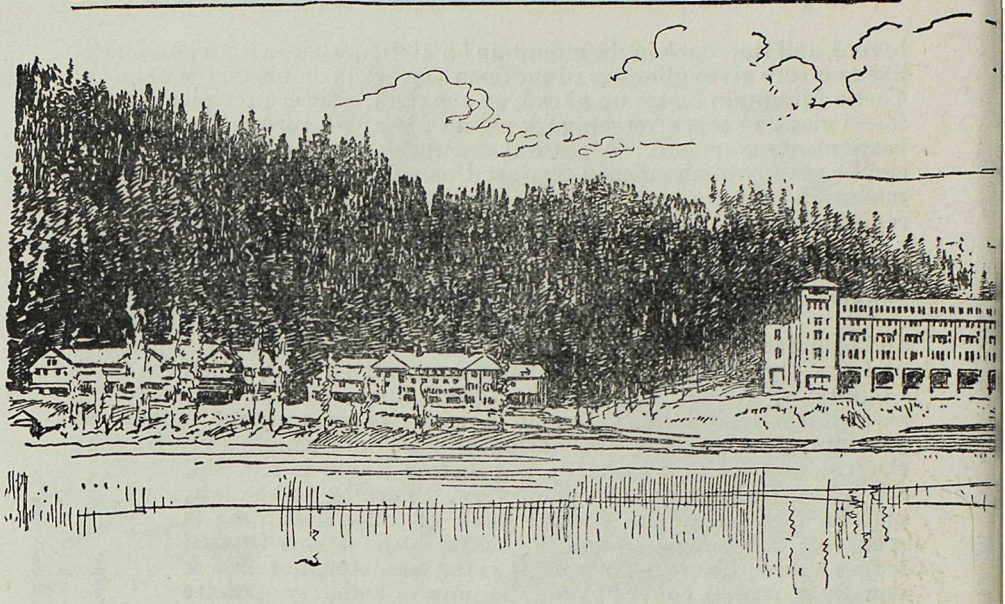
to roof, and runs back in the mountain for 160 ft., where a round chimney-like aperture gives glimpses of the open sky. A little beyond the station Castle Mountain looms up ahead, on the right, a sheer precipice of 5,000 ft.—a giant's keep, stretching for eight miles, with turrets, bastions and battlements complete. A natural drawbridge, portcullis and gateway can be plainly distinguished against this ochre wall. The back of this mountain is a gradual slope, glacier-covered and overlooking a wild region of canon, torrent and bridges of rock.

Mount Castle *Alt. 4657*
Eldon *" 4814*

Mount Castle station is at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (north-east) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mountains, in the foreground at Lake Louise. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses are caught only through the trees, as you look ahead; but before Eldon is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mountain is seen, like a leaning pyramid, high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mountain, squarely opposite the sombre precipices of the Castle. Westward of Copper Mountain, the top of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snowfields the Vermillion River flows westward into the Kootenay. Most prominent on the east side are the precipitous face of Storm Mountain (10,309 ft.), and the snow dome of Mount Ball (10,825 ft.). West of the entrance into Vermillion Pass, towering up tier after tier, is a chaotic sea of mountains; and beyond, standing supreme over this part of the range, is the prodigious, isolated, helmet-shaped mountain named Temple (11,626 ft.)—the loftiest and grandest in this whole panorama. This great snow-bound mountain, whose crest exhibits precipitous walls of ice flash-



Lake Louise, the Pearl of the Rockies



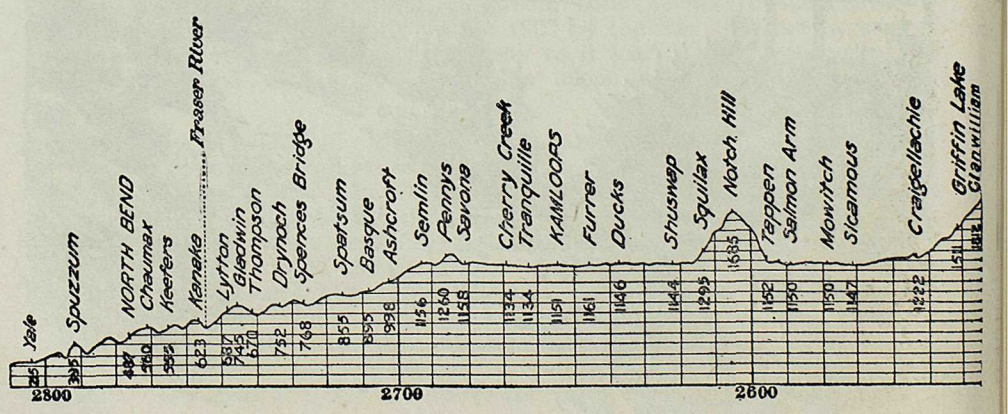
Chateau Lake Louise

ing blue in the sunlight, becomes visible at Sawback station, and from Eldon almost to the summit its white-crowned precipice is the most conspicuous and admirable feature of the wonderful valley.

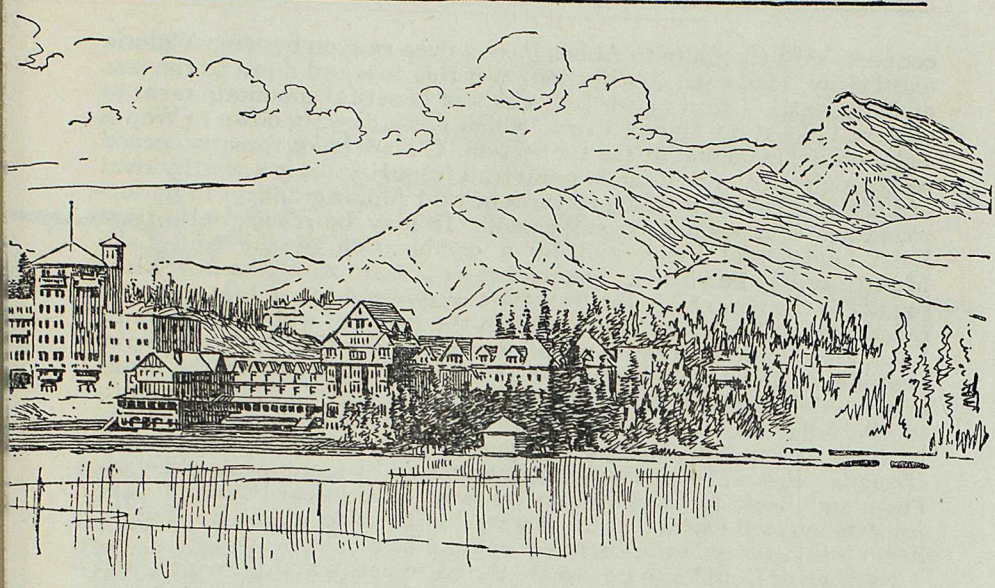
Lake Louise—*Alt. 5,032 ft.* Beyond Lake Louise the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward to the right, north-west, towards Bow Lake and the huge rounded snow-capped peak of Mount Daly, a view is obtained of the glacier. It is a broad crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you and a dozen miles away. Further north are other glacial fields, one of which is the source of three great continental rivers flowing to the three different oceans, the Athabasca or Mackenzie River flowing to the Arctic, the Saskatchewan to the Atlantic, and the Columbia to the Pacific. The glacier presents some exceptionally interesting features, among others an enormous cavernous passageway, the size of a railway tunnel, cut out by subterranean rivers. This is also the region of Mounts Columbia, Bryce, Athabaska and Forbes.

Lake Louise is the station for the Lakes in the Clouds. Lake Louise, the first of the lakes encountered, is about three miles from the station and is reached by an electric railway over a four per cent grade or by carriage drive over a well constructed road. The Lakes in the Clouds are rare gems whose loveliness and charm surpass description. On the margin of Lake Louise, *alt. 5,670 ft.*, there is a Canadian Pacific hotel,

BRITISH COLUMBIA

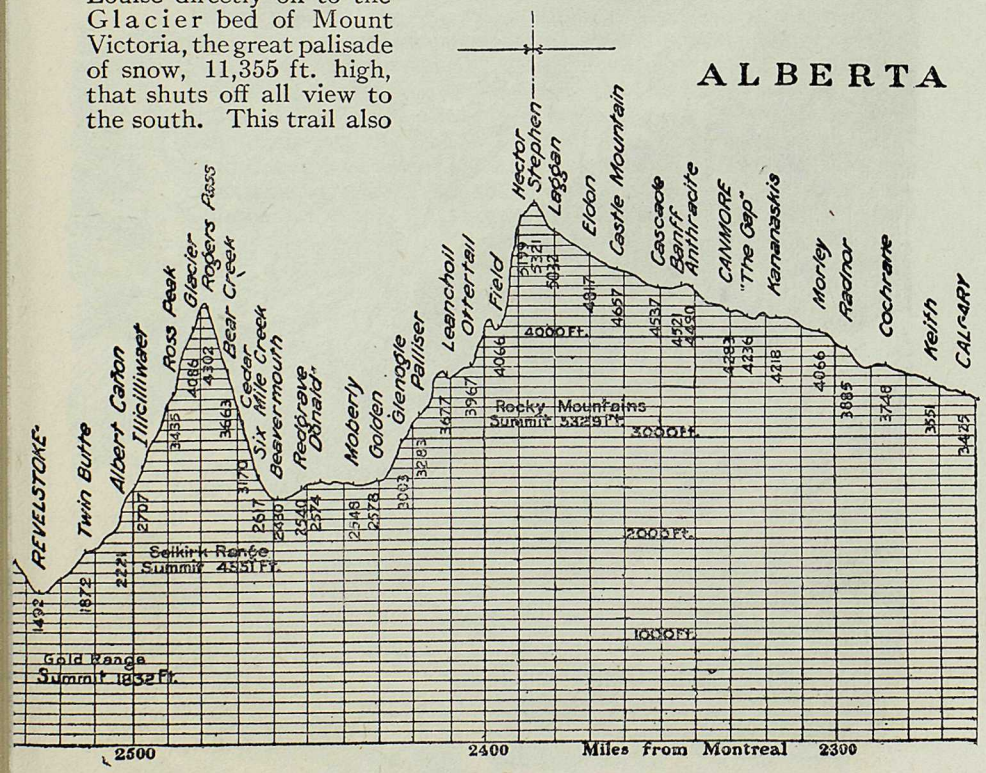


PROFILE OF CANADIAN PACIFIC



Canadian Pacific Hotel System

recently much enlarged, where excellent accommodation is provided. A good trail entirely surrounds Lake Louise and there is a bridle-path to Mirror Lake, 6,655 feet up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Both lakes lie literally above the clouds, nestling in the rocky cirques among the peaks of the Beehive, St. Piran, Niblock and Whyte. Trails also lead across the stream draining Lake Louise to Fairview Mountain on the left side and to the Saddleback still farther eastward, from which one can look across an abyssmal gorge 2,000 ft. deep to the avalanches of Mount Temple, the forested vale called Paradise Valley, the scarred battlements of Mount Sheol and the pinnacled heights of Castle Crags behind Fairview Mountain. Other trails lead round to the right of Lake Louise directly on to the Glacier bed of Mount Victoria, the great palisade of snow, 11,355 ft. high, that shuts off all view to the south. This trail also

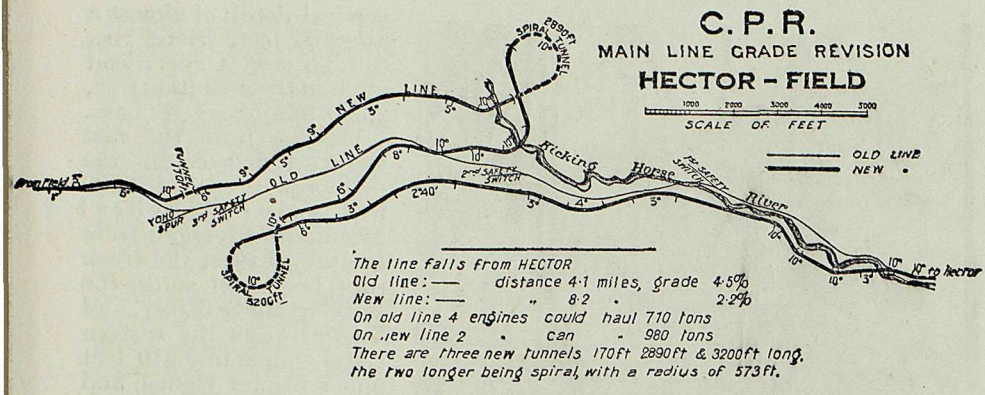


RAILWAY FROM CALGARY TO YALE

connects with the route to Abbot Pass, a deep canyon between Victoria and Lefroy, 11,220 ft. A stiff climb over this pass and down to the rear of Lefroy and Victoria leads by a chain of beautiful mountain tarns to O'Hara Lake and Cataract Creek, which flows directly down to Wapta Lake, on the main line, at Hector Station. O'Hara Lake, recently opened to the public by a well-made pony trail from Hector, is a worthy rival of Lake Louise and presents features of wild Alpine grandeur in its surroundings that cannot be surpassed. It may be reached also from Lake Louise and Field, and by a combination of the trail Lake McArthur may be visited. The roadway eastward along the Bow River rounds to the rear of Mount Temple and descends to a beautiful vale called the Valley of the Ten Peaks, in the midst of which lies Moraine Lake, an emerald gem set in a glacier crescent; for the Ten Peaks engirt one side of the lake like a scimitar and between each pair of the peaks is fathomless snow, with the ribboned green of a glacier hanging down to the valley bed. In these waters the supply of trout is exhaustless. In the surrounding valleys big game—goat, big-horn and bear—abounds. From Moraine Lake trails lead to the summit of Wenkhemna Pass, and back to Lake Louise by way of Sentinel Pass and Lake Annette, a small emerald sheet of water on the side of Mount Temple. From this latter trail the Giant's Steps can be reached.

Northward from Lake Louise are the Slate and Waputik ranges, and overtopping all, like the sky-line of a citadel, with white edging on every rock, ledge and crest hidden in the clouds, is the great buttressed mass called Mount Hector, after Sir James Hector, of the Palliser expedition in 1858, one of the first to explore the Rockies.

C. P. R. Spiral Tunnel

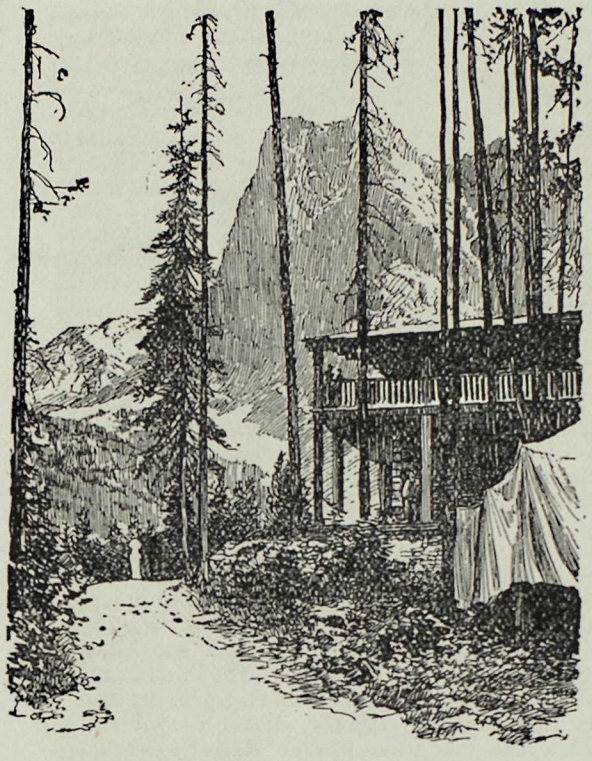


To enable visitors to climb and explore in safety, the Canadian Pacific Railway has brought from Switzerland a number of Alpine guides of the highest class. One of these is always stationed at Lake Louise. The others will be found at Field, Emerald Lake and Glacier. These guides live with their families at the model Swiss village of "Edelweiss" established by the Canadian Pacific near Golden.

Stephen *Alt. 5321*
Hector " *5199*

The station at the summit of the Rocky Mountains. Mt. Stephen—one of the chief peaks of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Railway Company. Here is the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific and those of the other to Hudson Bay. At this point is seen the granite shaft erected to the memory of Sir James Hector, discoverer of the Kicking Horse Pass, by which the Canadian Pacific Railway crosses the highest range of the Rockies. From here the line descends rapidly, passing the beautiful Wapta Lake at Hector, and crossing the deep gorge of the Kicking Horse River just beyond. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread five or six hundred feet below. Above is a serrated sky-line whose craggy margin hides the glaciers and the real summit of the range. Looking to the right, the Yoho, one of the grandest mountain valleys in the world, stretches away to the north, with great, white, glacier-bound peaks on either side. Looking forward to the right, the heights of Mount Field are seen. On the left the basilicalike spires of Cathedral Mountain loom against the sky, and just beyond is the duomolike head of Mount Stephen. On its shoulder is seen a vast, shining, green glacier, the forepart of this monster, which hangs obliquely forward, measuring nearly a thousand feet in length and its lower outer edge showing a

Near Field, B.C.



Emerald Lake Chalet

vertical depth of almost a hundred feet. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base.

Coming from the east the road first enters the corkscrew tunnel of 3,200 feet, under Cathedral Mountain. Emerging from the tunnel twist the track runs back east across the Kicking Horse River, and then enters the eastern spiral tunnel of 2,910 feet under Mount Ogden, and after describing an elliptic curve emerges to again cross the Kicking Horse westward. The whole thing is a perfect maze, the railway doubling back upon itself twice, tunnelling under mountains and crossing the river twice in order to cut down the grade.

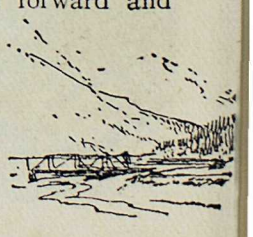
Put in brief, the work which has now been completed is as follows:—Length of two tunnels, 1¼ miles; length of cutting outside of tunnels, 7 miles; increase in length of track, 4¼ miles; reduction in grade, from 4.5 to 2.2; approximate cost of work, $1,500,000; number of men employed, about 1,000, with complete outfit of steam equipment. Time of work, twenty months, from October, 1907, to July, 1909; 75 carloads of dynamite were used, or upwards of 1,500,000 pounds of the explosive. The cost of explosives alone came to over $250,000.

This is not merely the greatest piece of tunnelling ever attempted in Canada, but the first introduction of this spiral system of tunnels on this continent.

Field—*Alt. 4,066 ft.* Terminal Alberta Division. Trains leave Field on Pacific time—one hour earlier than Mountain time. (See British Columbia Division.)

FIELD AND VANCOUVER: 511 miles
(British Columbia Division)

Field—*Alt. 4,066 ft.* At Field is a charming hotel managed by the railway company—the Mount Stephen House—not far from the base of Mount Stephen and facing Mount Field. This is a favorite stopping place for tourists, and the hotel has been recently enlarged to meet the wants of increased travel. Field combines all possible attractions for the mountain tourist. From here is reached that great glacier field first seen northward from Laggan. There is excellent fly-fishing for trout in the lakelets and streams near the village. Two thousand five hundred feet up the right hand slope of Mount Stephen, along an easy bridle-path, is a wonderful fossil bed, an area of 150 square yards, where the mountain side has tumbled forward and disintegrated in a rockslide of shaly, shelving limestone slabs. These slabs, which cover a large area beyond the chief patch, for the most part consist of thin, laminated plates or layers. On a sharp knock the layers separate, revealing countless fossil specimens, fern-like and perfectly marked, principally trilobites and agnostus. The



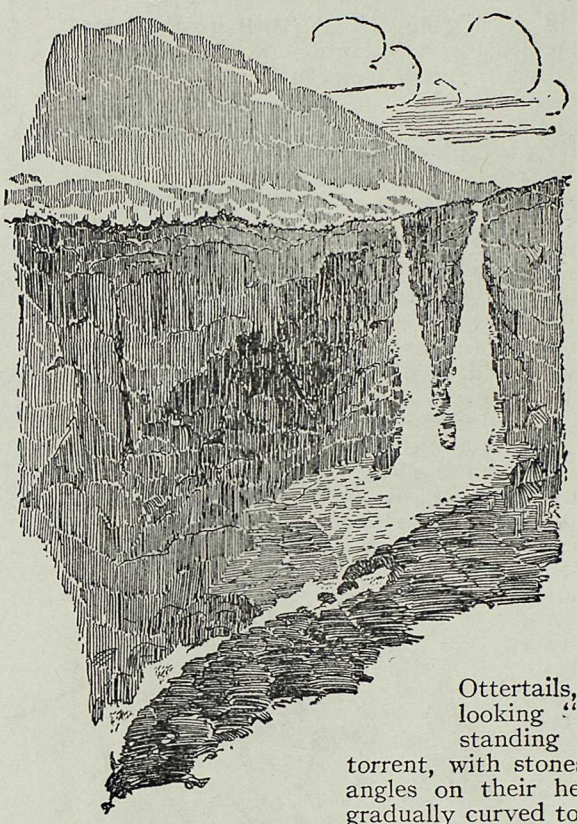
summit is only four or five thousand feet above the fossil beds, and offers a splendid and exhilarating ascent to climbers with a steady head for narrow ledges. Looking down the valley from the hotel, Mount Dennis is seen on the left, and the Van Horne Range on the right. The two most prominent peaks of the latter are Mounts Deville and King, the former on the right. Fossil beds are also found in the Van Horne Range. The Ottertail group with its sheer wall, snow caps and abrupt declivities giving unexpected views at every turn, is particularly attractive to the climber.

A road crossing the bridge of the Kicking Horse River, to the base of Mount Burgess, leads through a forest of spruce and balsam to a natural bridge of rock, under which the river pours in a cataract. Five miles farther along the same trail is Emerald Lake, a lovely expanse of green water nestling in the forest to the rear of Mount Burgess and completely surrounded by lofty peaks, whose green, ribboned glaciers can be seen protruding from the rocky cirques of the upper slopes. A chalet hotel offers excellent accommodation for tourists wishing to spend some time at the lake, or to visit the great Yoho Valley which lies beyond. An excellent trail has been cut round the end of the lake and up the gravelly saddle of rock to the right, where one passes through a forest into the very lap of the summits. A tarn lies in the centre of this upland meadow, and the trail leads to its right-hand margin into the gorge of the marvellous Takakkaw Falls. These wonderful falls are amongst the finest in the known world. An enormous volume of seething, boiling water rushes over the precipice on the far side of the narrow gorge and descends the rock side in clouds of foam, a sheer drop of 1,200 feet. The Takakkaw Falls is one of the most striking attractions in the mountains and ought not to be missed by any tourist. Excellent camps are maintained here by the C. P. R. for the accommodation of tourists who wish to explore this wonderful region.

From the Yoho Pass there is a good trail to the Twin Falls past other C. P. R. mountain camps. These Falls are of even greater interest than the Takakkaw, owing to a perpendicular drop of two vast columns of water and the dense clouds of steamlike spray caused by their concussion with the rock floor below. This trail continues on to the Yoho Glacier, and a further trail has been constructed to the summit of Yoho Peak. The return journey may be made via the Takakkaw Falls and the Yoho Valley, the road swinging around shoulder of Mount Field and following

Mount Stephen House, Canadian Pacific Hotel at Field

the Kicking Horse River to Field Village. An alternate route from the Takakkaw Falls to Field is offered by the trail from Yoho Pass through Burgess Pass. This is one of the prettiest trails in the vicinity of Field, magnificent views of the President Range being obtained from Mount Burgess. Another picturesque side trip from Field is that along the old grade to the Ottertail Valley where a magnificent view of the triple-headed Mount Goodsir may be had. The round trip distance by carriage over this road is 16 miles.

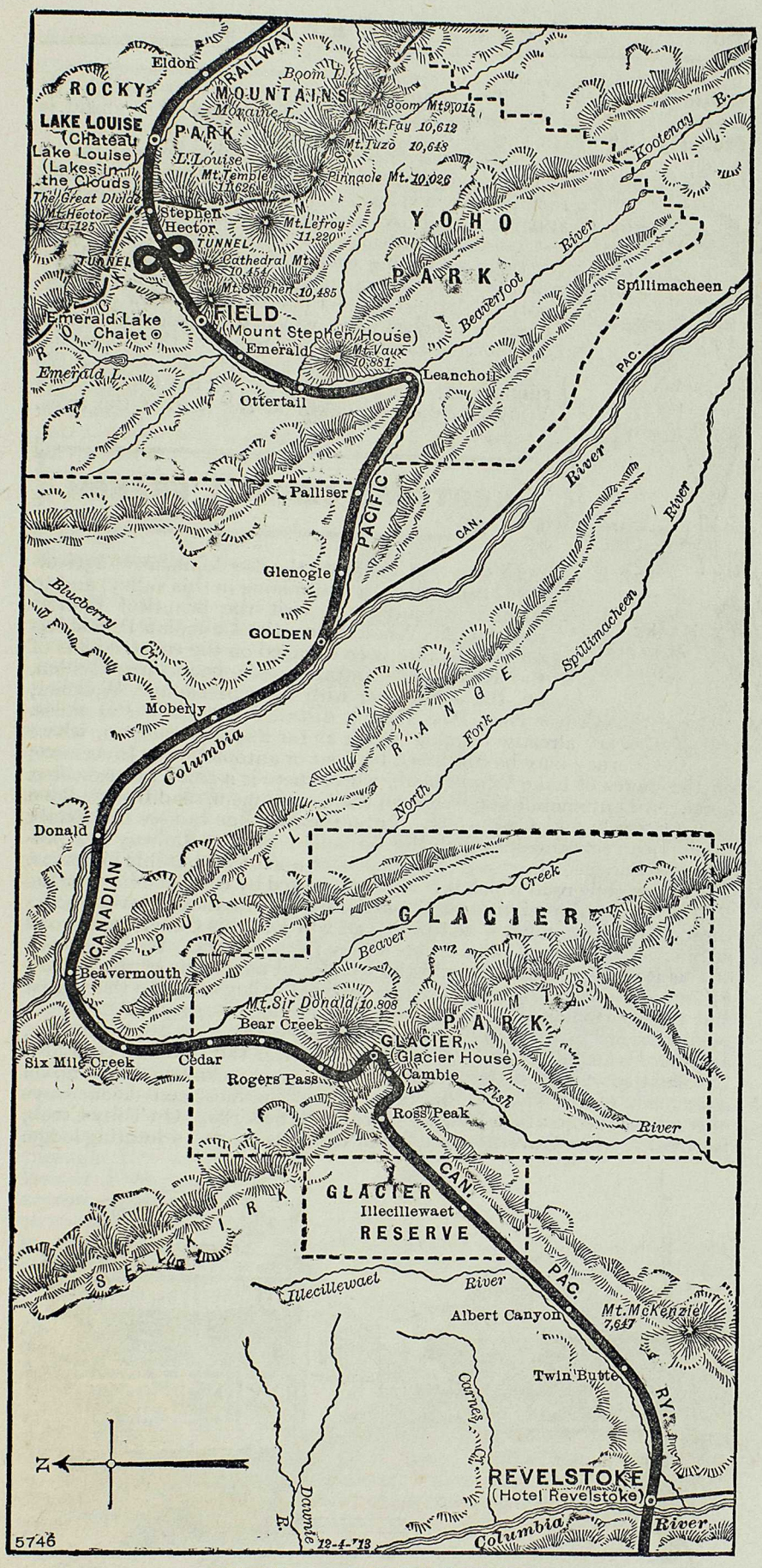


Twin Falls, Yoho Valley

Ottertail *Alt. 3967*
Leanchoil *3677*

Two miles beyond Field, very lofty, glacier bearing heights are seen at the north. The line follows the Kicking Horse, whose narrow valley divides the Ottertail and Van Horne ranges. Mount Goodsir (11,676 ft.), the highest of the Ottertail group, is seen from Ottertail Creek. The Ottertail to the left appears sheer and pinnacled, with no amphitheatre among the craggy heights, while the Van Horne to the right are ochre-colored in their slopes and show an undulated succession of trough and crest among their summits. About a mile away from the valley bed of the Kicking Horse River, at the base of the Ottertails, is a strange field of rakish looking "hoodoos," with pillars left standing by the wash of mountain torrent, with stones tilted at all sorts of tipsy angles on their heads. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to Leanchoil, where the Beaverfoot River comes in from the south and joins the Kicking Horse. At the left, the lofty peaks of the Ottertail Mountains, walled, massive and castellated, rise abruptly to an immense height; and, looking south, a magnificent range of peaks extend in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mountains, appearing to slope away from the railway. At the right Mount Hunter, a long, gradual slope, pushes its huge mass forward like a wedge between the Ottertail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway. Near Palliser can be seen a group of hoodoos in process of formation.

Palliser—*Alt. 3,283 ft.* The canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical, rising straight up thousands of feet, in a bronze wall crested by a long line of unnamed peaks, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.



FIELD TO REVELSTOKE

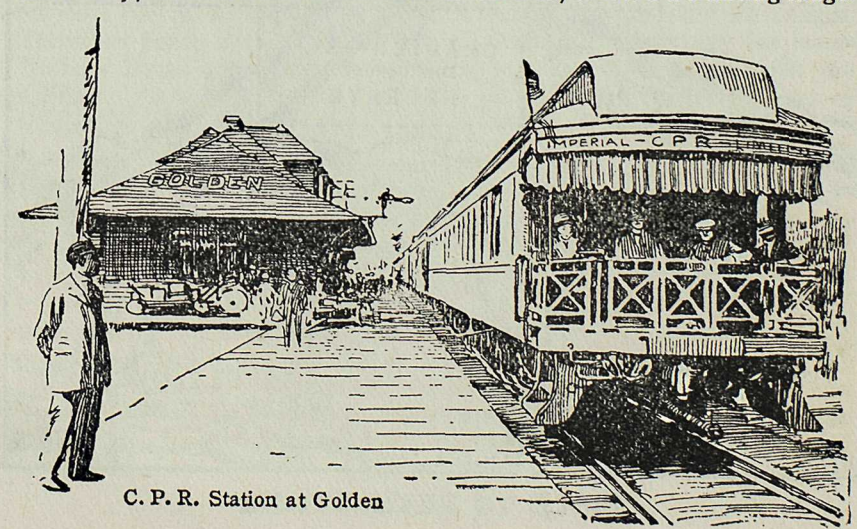
Glenogle *Alt. 3003*
Golden " *2578*
Moberly " *2548*

The train suddenly emerges into daylight as Golden is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond to the left and south are the Selkirks, rising from their forest clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southeast to the northwest, gradually melting into the remote distance. Parallel with them and rising eastward, to the right and the north from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. Golden is a lumbering town upon the banks of the Columbia, at the mouth of the Kicking Horse. During the summer steamers make trips up the Columbia to Windermere on the lakes at the head of the river.

Rocky Mountain Sheep

KOOTENAY CENTRAL BRANCH

In order to facilitate the development of agriculture, fruit growing and mining in this valley, and to encourage tourists to visit the beautiful district round Lake Windermere, the Canadian Pacific has for some years been engaged on the construction of the Kootenay Central branch connecting Golden, on the main line, with Fort Steele and Wardner, on the Crows Nest Pass line, a distance of about 180 miles. Trains are already running south as far as Spillimacheen, where the journey may be continued by boat or automobile to Invermere, on the shores of Lake Windermere, where there is a small but excellent hotel. An automobile stage runs on the Government road from Golden to Fort Steele and Cranbrook. From the road one can see the Ready Made Farm settlements which the Canadian Pacific Railway has prepared at Parsons, Harrogate, Spillimacheen and other suitable locations. The automobile road which is being constructed by the Canadian Pacific Railway in conjunction with the Federal and Provincial Governments through the Vermillion Pass from Banff will join this Government road at Sinclair, over sixty miles up the valley from Golden. With the slope of the Rockies on the left and the wonderful panorama of the Selkirk Mountains on the right, this newly opened valley offers to the tourist and the sportsman a virgin route of marvellous beauty. At various points irrigation companies are supplying the water for apple-growing, and there is already considerable settlement near the Windermere Lake. Excellent sport may be had in the canyons and creeks which run up on either side of the valley—this being one of the most convenient ways of reaching the great ice field which caps the Selkirks. On Toby Creek, Earl Grey, when Governor-General of Canada, erected a hunting lodge.



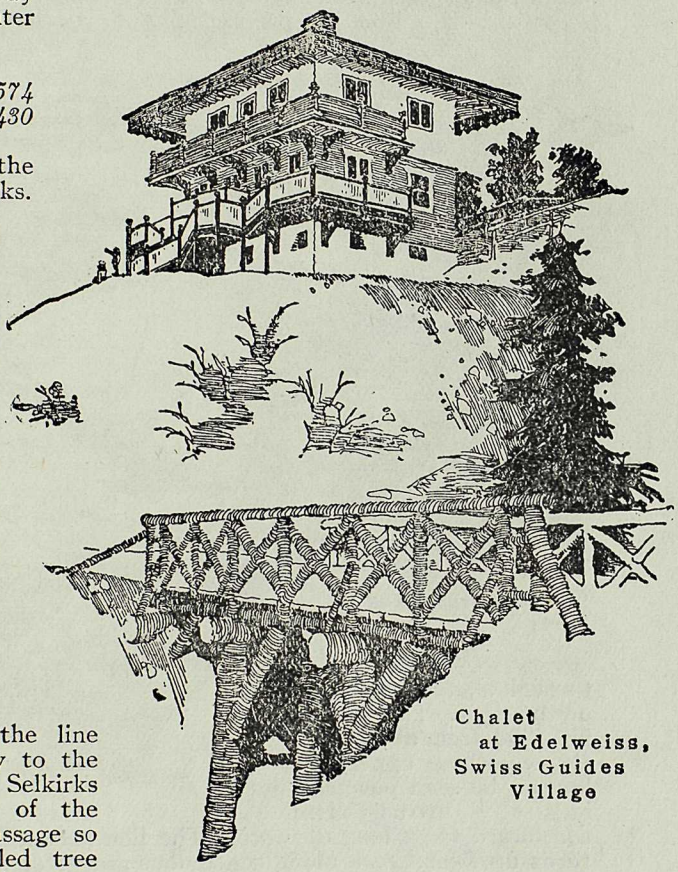
C. P. R. Station at Golden

MAIN TRANSCONTINENTAL LINE
(Continued from Golden)

From Golden to Donald the railway follows down the Columbia on the face of the lower bench of the Rocky Mountains, the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. From the railway to the right of the track, shortly after leaving Golden Station, can be seen the model Swiss village of "Edelweiss," erected by the C. P. R. for its Swiss guides. Heretofore the company's guides have always returned to Switzerland at the end of each season, but now they remain in Canada the whole year round. Moberly is the site of the oldest cabin in the mountains, seen just to the left, where a Government engineering party, under Mr. Walter Moberly, C. E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2.

Donald *Alt. 2574*
Beavermouth " *2430*

Donald lies in the shadow of the Selkirks. From here the railway crosses the Columbia to the base of the Selkirks, always wooded in contrast to the naked stone of the Rockies. A little further down, the Rockies and Selkirks, crowded together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at Beavermouth, the most northerly station of the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia. Here a natural bridge is seen across the boiling torrent.

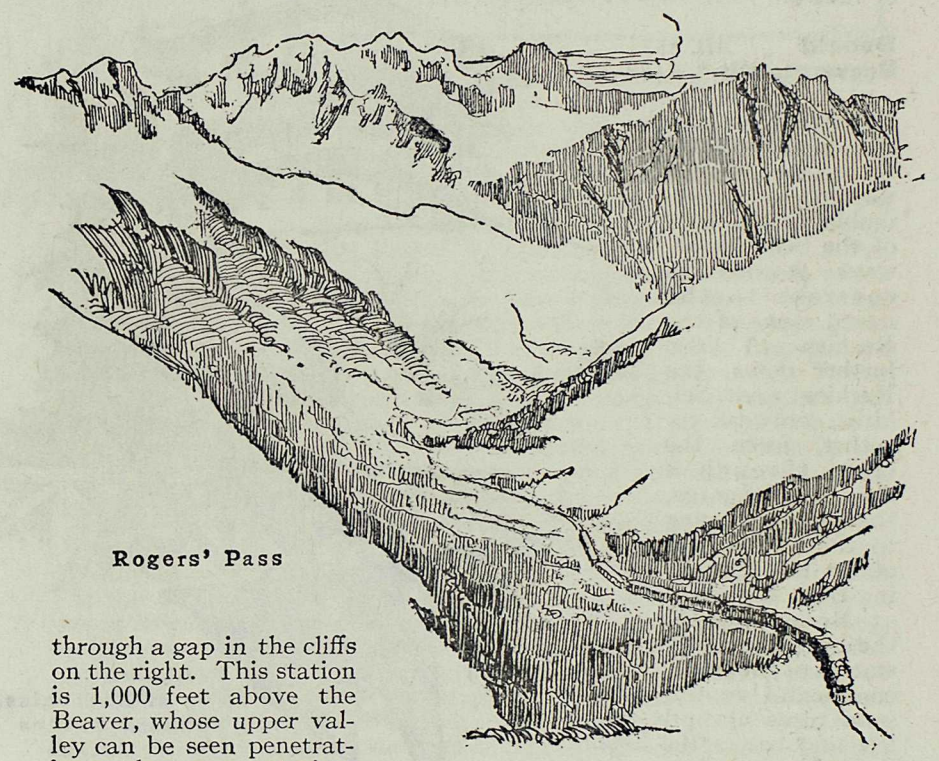


Chalet at Edelweiss, Swiss Guides Village

Six Mle Creek *Alt. 2588*
Cedar " *3170*
Bear Creek " *3663*

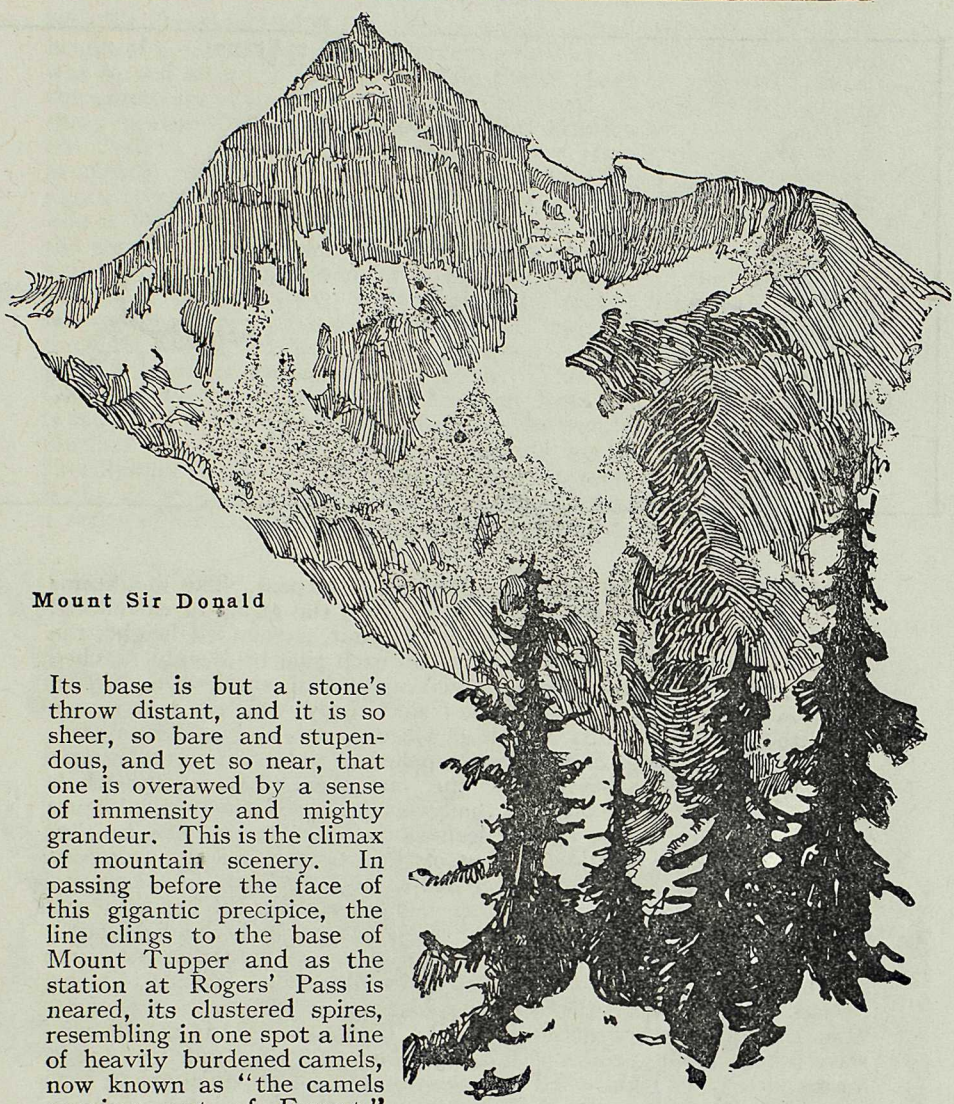
A little way up the Beaver the line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the

mountains themselves. From Six Mile Creek station one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, en echelon, culminating in an exceedingly lofty pinnacle, named Sir Donald (10,808 ft.), which is seen more closely at Glacier House. Again, from Mountain Creek Bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald leading the line. A little further on, Cedar Creek is crossed and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot The Surprise. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek,—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. As Bear Creek station is approached, a brief but precious glimpse is caught of Mount Tupper



Rogers' Pass

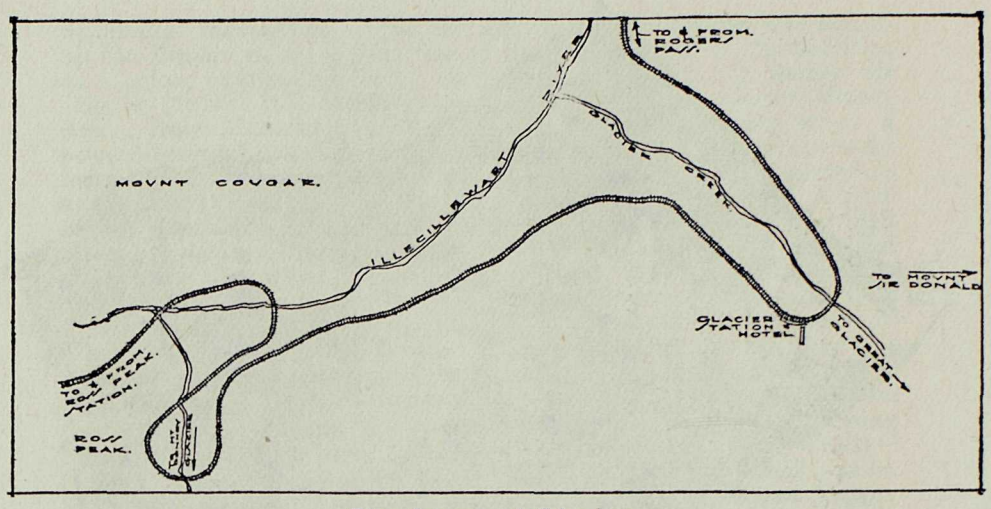
through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuous grades of 116 feet to the mile. Many of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or, more properly, tunnels, of massive timber work. These are built of heavy squared cedar timber, dovetailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche. Beyond Stony Creek Bridge, the gorge of Bear Creek is compressed into a vast ravine between Mount Macdonald on the left and Mount Tupper on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowled figure of a man, with his dog, on the western edge of one of the crags, shapes itself out of the rocks, and gives the name of Hermit to the range. The way is between enormous precipices. Mount Macdonald towers a mile above the railway in almost vertical height.



Mount Sir Donald

Its base is but a stone's throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Mount Tupper and as the station at Rogers' Pass is neared, its clustered spires, resembling in one spot a line of heavily burdened camels, now known as "the camels coming out of Egypt," appear, facing those of Mount Macdonald, and nearly as high. Apparently these two matchless mountains were once united, but ages ago some terrific convulsion of nature rent them asunder, leaving barely room for the railway.

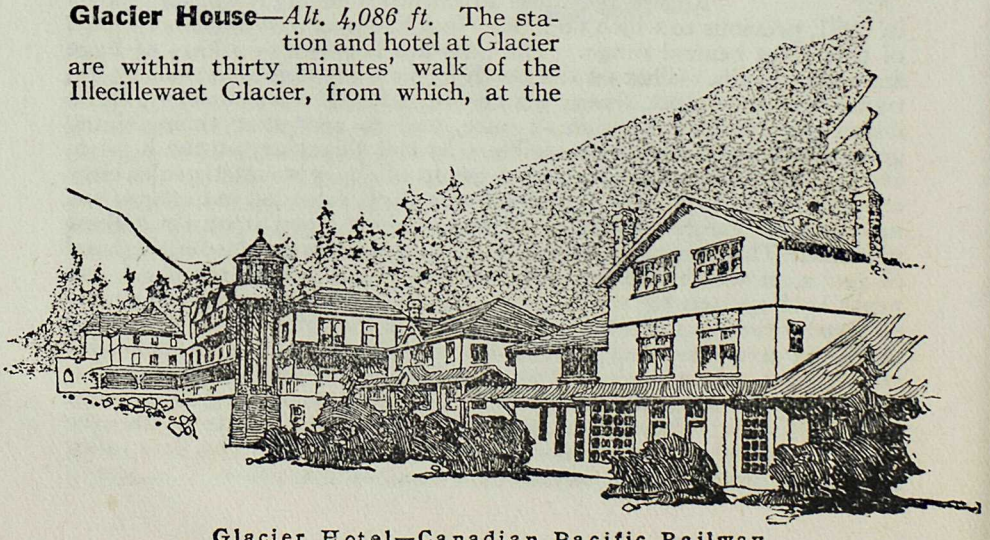
Rogers' Pass—*Alt. 4,302 ft*—This pass was named after Major A. B. Rogers, by whose adventurous energy it was discovered in 1881, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, five or six thousand feet above the valley, half a dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. In this direction, at the head of the largest glacier, may be seen a group of sharp serrated peaks, clear cut against the sky. The tallest is Swiss Peak, so called in honor of the members of the Swiss Alpine Club who first stood upon its highest pinnacle. The changing effects of light and shadow on this brotherhood of peaks, of which Tupper and Macdonald are among the chief, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, Uto, Eagle and Avalanche, from south to north—the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.



The Loops at Glacier

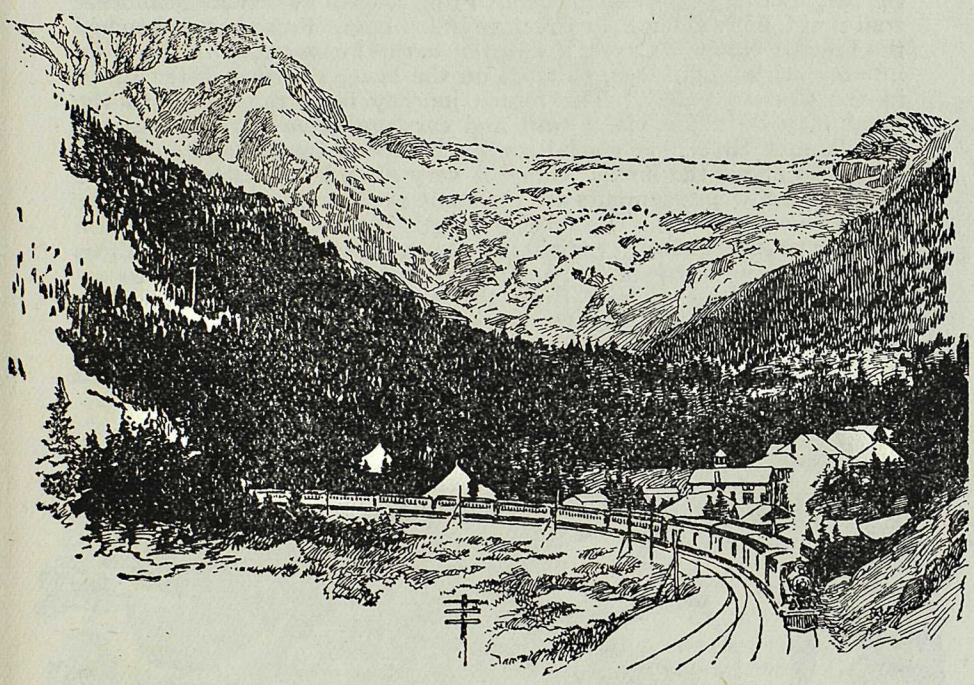
Selkirk Summit—*Alt. 4,351 ft.* Summit of the pass. The mountains to the right are: Tupper, the group of castellated granite crags directly above the Pass; Hermit, a rounded height; the Swiss Peaks, distinct from the peaks on each side by deeply notched ravines; Rogers' Peak, sloping down a gradual sky-line to Sifton, which is separated by a deep ravine from Grizzly, which in turn stands opposite to the pyramidal heights of Cheops, a veritable Titan of this group, with the profile of a hatted Napoleon plainly silhouetted against that face of Cheops overlooking the vast glacial field of the whole Hermit Range. On the crags of the Swiss Peaks a second cowled figure with his inseparable dog can be seen as if a companion of his brother on Mount Tupper; and looking out of the pass towards the west, and over the deep valley of the Illecillewaet, is Ross Peak. Leaving the summit, and curving to the left, the line follows the slope of the Axial range, of which Sir Donald is the chief. At the right is the deep valley of the Illecillewaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs, winding in leaps, cascades, and falls betwixt forests of tropical luxuriance and clefts worn through ancient morainal heaps. Directly ahead is the Illecillewaet Glacier of the Selkirks. Passing a long snowshed (not through it, for an outer track is provided that the summer scenery may not be lost) a sharp curve brings the train in front of the Illecillewaet Glacier, which is now very near, at the left—a vast cascade of gleaming ice falling 4,500 feet from the summit of the snow field in which it has its source—one glacier of a group of glaciers all together—the ice field, of which the Illecillewaet is one of a number of outlets, embracing an area of about ten square miles.

Glacier House—*Alt. 4,086 ft.* The station and hotel at Glacier are within thirty minutes' walk of the Illecillewaet Glacier, from which, at the



Glacier Hotel—Canadian Pacific Railway

left, Sir Donald (10,808 ft.) rises a naked and abrupt pyramid, to a height of a mile and a quarter above the railway. This stately monolith was named after the late Sir Donald Smith (Lord Strathcona), one of the promoters of the Canadian Pacific Railway. Farther to the left are sharp peaks—Uto, Eagle, Avalanche and Macdonald—second only to Sir Donald. Rogers' Pass and the snowy Hermit range, the most prominent peaks of which are called the Swiss Peaks, are in full view. Again to the left, at the west end of the Hermit range, on the south side of Bear Creek, comes Cheops, so named after the Great Pyramid, the tomb of the Pharaoh Shufu (Cheops) who lived about 3,700 B.C. and in the foreground, and far down among the trees, the Illecillewaet glistens across the valley. Somewhat at the left of Cheops the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel, which is called Abbott. Between Ross and Abbott in the background is an enormous wall of snow. This is the Mount Bonney Glacier. To the right of Ross, between Ross and Cheops, a glimpse is caught of the Cougar Valley where are the wonderful caves of Nakimu (Indian for Grumbling Caves). Turning again to face the Great Illecillewaet Glacier a "V" shaped valley is seen on the right. This is the valley of the Asulkan brook, a gem of mountain beauty, where a series of white cascades foam through vistas of dark spruce and fir,

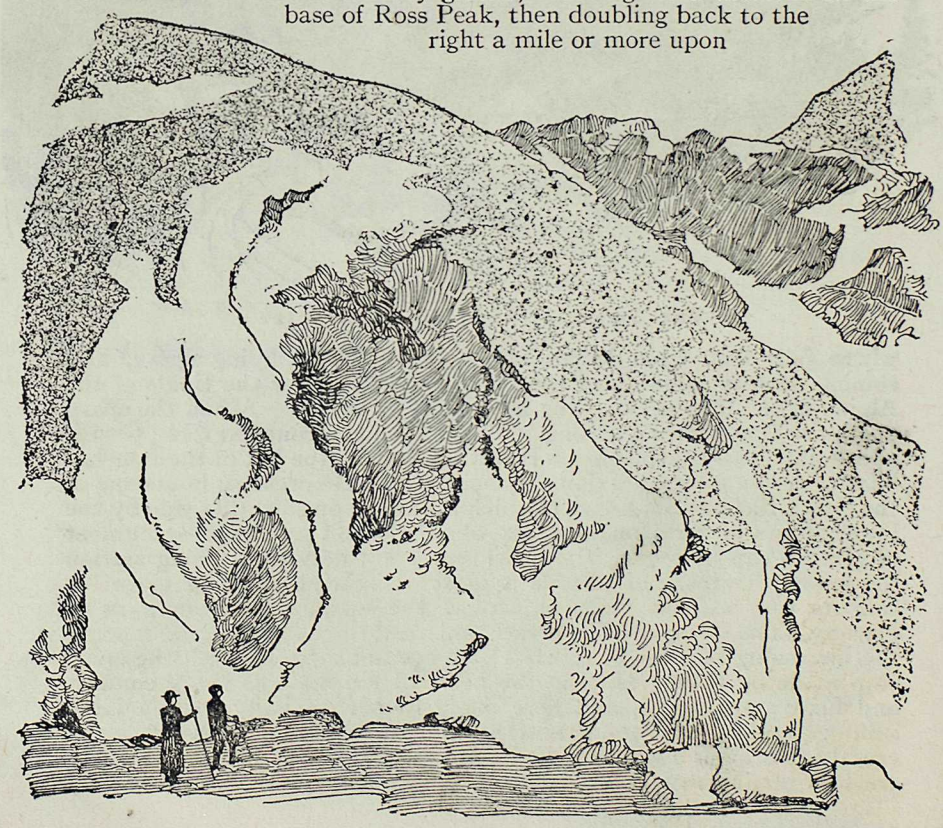


The Imperial Limited at Glacier

where falls leap from ledges above in clouds of flying spray, and shining open meadows lead the traveller to listen for the tinkle of the Alpine herd. The peaks going from right to left are—Afton, the sharp apex; the Rampart, an oblong wall; the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome, Glacier Crest, the western boundary of the Great Illecillewaet Glacier, which is banked on the other side by the lower slopes of Sir Donald, from whose summit an immense number of glaciers can be seen. The hotel serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company has greatly enlarged the hotel to accommodate the increasing number of tourists who are not satisfied with the short stop made by train. Here in the heart of the Selkirks every comfort and luxury are found, and here many gather annually to spend the summer amidst the wonders of nature. The Illecillewaet Glacier is exactly two miles away, and its slowly receding forefoot with immense crevices of abysmal depth cutting across the crystal surface is only

a few hundred feet above the level of the C. P. R. hotel. To the left of the Great Glacier and 3,000 feet above the hotel another view is from the trail at the foot of Sir Donald. Easy trails also lead to Marion Lake. On Mount Abbott, 1,500 ft. above Glacier House, on Mount Avalanche, is Cascade summer house, directly above the mountain torrent seen tumbling down the green shoulder from Avalanche Peak to the head of the Asulkan Valley, where the ice flow of two main branches of the glacier meet. Good routes have been also mapped by the guides up Eagle and Sir Donald, the former being an easy climb. This peak is so named from a large rock figure exactly resembling an eagle which is perched upon the knife-sharp edge of the mountain. It is seen to best advantage from the trail leading to Mount Avalanche. The Asulkan Valley trail branches off from the main glacier trail about a quarter of a mile from the hotel and crossing the Asulkan brook climbs up the east side of the valley to the forefoot of the Asulkan glacier, distant four miles from the hotel. The summit of the Selkirk Range as crossed by the railway and the nearby village of Rogers Pass (distance 4 miles), are reached from Glacier by another fine pony trail, and from here the trail to Roger's Amphitheatre may be taken, where is located a hut that may be used as a base for exploring and climbing the neighboring peaks and glaciers. From Rogers Pass there is another trail that follows along Bear Creek to Baloo Pass. From here is reached the famous Nakimu Caves, a series of natural caverns, with beautiful interior marble markings, situated on the lower slopes of Mt. Cheops in the Cougar Valley. The return journey from the Caves to the hotel may be made via a trail and carriage drive that follows the Illecillewaet River. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges, whose summits are the home of the mountain goat. Near Glacier a tunnel nearly five miles in length is in course of construction in order to secure easier gradients for the railway. When completed this will be the longest tunnel in North America.

Continuing the descent from the Glacier House, and following around the mountain-side, the loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Mount Bonney glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon



The Great Glacier

itself; then sweeping around to the right, touching Mount Cheops, on the other side of the Illecillewaet, crossing again to the left, and at last shooting down the Valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain slope, and further to the left, and high above the long snow-shed the summit range, near Rogers' Pass, is yet visible, with Sir Donald overlooking all.

Ross Peak *Alt. 3435*
Illecillewaet " *2707*

The Illecillewaet River is here of no great size, but, of course, turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. About Ross Peak station are many silver mines penetrating the crest of one of the lofty hills north of the railway, and a series of interesting caves have recently been discovered about 2,000 feet above the track. These caves are reached by an excellent pony trail and are exceedingly interesting.

The Illecillewaet River

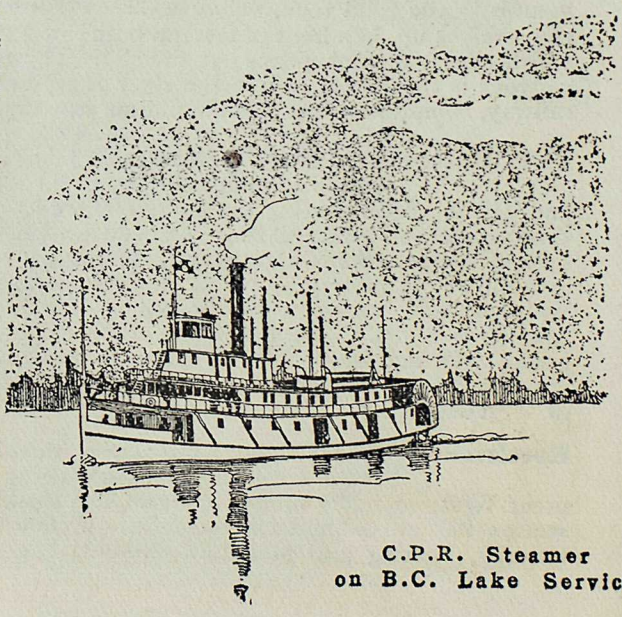
Albert Canyon—*Alt. 2,221 ft.* Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the Albert, where the river is seen nearly 150 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide.

Twin Butte—*Alt. 1,872 ft.* This station takes its name from the huge double summit near by, now called Mounts Mackenzie and Tilley. After passing the station, there looms up at the right the conspicuous and beautiful range named Clachnacoodin. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls, known as a box canyon, standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the northern gateway to the wonderfully rich mining camps of West Kootenay.

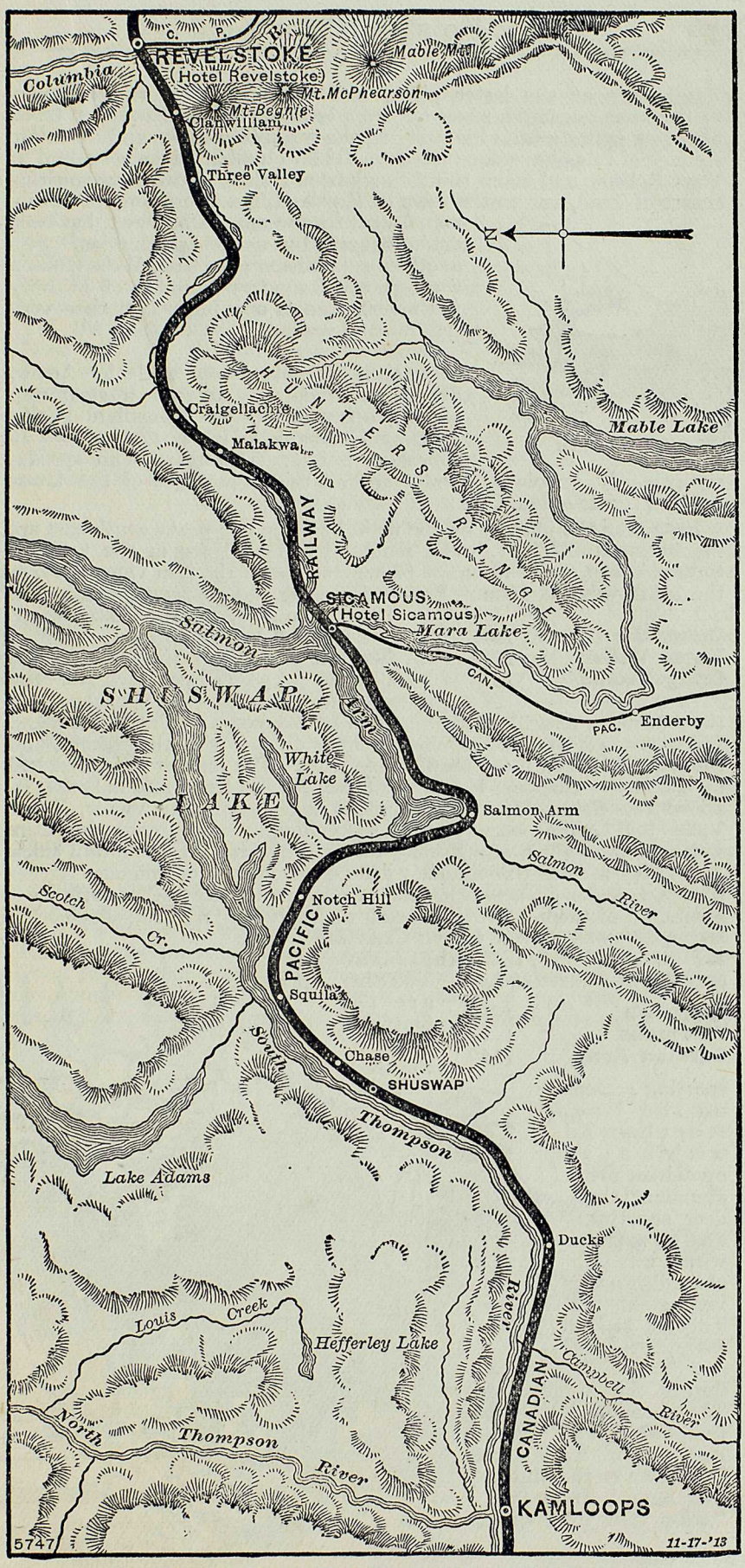
Revelstoke—*Alt. 1,492 ft. Population 3,500.* On the Columbia River—a railway divisional point and a gateway to the great West Kootenay mining camps. The Hotel Revelstoke facing the station has all modern conveniences. A fine tourist resort—fishing, hunting, boating and mountain climbing can be enjoyed here. On

Mount Revelstoke, immediately north of the city, the Provincial and Dominion Governments are now building a fine automobile road, 18 miles in length. On the summit of this mountain is one of the most beautiful Alpine parks to be found anywhere. A comfortable chalet has been provided for the accommodation of tourists. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,071 feet, and 28 miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. A steamer makes regular trips of some forty miles up the river. It is a most delightful trip by rail from Revelstoke to Arrowhead and steamer down the beautiful Arrow Lake to Nakusp past the famous Halcyon Hot Springs, a well-known resort, where there is an excellent hotel with villas. Opposite Halcyon is Halcyon Peak (10,400 ft.), and there are pretty waterfalls near the hotel. There are trails to different points on the lake and to the mountain's crest. Game is plentiful, and there is excellent boating and fishing. Nakusp is near the foot of the upper lake, on the moraine of an old glacier, where rail communication is made with Rosebery, on Slocan Lake (from which the Canadian Pacific Railway steamer Slocan runs to Slocan City at the southern extremity of the lake, where there is rail connection with the Lower Kootenay River) and with Sandon, in the very centre of the rich Slocan silver mining regions. From West Robson, the Boundary subdivision runs along the banks of the Lower Kootenay River, a magnificent fishing water, to the picturesque city of Nelson, near where, at Balfour, is located the Kootenay Lake Hotel of the Canadian Pacific Railway. This hotel is situated in a district that offers many attractions to the tourist. A motor launch licensed to carry sixty passengers will run during the summer of 1914, in connection with this hotel from Nelson. The Balfour Hotel has excellent tennis courts, and the annual tournament there attracts visitors from far and wide. A more delightful place for a brief or lengthy stay will hardly be imagined. The fishing in the vicinity is excellent, big game is plentiful and the scenery unexcelled. There is another Canadian Pacific Railway Steamboat service between Nelson (see page 102) and Kootenay Landing, making connections with the trains of the Crows Nest

A Fair Alpine Climber



C.P.R. Steamer on B.C. Lake Service



REVELSTOKE TO KAMLOOPS

Pass route at the latter place, and other steamers run regularly to the numerous gold, silver and copper mines on the Kootenay Lake, affording opportunities for enjoying the magnificent lake and mountain scenery of this picturesque locality. The Columbia River is bridged at West Robson, and trains run through from Nelson to the great smelting centre of Trail, and to the town of Rossland, a mining camp of phenomenal growth, the wealth of which has been demonstrated by actual production. Still another subdivision runs from West Robson through the Boundary Country of Midway (99 miles), and is opening up another very rich mineral region.

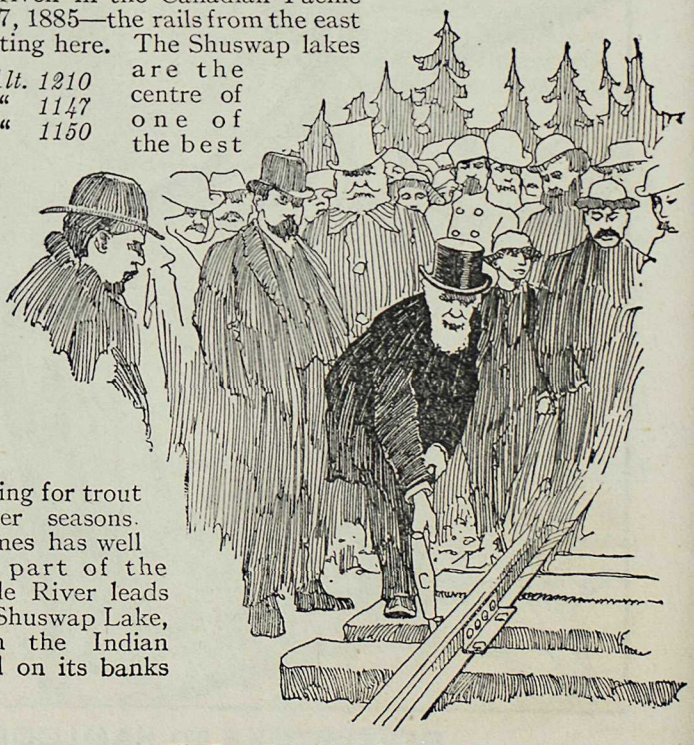
Wapiti or Elk

On the Columbia River, and the Arrow, Slocan and Kootenay lakes is a steamship service, operated by the Canadian Pacific Railway Company, which is unsurpassed in American waters. The steamers are speedy, sumptuously appointed, and have all the advantages of the latest modern construction.

Resuming the journey on the main line, the two peaks south-east are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range and the most prominent one of them in view, towards the south-west, is Mount Begbie, imposing and glacier-studded. The Columbia is crossed, and the Gold range is at once entered by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is Summit Lake, 7 miles from, and only 400 ft. above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At Craigellachie the last spike was driven in the Canadian Pacific Railway on Nov. 7, 1885—the rails from the east and the west meeting here. The Shuswap lakes are the centre of one of the best sporting regions on the line. Northward within a day caribou are abundant; the deer shooting southward within a reasonable distance is very good, and on the lakes there is famous sport in deep trolling for trout during the proper seasons. The London Times has well described this part of the line:—"The Eagle River leads "us down to the Shuswap Lake, "so named from the Indian "tribe that lived on its banks

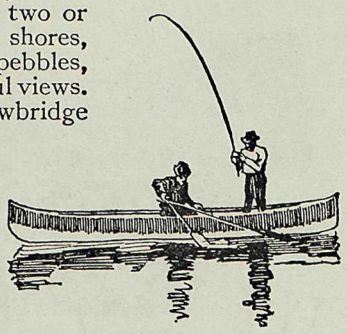
Clanwilliam	*Alt.*	*1812*
Three Valley	"	*1634*
Craigellachie	"	*1222*

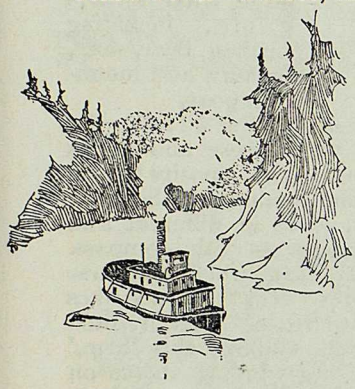
Malakwa	*Alt.*	*1210*
Sicamous	"	*1147*
Salmon Arm	"	*1150*



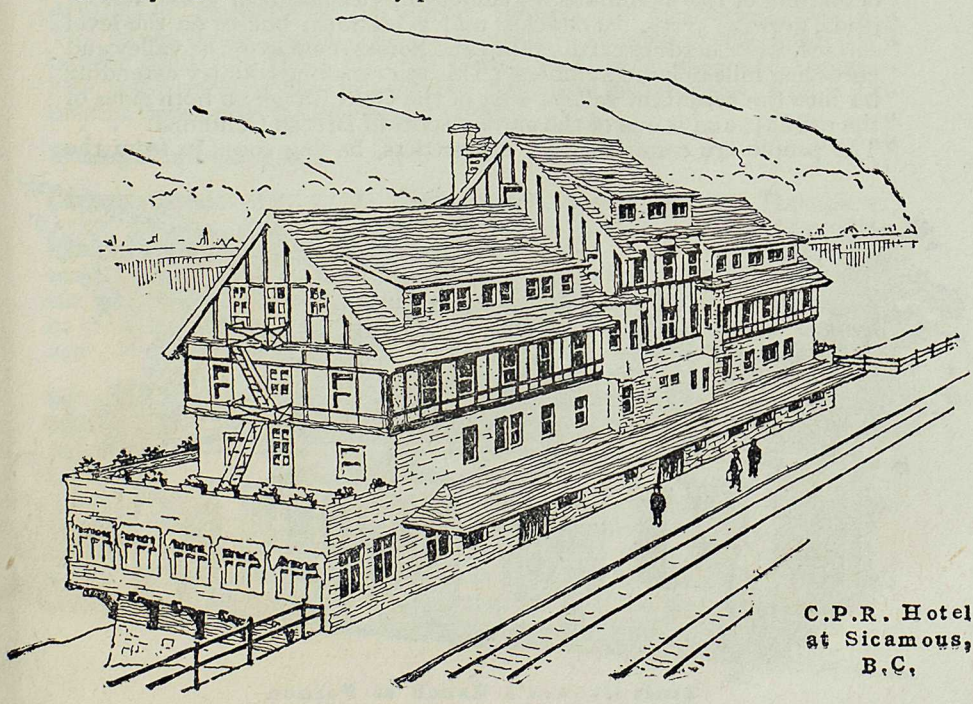
The Late Donald Smith (Lord Strathcona) driving the last spike at Craigellachie, November 7, 1885

"and who still have a 'reserve' there. This is a most remarkable body of "water. It lies among the mountain ridges, and consequently extends its "long narrow arms along the intervening valleys like a huge octopus in "half-a-dozen directions. These arms are many miles "long, and vary from a few hundred yards to two or "three miles in breadth, and their high, bold shores, "fringed by the little narrow beach of sand and pebbles, "with alternating bays and capes, give beautiful views. "The railway crosses one of these arms by a drawbridge "at Sicamous Narrows, and then goes for "a long distance along the southern shores "of the lake, running entirely around the "end of the Salmon arm." Sicamous Junction is the station for the mining and agricultural districts to the south, where there is a large settlement. An excellent Canadian Pacific Ry. hotel here makes splendid headquarters for those wishing to remain over to shoot, fish or make a daylight trip through the mountains. There is excellent trout fishing within a few minutes' paddle of the hotel, between April 1st and July 1st, also September 15th and November 1st. Small craft are always obtainable.



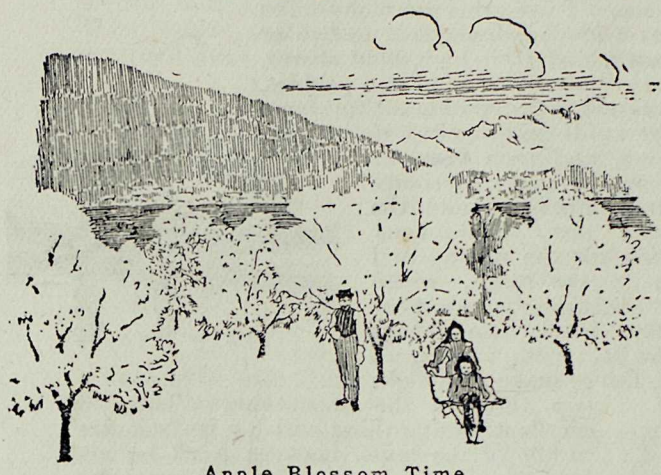


A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the str. Okanagan plies to Kelowna and to Penticton, at the foot of the lake. Kelowna is a growing town of over *3,000 population*. Tributary to the town are some fifty thousand acres of first class fruit lands, much of which is under cultivation. Many thousand more acres of land are being converted into fruit orchards in other Okanagan districts. As showing the adaptability of the soil it may be stated that a very good grade of tobacco is grown commercially near Kelowna. At Penticton a strong Land Company has purchased an extensive tract of land, which it is rapidly irrigating and cultivating until to-day it has over 3,000 acres of the finest fruit lands in British Columbia producing rich returns each season. There is excellent hotel accommodation at Penticton for travellers. The Hotel Incola is an ideal resort for any time of year owing to the sunny, dry climate of the valley. Vernon is a charming spot, and the whole country is a veritable earthly paradise. A short distance east of Vernon



C.P.R. Hotel at Sicamous, B.C.

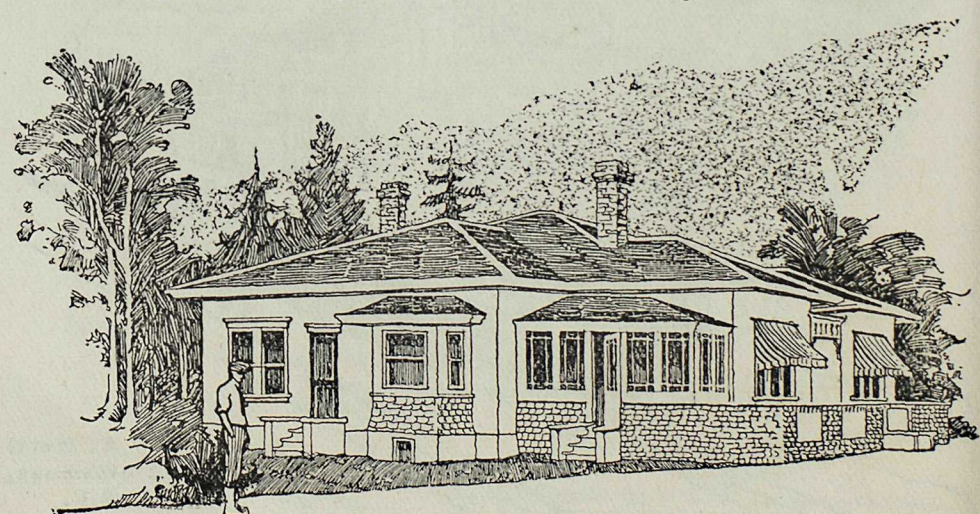
is the Coldstream Estate, lately the property of Lord Aberdeen, formerly Governor-General of Canada. It contains some 13,000 acres of first-class fruit, and a large part of which is in a high state of cultivation. Further down the lake are Peachland and Summerland, which are making considerable progress. This is a land of vineyards and orchards, which is now having a remarkable development, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including caribou, bear, deer, bighorn and mountain goat.



Apple Blossom Time

Resuming the transcontinental trip, a writer says: "For 50 miles the "line winds in and out the bending shores, while geese and ducks "fly over the waters and light and shadow play upon the opposite banks. "This lake with its bordering slopes gives a fine reminder of Scottish "scenery. The railway in getting around it, leads at different and "many times towards every one of the thirty-two points of the compass. "Leaving the Salmon arm of the Lake rather than go a circuitous course "around the mountains to reach the south-western arm the line strikes "through the forest over the top of the intervening ridge (Notch "Hill). We come out at some 550 feet elevation above this 'arm,' "and get a magnificent view across the lake, its winding shores on "both sides of the long and narrow sheet "of water stretching far on either hand, "with high mountain ridges for the opposite "background. The line gradually runs "down hill until it reaches the level of "the water, but here it has passed the lake, "which has narrowed into the south branch "of the Thompson River. Then the valley broadens and the eye that "has been so accustomed to rocks and roughness and the uninhabited "desolation of the mountains is gladdened by the sight of grass, fenced "fields, growing crops, haystacks, and good farm houses on the level "surface, while herds of cattle, sheep and horses roam over the valley and "bordering hills in large numbers. This is a ranching country extending "far into the mountain valleys west of the Gold Range on both sides of "the railway, and is one of the garden spots of British Columbia. . . "The people are comparatively old settlers, having come in from the

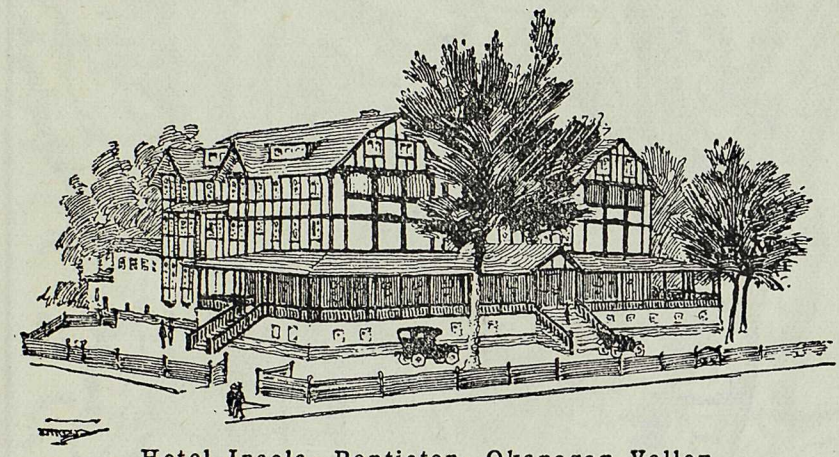
Notch Hill	*Alt.*	*1785*
Squilax	"	*1322*
Chase	"	*1174*
Shuswap	"	*1144*
Ducks	"	*1146*



Fruit Grower's Ranch at Vernon

"Pacific Coast, and it does one's heart good, after having passed the "rude little cabins and huts of the plains and mountains, to see their "neat and trim cottages with the evidences of thrift that are all around."

Kamloops—*Alt. 1,151 feet. Pop. 5,250.* Subdivisional point and principal town in the Thompson River valley, begun many years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for health and pleasure and the abundance of whose furred, feathered, and finny game adds to its charms for tourist and sportsman. The broad valleys intersect at right angles. There is a background of hills, and fine groves line both banks of the streams. Steamboats are on the river, and sawmills briskly at work give employment to a large number. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by the stately Mount St. Paul. The principal industries around Kamloops are cattle and horse raising and fruit growing under irrigation. The latter industry is progressing very rapidly as this district is well adapted for all kinds of fruit culture. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys and for the valley of the North Thompson, a rapidly



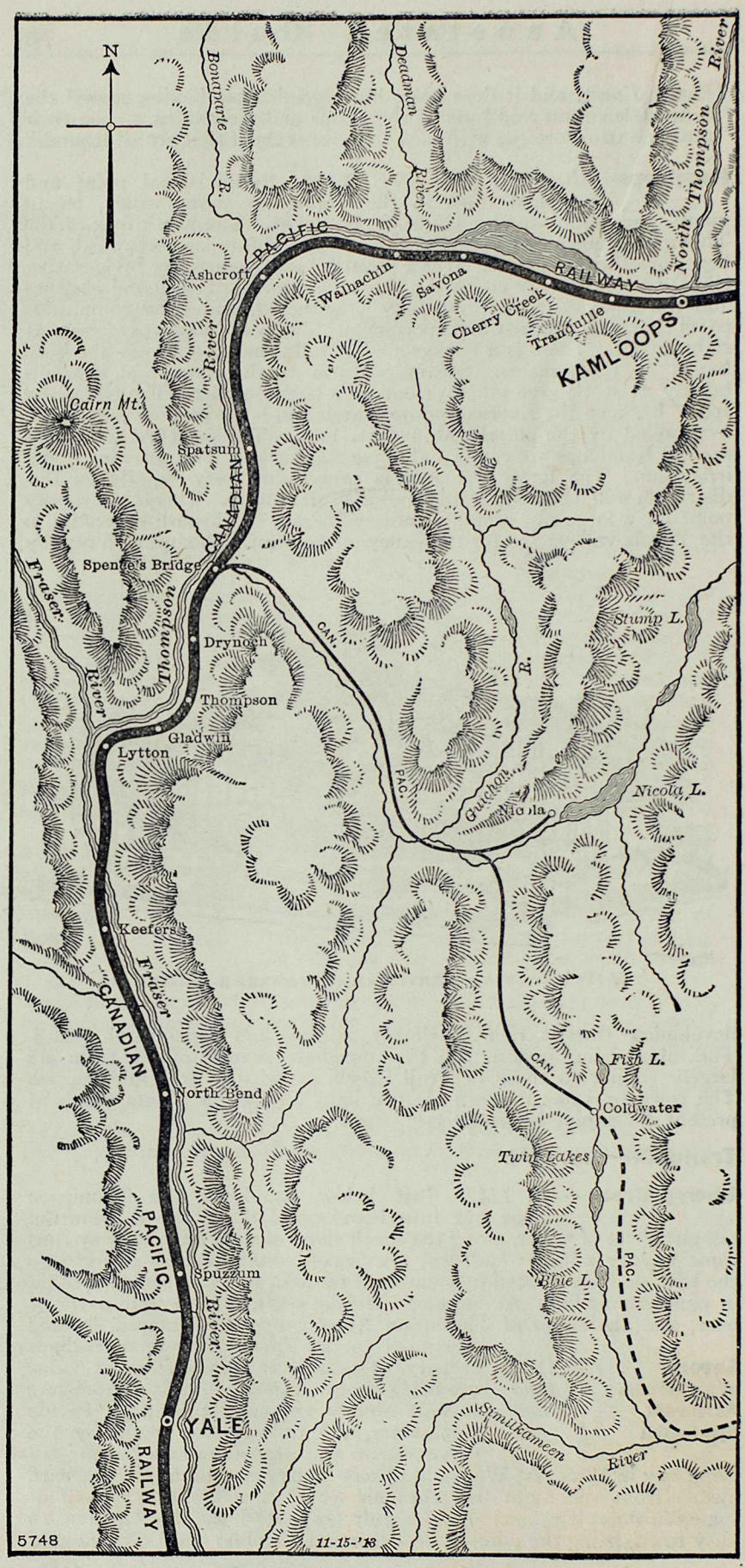
Hotel Incola, Penticton, Okanagan Valley

developing district rich in timber, mineral and agricultural wealth. The mines being operated in the immediate vicinity of the town are largely similar to those of Trail Creek, principally gold and copper. The town operates its own electric light and water plants and is at present developing hydro-electric power.

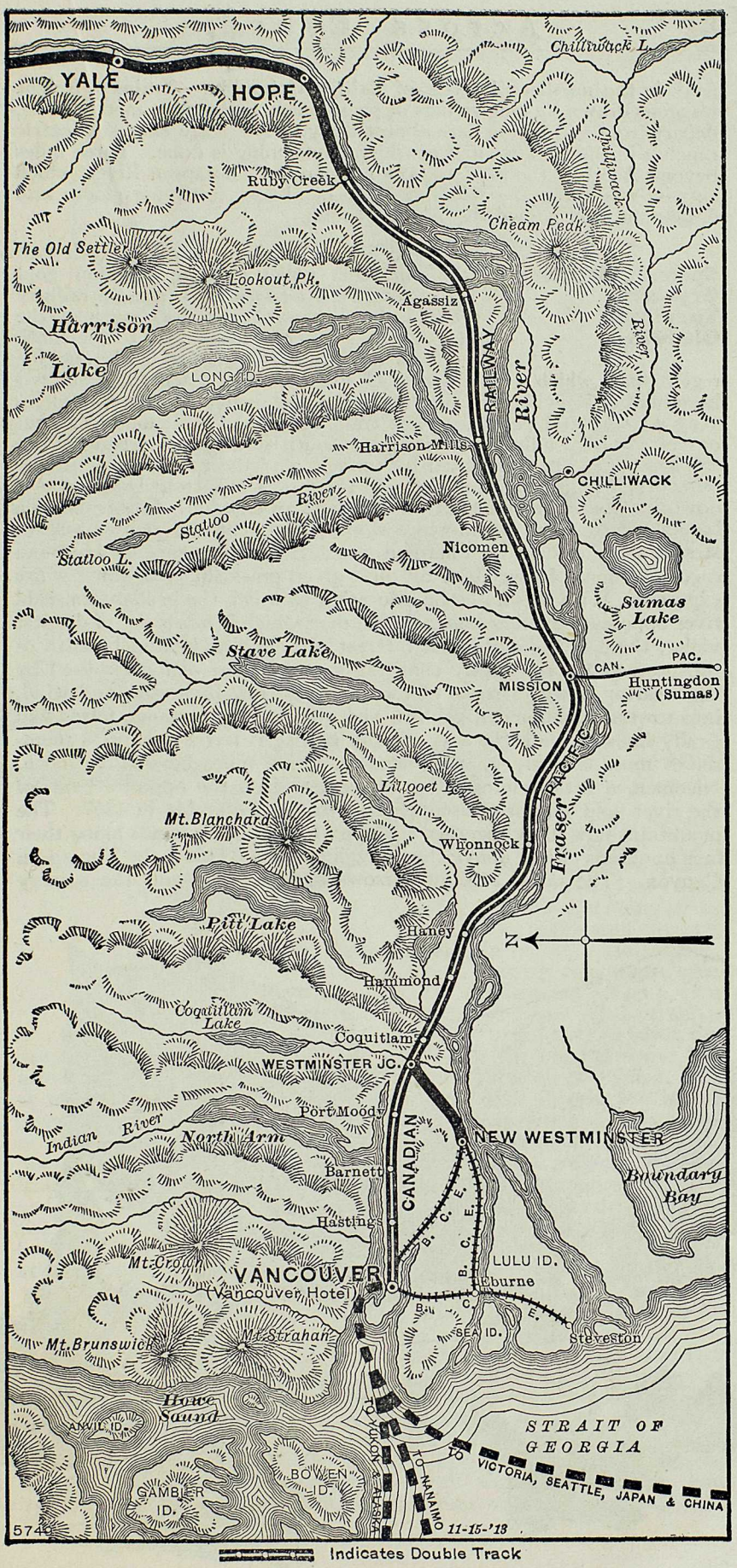
Tranquille—*Alt. 1134.*

Cherry Creek—*Alt. 1142.* Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Half-way a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At Savona the lake ends, the mountains draw near, and the series of Thompson River canyons is entered, leading westward to the Fraser through marvellous scenery. Quick-silver mines of great value are being operated in this locality. From here to Port Moody, the nearest point on Pacific tide water, the railway was built by the Government and transferred to the present Company in 1886. At Walhachin there is the only commercial orchard visible from the main line through which a mono rail system of some ten miles is projected. Ashcroft (*pop. 900*) has developed into a busy town, being the point of departure for Cariboo and Omineca gold

Savona	*Alt.*	*1158*
Walhachin	"	*1253*
Ashcroft	"	*998*
Spatsum	"	*855*



KAMLOOPS TO YALE



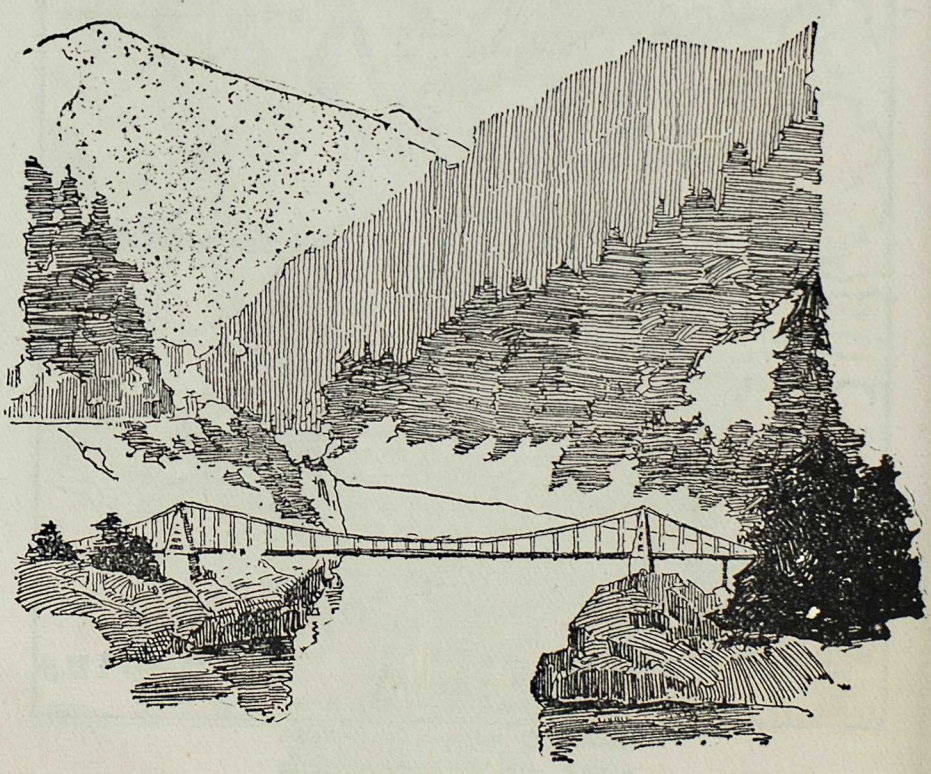
Indicates Double Track

YALE TO VANCOUVER

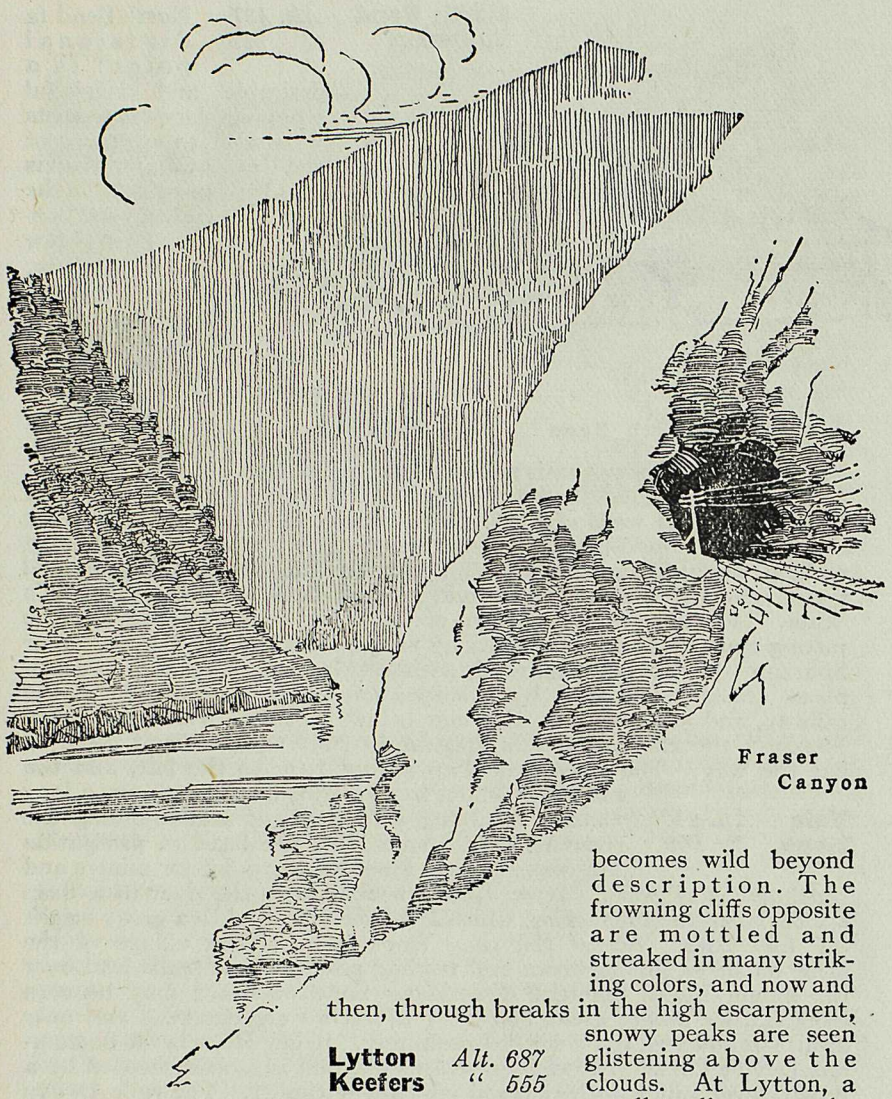
fields in the northern interior of British Columbia. Trains of freight waggons drawn by long strings of pack mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and considerable farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon.

Spence's Bridge	*Alt.*	*768*
Drynoch	"	*752*
Thompson	"	*670*
Gladwin	"	*745*

At Spence's Bridge the old waggon road up this valley to the Caribou gold country crosses the river; and the railway is here thrown over the mouth of the Nicola River, whose valley to the south is an important grazing and ranching region into which a subdivision of the Canadian Pacific Railway has been built to the village of Nicola. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges, and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass slope, or some white exposure. With this fantastic coloration to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form caused by the wearing down of rocks of unequal hardness, by water, and wind, into towers, monuments, goblins, and griffins. The strange forms and gaudy hues of the rocks and scantily herbaged terraces impress themselves most strongly on the memory. Five miles beyond Drynoch, Nicomen, a little mining town, is seen, and on the opposite bank of the river gold was first discovered in British Columbia in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery



Old Bridge at Spuzzum

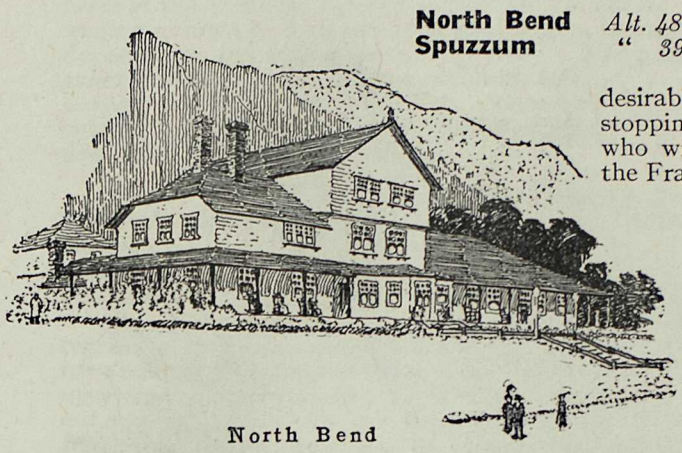


Fraser Canyon

becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then, through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At Lytton, a small trading town, the canyon suddenly widens to admit the Fraser, the chief river of the province, which come down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at Cisco. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early '60's, and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Kanaka, where it follows the cliffs, opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are at times seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are noticed on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages alternate with the groups of huts of the Chinese.

Lytton *Alt. 687*
Keefers " *555*

North Bend *Alt. 487*
Spuzzum " *395*



North Bend

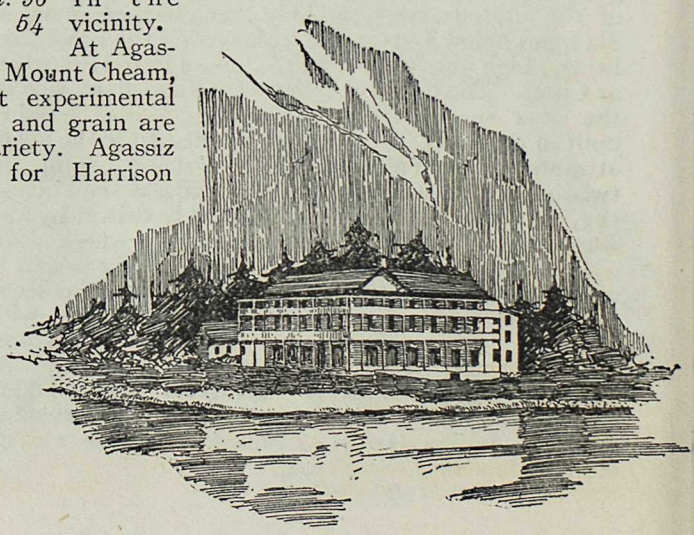
North Bend (a divisional point) is a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, a few miles below, where mining operations are carried on, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting, but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks, where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near Spuzzum the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale. Yale is at the head of navigation and was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul de sac* in the mountains, which arise abruptly and to a great height on all sides. Across the river from Hope is the village of the same name—a mining town and trading post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only await suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. The canyon widens out and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.

Yale *Alt. 215*
Hope " *209*

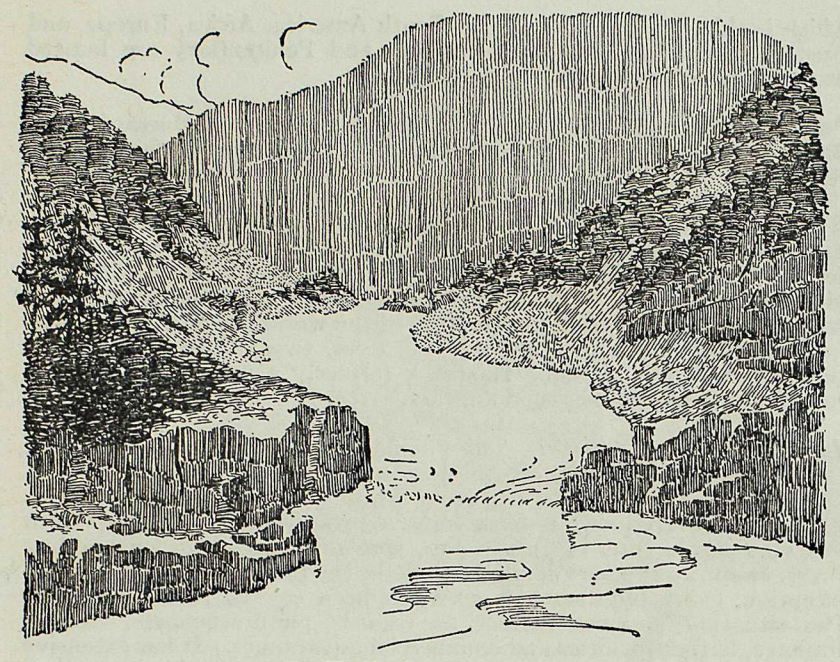
Ruby Creek is named from the garnets found in the vicinity.

Ruby Creek *Alt. 96*
Agassiz " *54*

At Agassiz, overlooked by Mount Cheam, is a Government experimental farm where fruit and grain are grown in great variety. Agassiz is the station for Harrison Springs (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by



Harrison Hot Springs



Hell Gate

invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodation, and the country about is most interesting. At Harrison Mills the Harrison River is just crossed above its confluence with the Fraser, where steamer is taken for the Chilliwack District. The steamer "Vedder" operates between Harrison Mills Station and Chilliwack Wharf. Chilliwack Valley is situated on the south side of the Fraser River opposite to Harrison Mills Station, and comprises over 55,000 acres of rich agricultural land and is famed for dairying, mixed farming and fruit growing. Two of the finest equipped creameries in the Dominion are operating at Chilliwack, producing over one-half million pounds of butter annually, also the largest fruit canning company in the country is now in operation there. The city of Chilliwack has a population of 2,000 inhabitants, and has the advantages of city water, telephones and electric light. Until the opening of the Fraser River route, in 1864, the only access to the northern interior of the province was by way of the Harrison Valley. A few miles beyond Nicomen, Mount Baker comes into view on the left, fifty miles away—in the state of Washington—a beautiful isolated cone, rising 14,000 feet above the railway level. From Mission a subdivision crosses the Fraser River and runs to the international boundary where rail connection is made with the Northern Pacific Railway for Seattle, Tacoma, Portland, and all Oregon and California points. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco. Eight miles beyond, at the crossing of the Stave River, the finest view of Mount Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. The celebrated Pitt Meadows are traversed, and a couple of miles before reaching Westminster Junction the Pitt River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.

Harrison Mills *Alt. 40*
Nicomen " *25*

Mission *Alt. 21*
Whonnock " *16*
Haney " *19*
Hammond " *21*

Westminster Junc. *Alt. 28*
(Westminster) " *12*
Pop. 13,394

A subdivision diverges here to the important city of Westminster on the Fraser River, nine miles distant. The town is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large sawmills (the product of

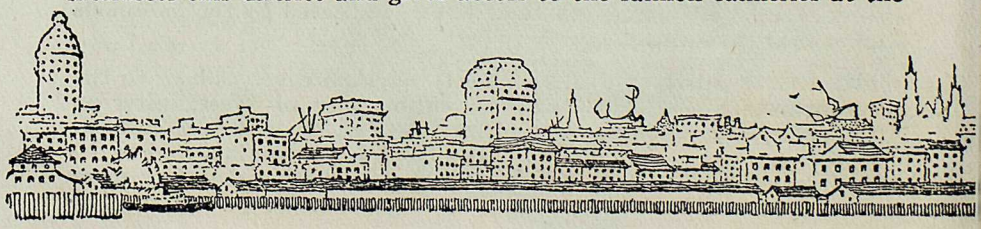
which is shipped largely to China, South America, Africa, Europe, and Australia), and the Provincial Asylum and Penitentiary are located here. Steamers ply regularly to Victoria.

Port Moody *Alt. 13* Port Moody, at the head of Burrard Inlet,
Barnett " *16* was for a time the terminus of the railway.
Hastings " *24* From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing Hastings, formerly a watering place, the young city of Vancouver soon appears.

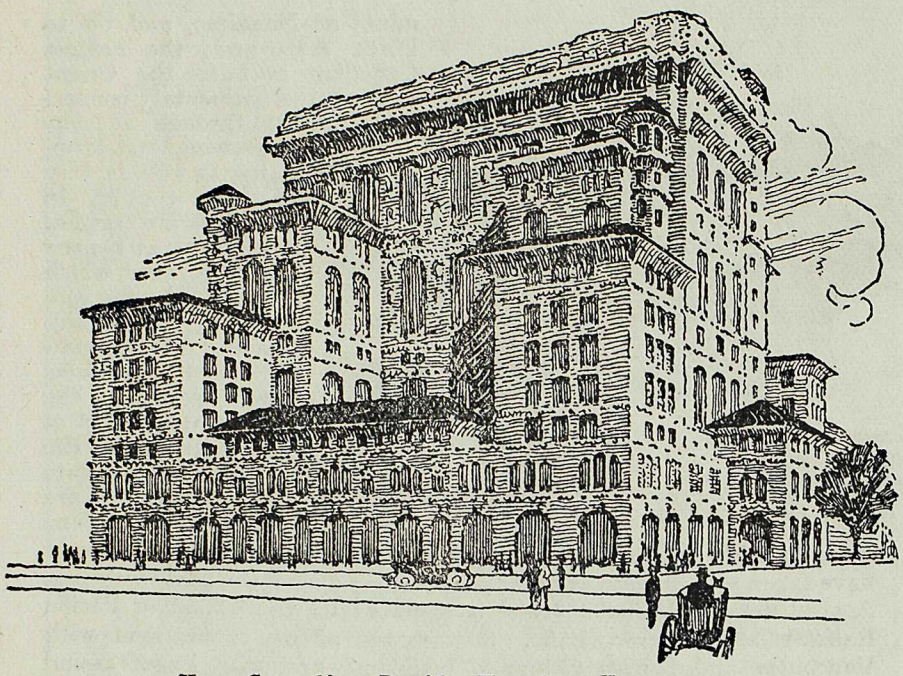
Vancouver—*Pop. 140,000.* The Pacific terminus of the railway, and the location of one of its palatial hotels—the Vancouver. The nearest ocean port to the great wheat lands. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been erected since that time. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has extensive wharves and warehouses, many hotels, churches, schools, etc., all of the most modern character. Many of the city's buildings are of brick and granite, and its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets and cement sidewalks, is lighted both by gas and by electricity, and it has an electric street railway. The city's sewage system is second to none, while an ample supply of pure water is provided by means of pipes laid under the Inlet from a mountain stream opposite. Besides its magnificent and well-known hotel the Canadian Pacific has a large station and offices in the city and it is a remarkable tribute to the growth of both the city and the railway that large extensions are being made to these edifices. There is a regular steamship service to Victoria, Nanaimo, and San Francisco, to China and Japan, to Sydney, Australia, via Honolulu, H.I., Suva, Fiji, and Puget Sound, and Alaskan ports, it being one of the principal points of departure on the coast for the Yukon, Cape Nome and other northern gold fields, and an outfitting headquarters for miners and prospectors. The Canadian Pacific Railway White Empress Line, whose steamships are the finest vessels on the Pacific, takes the shortest, safest and most pleasant route to the Orient. Two magnificent new steamships have been added to this service. These are the "Empress of Russia" and the "Empress of Asia." They are the fastest and most luxurious boats on the Pacific. Each equipped with pretty cabins and public rooms, with a verandah café, gymnasium and laundry, with a gay Filipino band and the perfect service of China boys, these vessels make the voyage between the Orient and the American Continent one of the most delightful in the world. The Far East is now brought near and Vancouver touches the finger tips of dainty little Japan.

A large proportion of the silk trade passes through the port of Vancouver, and the Canadian Pacific "Silk Train" is perhaps the most famous freight train in the world.

The country south, towards the Fraser, has fine farms, and is adapted to fruit growing. The railway running from Vancouver to Steveston intersects this district and gives access to the salmon canneries at the



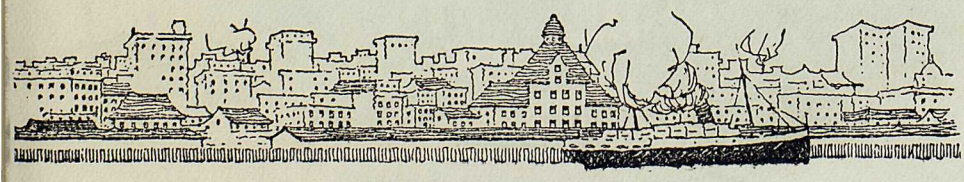
Vancouver from



New Canadian Pacific Hotel at Vancouver

mouth of the Fraser River. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mount Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the Inlet; trout-fishing in endless variety; and Capilano Canyon, a few miles across the Narrows, affords a pleasant outing. A stay of a week at Vancouver will be well rewarded. A splendid Canadian Pacific Railway steamship connects with Victoria three times daily, a ferriage of about four hours through a beautiful archipelago. The "Princess" steamships are the fleetest boats on the Pacific Coast Service, and are known among steamship men as being the first Canadian boats to adopt oil for fuel purposes.

Victoria—*Pop. 67,700.* Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away to the east the white cone of Mount Baker is conspicuous. The climate is similar to that of the south of England. Besides the magnificent Government buildings, which rank amongst the most handsome in America, the city has many fine public and private structures, and the Canadian Pacific Railway has erected its palatial Empress Hotel, so popular that it recently had to be enlarged. Beacon Hill Park affords a fine view of the waters and the mountains on every side. The city has an extensive trade, and many large commercial houses, which do a very large outfitting trade for the Yukon. The Chinese quarter is always interesting to visitors. The Esquimault & Nanaimo Railway extends north-easterly 78 miles to the great coal

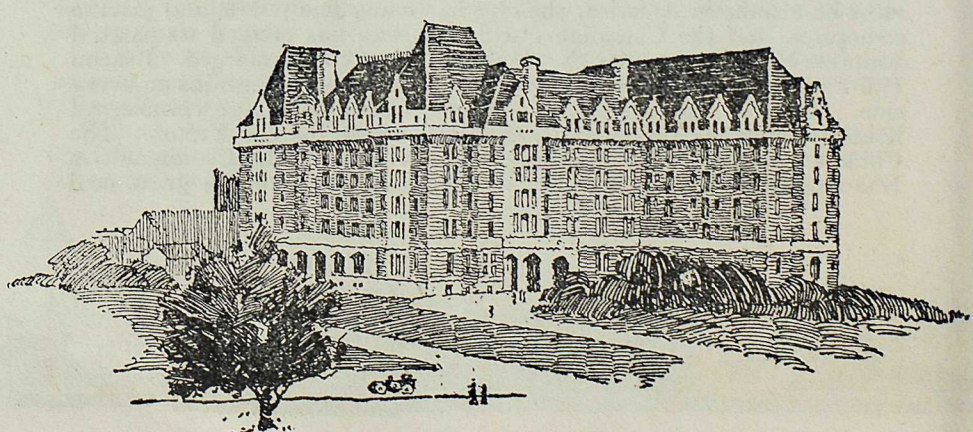


the Water Front

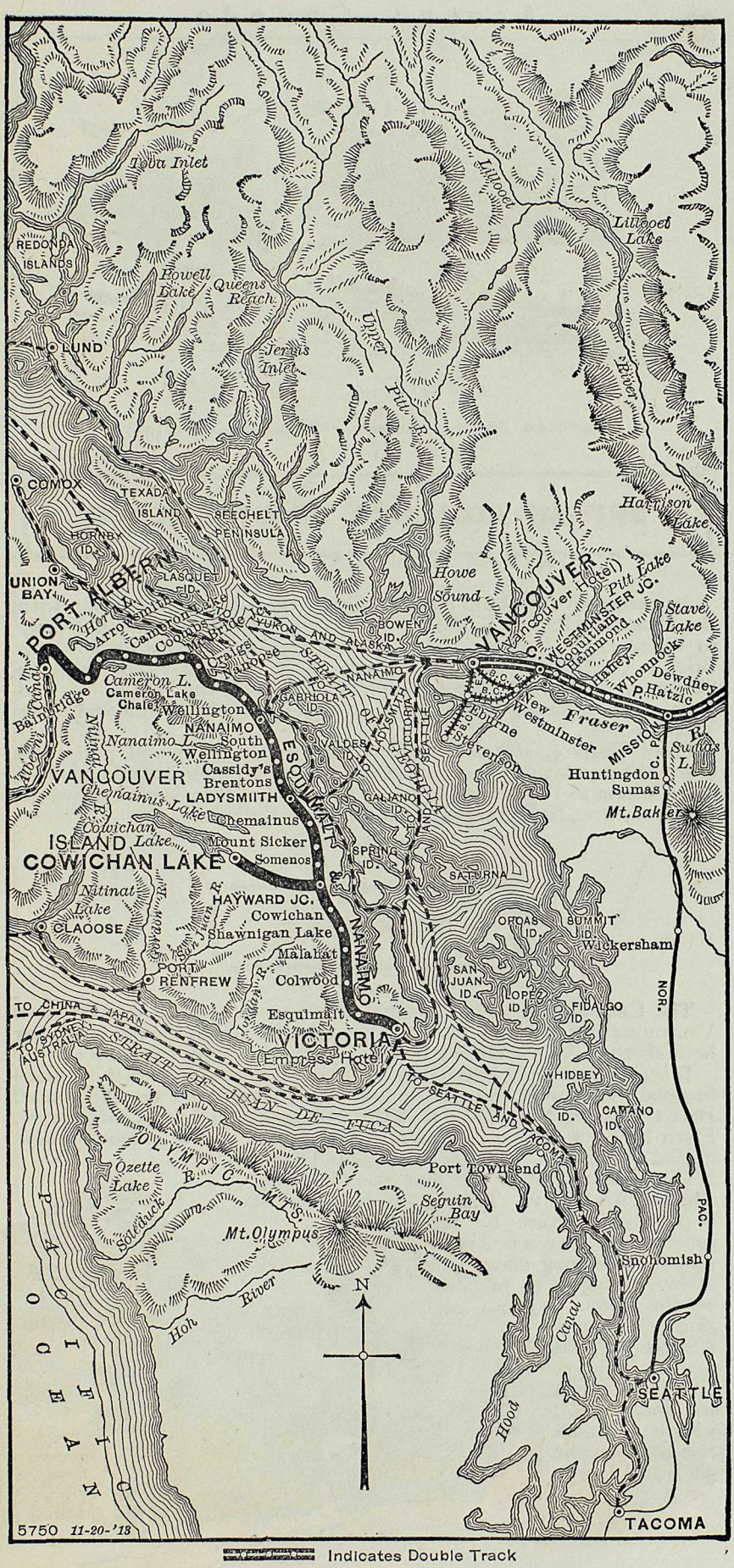
Parliament Buildings, Victoria, B.C.

mines at Nanaimo, and on to Port Alberni, the nearest Canadian port to the Orient with transcontinental connection, passing through a fruit-growing and farming as well as very pretty country in which are several pleasant summer resorts near which good shooting and fishing are obtainable. A large number of English folks have settled in the neighborhood of Duncan's where the delightful climate and fertile soil are such as to combine pleasure with profit. Many people who have achieved independence have taken up residence at other points along during the past few years. A very delightful Chalet Hotel is operated by the Canadian Pacific Railway at Cameron Lake. Steamboats afford connections with Vancouver and British Columbia mainland, and with Puget Sound ports, and steamships depart about every five days for San Francisco, connecting therefor Southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, the Hawaiian and Fijian Islands, and Australia stop at Victoria, many tourists taking the steamer at this port, and there are regular sailings for Alaskan points both for tourists visiting the wonderful fiords of the north coast, and those intending to explore the great gold belt of the Yukon. Esquimalt Harbor, two miles from Victoria, was formerly the British naval station and rendez-vous on the North Pacific, with naval storehouses, workshops, graving docks, etc. This old association has attracted many ex-naval officers to retire for their declining years to Victoria. While they were stationed at Esquimalt they were captivated by the magic of that perfect climate and by the fragrance of the lovely gardens which make Victoria the Rose of the Pacific.

Seattle—*Pop. 300,000.* Reached by the splendid Princess steamships of the Canadian Pacific Railway. A beautiful and progressive city which is attracting many visitors to this section of the Pacific Coast.

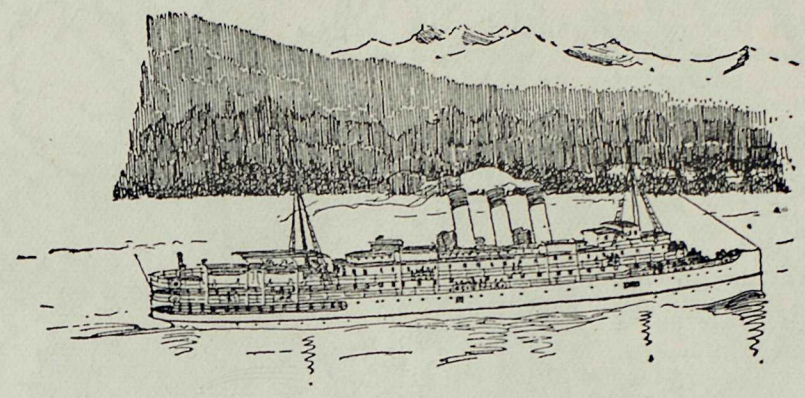


C.P.R. Empress Hotel, Victoria, B.C.



Indicates Double Track

VANCOUVER TO VICTORIA AND SEATTLE AND THE ESQUIMALT AND NANAIMO RAILWAY



Canadian Pacific Steamer Princess Charlotte

BRITISH COLUMBIA COAST SERVICE

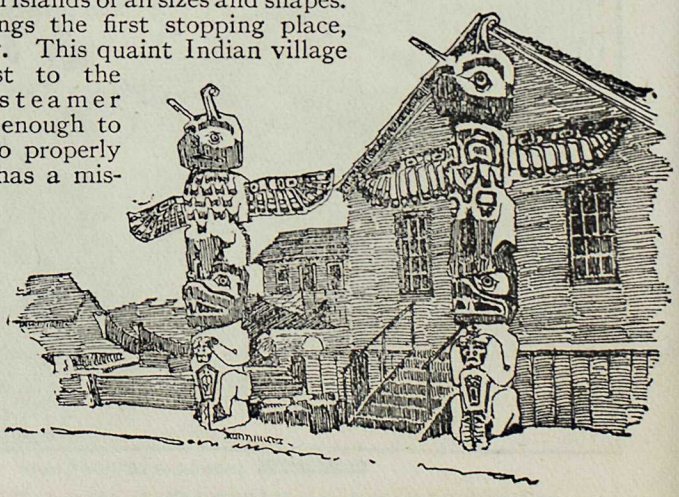
An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria; to Nanaimo daily. Also at regular intervals to Northern British Columbia ports, west coast of Vancouver Island, and to Skagway, Alaska, where connection is made with the White Pass and Yukon Route during the summer season for Dawson, Atlin and other Yukon points.

From Victoria, steamers depart daily for Puget Sound ports and every Wednesday for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound make connection at Seattle with trains for Portland, Ore., San Francisco and Southern California.

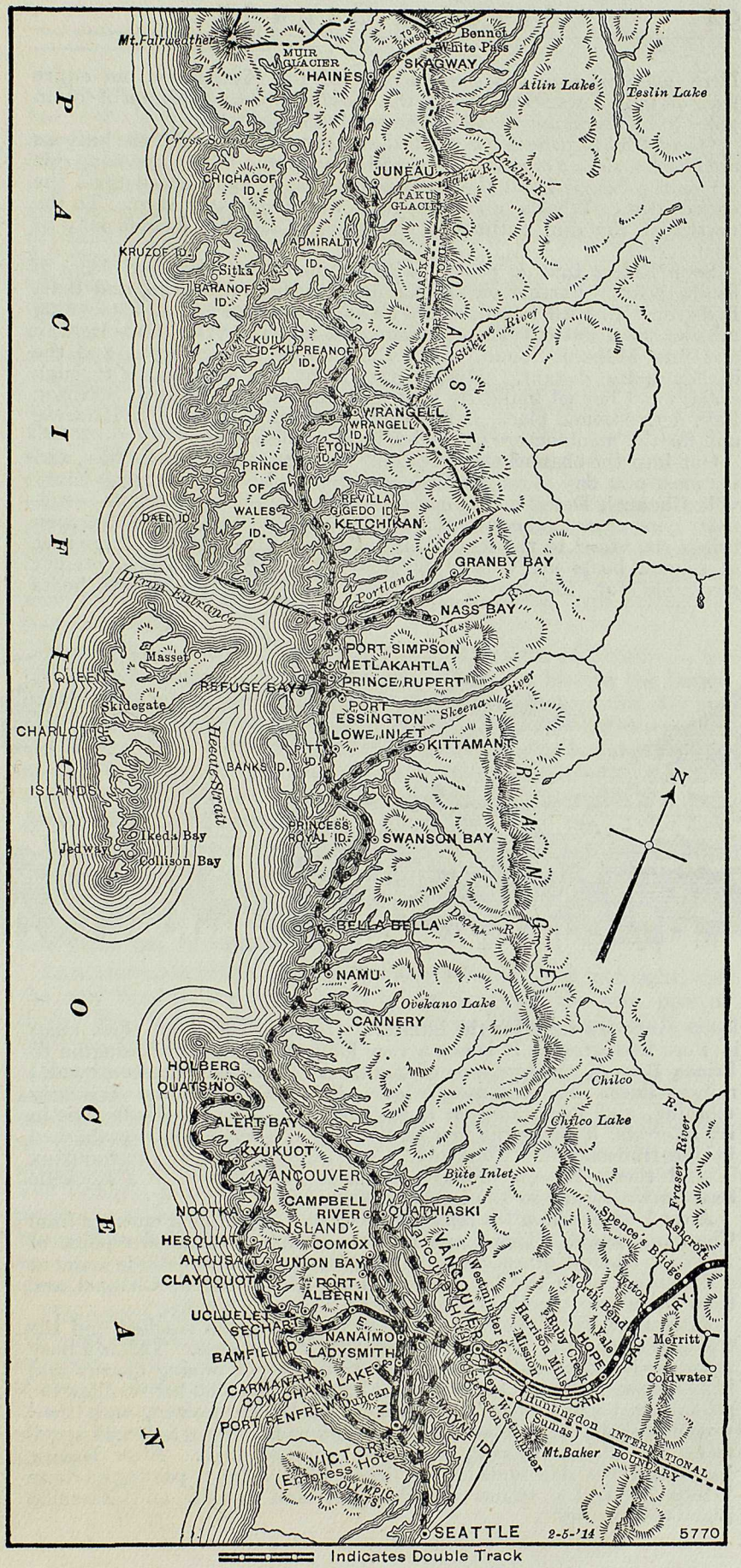
TO ALASKA

The Canadian Pacific "Princess" steamers for Alaska usually leave Vancouver late at night, and when the traveller wakes the next morning he finds that the enchanting beauties of the trip have commenced.

It is usually shortly after breakfast that the steamer enters the famous Seymour Narrows, one of the swiftest passageways on this coast. Here the waters narrow and rush through a rocky and tree-clad passage. From here the course is through chain after chain of smooth waters dotted with myriad islands of all sizes and shapes. Mid-afternoon brings the first stopping place, which is Alert Bay. This quaint Indian village is full of interest to the tourist and the steamer always stops long enough to allow passengers to properly see the sights. It has a mission settlement, a good hospital and a cannery. Every house has its totem pole, some of which rise to a height of fifty feet.



Totem Poles, Alert Bay



Indicates Double Track

BRITISH COLUMBIA COAST SERVICE

Here may be seen the cedar lodges of the Kwaukiutis, an entire fleet of Indian war-canoes, and the most complete collection of totem poles to be found anywhere on the whole Pacific coast.

Queen Charlotte Sound is reached at early evening, and if the heavens are clear, a sunset of rare beauty will be viewed. This three-hour ride across the Sound is all the open water that is experienced upon the entire trip. Whales and porpoises are frequently seen. To the northwest the dim outlines of the Queen Charlotte Islands may be seen.

Soon Rivers Inlet is passed, with its many canneries and fleets of fishing boats. Farther on are Namu, with more canneries, and Bella Bella, on Campbell Island, where an Indian village and an interesting mission are situated. Through Lama Passage the vessel finds its way and into Milbank Sound, where the channel is very wide, and the islands quite distant. During the night the ship passes through Finlayson Channel and early next morning a stop is made at Swanson Bay, a tree-bound place, in the heart of which is situated an immense mill for the manufacture of lumber and sulphite pulp.

Out into the channel the "Princess" steamer again finds its way, and for most of a day plows steadily northward without stopping. Granville Channel, Douglas Channel and then Lowe Inlet, with its settlement lying close to the foot of a mountain, is reached. Late afternoon brings the vessel to the mouth of the Skeena River, where a large fleet of salmon boats are usually encountered. The Skeena is at present navigable for 180 miles, and powerfully built stern-wheel boats

Juneau, Alaska

leave every few days for the interior. Up the river about three miles is Port Essington. It is not a very long run from Port Essington to Prince Rupert, the terminus of one of the Canadian transcontinental railway lines. The ship usually leaves Prince Rupert in the very early morning, and Port Simpson is soon passed. This town is historic in its interests, it being the first of the northern settlements established by the Hudson's Bay Company. The old post used by the company is still there, though in active times it was enclosed in a stockade fortress with guns in the bastions.

After Port Simpson the liner passes Cape Fox just as it emerges from Chatham Sound. This Cape is the extreme southeastern point of Alaska. Dixon Entrance is now passed and again the islands stand at a distance. Soon the boat proceeds up Revilla Gigedo Channel, and from there into the almost landlocked Tongas Narrows.

After that, Ketchikan, the port of entry, is soon reached and the traveller steps onto Alaskan territory for the first time. This is a busy town, as it is the outlet for an extensive copper mining district and has an assay office. The "Princess" liners always stop here to allow the passengers to look over the town. The Indian women, with their woven baskets, are among the odd sights to be seen. Splendid specimens of basket weaving may be obtained here. After leaving Ketchikan, the ship finds its way into Clarence Strait passing en route Prince of Wales Island on the left, and Etolin and Zarembo islands on the right.

The steamer usually arrives at Wrangell Narrows in the evening, but as the land of the Midnight Sun knows no darkness in the summer months, day-light is always at hand to show the way. The passage through Wrangell Narrows is one of the most interesting of the entire trip. The channel is tortuous and very narrow. Half-speed is ordered and the vessel glides unharmed past jutting rocks which lie close to the mirrored surface of the waters. Wonderful shadows are on every side. At the very end of the Narrows, a mammoth mountain confronts the ship. A sharp turn to the right, and the ship slides into a wide channel called Frederick Sound. Here one obtains the first glimpse of the glaciers. The Baird and the Patterson are the two most important glaciers in this district.

Stephen's Passage is now entered. The Sumdum glacier can be easily seen while going through this passage. At the head of Stephen's Passage is Taku Bay from which the wonderful Foster glacier may be seen. This monster is over one hundred miles long and extends over that distance to Atlin Lake in the Yukon Territory. It is nearly a mile wide on Taku Bay. To the left of Foster glacier lies Windom glacier. All about the ship are ice floes and bergs of every description from tiny cakes to large icebergs whose colors are nothing short of wonderful. The "Princess" steamships usually make a call at Taku Harbour to view the glacier either on the north or southbound trips during the tourist season.

Shortly after entering Gastineau Channel, a sight of Treadwell, the famous gold mining place, is obtained. Here are located the largest quartz mills in the world, there being 900 stamps in operation day and night. Near Treadwell is Douglas Island, the residential district for the mining town. Across the channel from Douglas is Juneau which nestles importantly under the shelter of its mammoth mountain and takes life easy. It is an up-to-date place having the capitol buildings. Ample time is given to inspect the town.

The ship's course rounds toward the narrow waters of the Lynn Canal after leaving Juneau, and an all-day journey in a straight-away northern direction is taken. Famous glaciers come into view from time to time, the most noted of which is the Davidson, which in the last few years has become inactive.

Late afternoon brings the now deserted town of Dyea into sight, and the only bend in the entire canal brings Skagway, the head port of navigation, into view. The White Pass Yukon Railroad has its southern terminus at this place.

Skagway is surrounded by monstrous snow-capped mountains which seem ready to drop over and cover up the town. As a tourist resort it offers an endless program of attractions. Side trips in every direction are possible, while fishing of all kinds, and glacier inspecting and plenty of mountain climbing are special things in which the tourist may indulge. The Princess steamers remain long enough at Skagway to allow passengers to make the round trip to the summit of the White Pass by the White Pass & Yukon Railroad. And if a sufficient number of people want to go, they will remain while the trip as far as White Horse is made.

This water journey occupies about eight days and is at once one of the most delightful and comfortably accomplished trips that can be imagined. The scenery is ever-changing and has the added advantage of being a salt-water voyage over waters as calm as an inland lake. It is really one of the finest trips in the world, and, as compared with other journeys, is the most reasonable in price that has yet been arranged.

Prairie Scene in Southern Alberta

CROW'S NEST PASS AND THE KOOTENAY

Dunmore and Kootenay Landing: 392 miles
(Alberta Division)

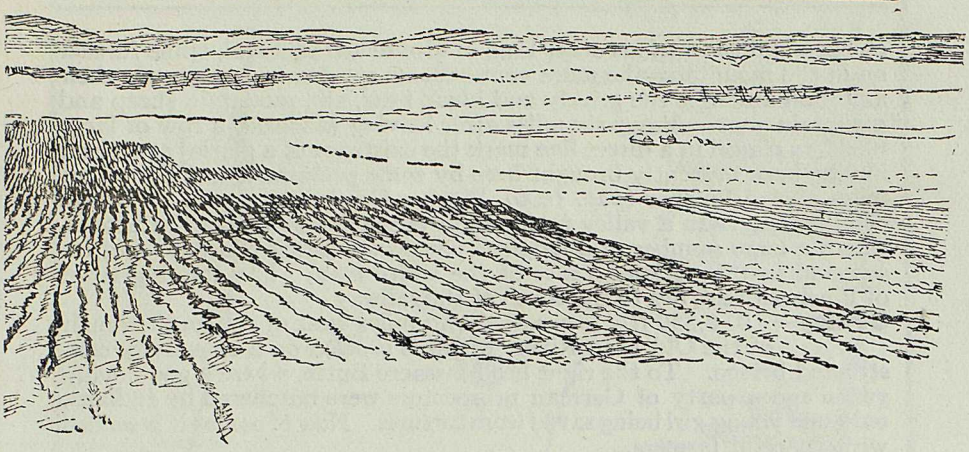
St. Paul	*Alt.*	*704*
Minneapolis	"	*825*
Moose Jaw	"	*1766*

St. Paul and Minneapolis, the Twin Cities of the Western States, politically two municipal corporations, but in substance one large community of over half-a-million population, are the social and commercial centres of the Middle States. St. Paul is the capital of the State of Minnesota and the terminus of nearly all the railway lines in the Western States. From St. Paul to Moose Jaw, the train rushes through the lakey way and a panoramic view of lakes, rivers, forests and farms, etc., is obtained which will not be easily effaced from the traveller's memory. Glenwood, Hankinson and Minot are flourishing towns passed en route. At Moose Jaw the main line of the Canadian Pacific is reached and followed to Dunmore.

Medicine Hat	*Alt.*	*2168*
Dunmore	"	*2398*
Bull's Head	"	*2399*
Seven Persons	"	*2468*
Whitla	"	*2736*
Winnifred	"	*2714*
Bow Island	"	*2612*
Burdett	"	*2567*
Grassy Lake	"	*2644*
Purple Springs	"	*2617*
Fincastle	"	*2630*
Taber	"	*2662*
Barnwell	"	*2725*
Chin	"	*2776*
Coaldale	"	*2820*
Lethbridge	"	*2975*

From Dunmore the Crows Nest Pass Branch runs nearly due west (south of the main line of the Canadian Pacific Railway) to the mining regions of the Kootenay, providing the shortest route to the rich farming districts of Southern Alberta and the gold and silver-lead mines of Southern British Columbia. The completion of this road is notable from an engineering standpoint, for the celerity of construction and the skill shown in overcoming serious obstacles.

Lethbridge. *Population 14,000. Altitude 2,975 ft.* Lethbridge is a growing manufacturing and distributing centre. It has a municipally owned street railway system, and an up-to-date fire brigade and police department. Located in the city are churches, schools, lodges of fraternal societies, hospitals, theatres, business houses and homes, as are usually found, $60,000 Y. M. C. A. building, two daily newspapers, nine banks, pay roll of over $200,000 a month, flour mills and elevators. There are seven large coal mines within five miles of the city. Surrounding the city is a rich agricultural area, including a large irrigation enterprise. Railway facilities are exceedingly good. It is expected that within a year Lethbridge will be producing 7,000 tons of coal daily from seven mines.



West of Lethbridge there has been completed by the Canadian Pacific Railway one of the most gigantic engineering works in Canada, the bridging of the Belly River and the Old Man River, replacing twenty wooden bridges by two immense steel viaducts, one 5327.6 feet in length with a maximum height of 314 feet above the river and the other 1900 feet in length with a height of 146 feet above the bed of the river. The cost of this work exceeded two million dollars. The former is one of the notable steel structures of the world. It required 645 cars to transport the steel used in the construction of these viaducts, and nearly two thousand cars of material were used in the building of these mammoth permanent structures.

This and other important improvements prove the policy of the Canadian Pacific to spare no expense to make its line the best in the world.

Kipp—*Alt. 3,046 ft.* Is an old Indian trading place at the confluence of the Belly and St. Mary rivers, and the scene of many a conflict between the early white traders and the Indians.

Monarch—*Alt. 3,093 ft.* Is another old trading post. From it on a clear day a view is obtained of the Rockies, the square-topped giant to the left, almost fifty miles away, being the "Chief," which lies partly in Canada and partly in the United States.

Pearce *Alt. 3090*
Macleod " *3103*

Macleod, *Population, 3,000.* Situated on the Old Man River, 100 miles from Calgary and 40 miles from Lethbridge. It is one of the most prosperous towns of Southern Alberta and has made remarkable progress during the last twelve months. It is a distributing point for the Crow's Nest Pass, no less than 3,000 carloads of produce for this section of the province being handled weekly. Macleod is becoming a railway and manufacturing centre. Macleod is the headquarters for the Royal North West Mounted Police of South Alberta, and a visit to the barracks is always interesting. In 1912 Macleod had the lowest tax rate in the Dominion—seven mills. The single tax is in existence here and the municipality owns its own town site and controls its public utilities.

Pelgan *Alt. 3311*
Choklo " *3422*
Brocket " *3301*
Pincher " *3761*

Following up the Old Man River the railway passes to the south of the Porcupine Hills, between which and the Livingstone range of the Rockies there is an ideal ranching country, evidenced by the thousands of sleek cattle seen feeding on the nutritious grass which everywhere covers the prairie. Westward from Macleod the Rocky Mountains are almost continuously in view, rising sharp and clear out of the western horizon, while the intervening country is a panorama of undulating plain—Victoria Peak to the south standing out in bold prominence, and beyond it Castle Mountain, one of the grandest in the entire range. As the mountains are approached the earth's surface becomes seamed with the numerous streams, small and large, which flow towards the Saskatchewan from their source amidst the eternal snows of the Rockies. In all the streams trout of various kinds abound, from the small, speckle species to the 20-lb. bull trout. Waterfowl, prairie

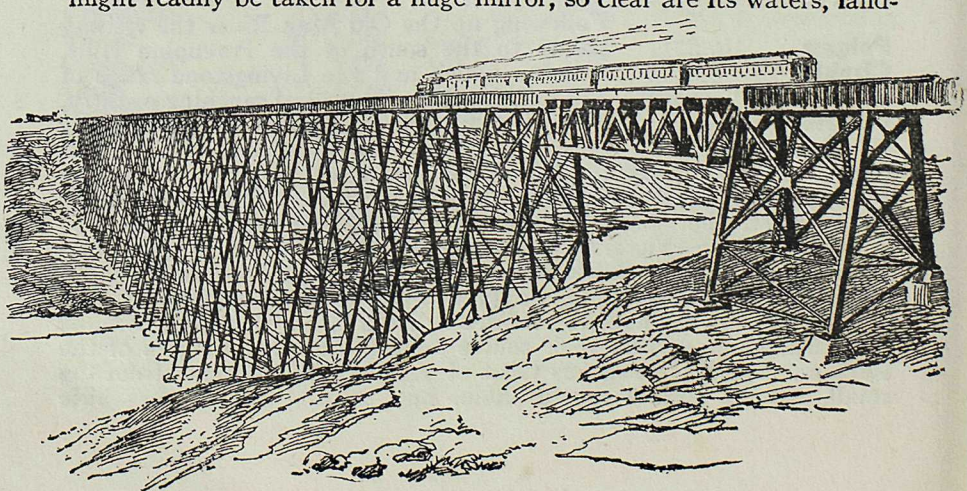
chicken and the various other kind of grouse are plentiful, while further on in the mountains the more venturesome sportsmen can gratify their ambition amongst the grizzly and black bear, elk, mountain sheep and mountain goat. About six miles after leaving Macleod, a row of large boulders placed in a direct line mark the existence of a glacial age, these having been evidently brought here by some prehistoric icefield. Four miles east of Pincher (*pop. 1200*), Pincher Creek is crossed on a bridge 800 feet long. In a valley to the right is the Indian Industrial School, where a large number of aboriginal youths are being educated and instructed in the various trades of the white man. The thriving town of Pincher Creek lies to the south of the railway.

Cowley—*Alt. 3,830 ft.* Is situated two miles west of the south branch of the Old Man River, which is crossed on a splendidly constructed bridge. To the right lies Massacre Butte, where a good many years ago a party of German prospectors were butchered by Indians, only one young girl being saved from torture. Now of course it is settled with peaceful farmers.

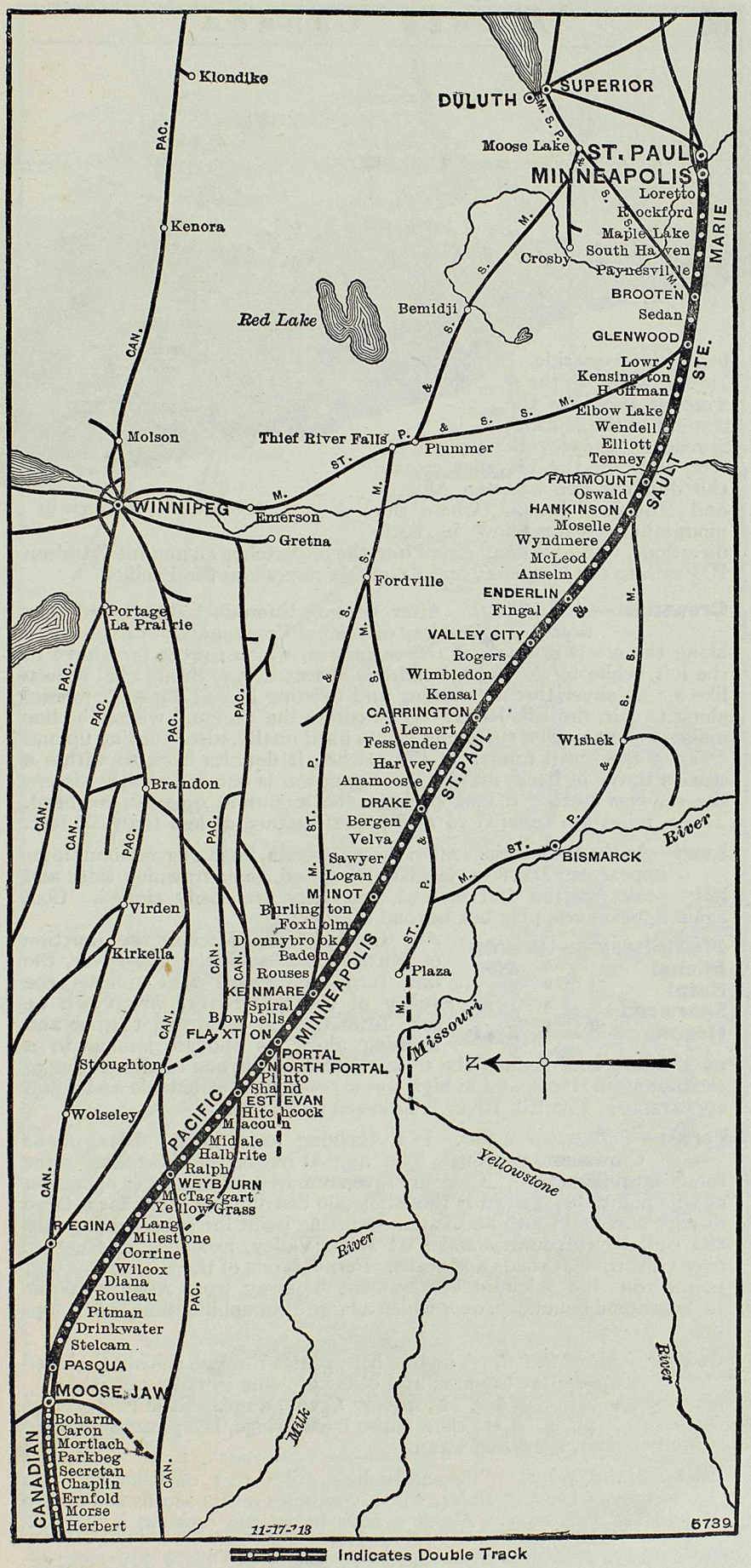
Lundbreck *Alt. 3907*
Hillcrest " *4110*

At the crossing of the Middle Fork a glimpse is caught of a pretty little fall, where the waters of the river tumble and foam over a crescent-shaped precipice on their way to join the Old Man River. From here to Crowsnest Lake, the railway follows the valley of the Middle Fork which narrows into deep canyons and again broadens. Coal underlies a large portion of this region and is seen cropping out in many places, at some of which mining operations are being carried on. The mountains seem to have suddenly grown nearer and rise abruptly in great masses on either side, forming an apparently impassable barrier. "The Gap," however, provides an entrance and the train swings into this narrow defile between almost vertical walls, that on the south being the base of the Turtle Mountain, whose flat, turtle-like proportions can be seen silhouetted against the sky for many miles easterly. Frank (*pop. 1,000*) is the name of a new coal mining town which has grown rapidly. Passing the cold sulphur springs, which are visited by many for the curative properties of the waters, Blairmore is reached. Looking to the northwest the first view of Crowsnest Mountain is seen, a circular monolith with its base deeply tinted in purple and green and crowned and capped in a shimmering, dazzling mass of snow and ice. It dominates the entire region, and seemingly at its base are seven distinct pillars as if guarding the mother mountain. Ten miles westward is the Crowsnest Lake (*alt. 4,390 ft.*), a beautiful sheet of water, alive with trout. While it is frequently calm on this lake, it is often described as the birthplace of the wind which blows across the prairies. About half way up this lake is the source of the Old Man River, which flows out of a hole in the side of Sentinel Mountain into the lake. This cave can be entered for some distance, and the stream is supposed to be fed through a subterranean channel. The scenery along the lake is continually shifting and changing, always grand and always the reverse of monotonous. Leaving Crowsnest Lake the line follows the shore of Island Lake (*alt. 4,409 ft.*), which might readily be taken for a huge mirror, so clear are its waters, land-

Frank *Alt. 4201*
Blairmore " *4224*
Coleman " *4301*
Sentinel " *4440*

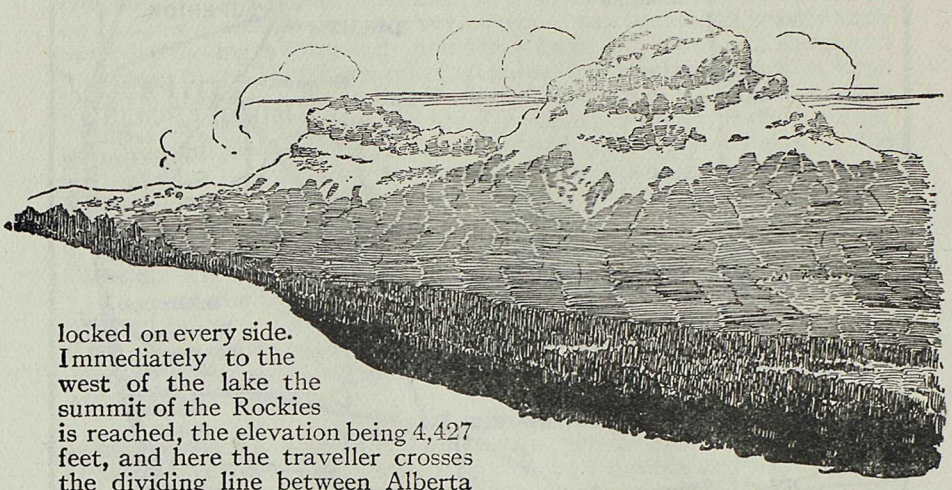


Lethbridge Viaduct



Indicates Double Track

ST. PAUL - MINNEAPOLIS TO MOOSE JAW



Crowsnest Mountain

locked on every side. Immediately to the west of the lake the summit of the Rockies is reached, the elevation being 4,427 feet, and here the traveller crosses the dividing line between Alberta and British Columbia, where the mountain streams flow in both directions, to find its way either into the Saskatchewan and into Hudson Bay or into the Kootenay and Columbia rivers and the Pacific.

Crowsnest—*Alt. 4,442 ft.* After passing Summit Lake the railway descends the valley of Michel Creek, and threads its way along the steep side hill of the mountain, which towers far above to the left, while to the right, hundreds of feet below, the Michel is seen like a thin silver thread, winding and twisting in and out as it hurries along to join the Elk River. Then comes the "Loop," where the line makes some amazing turns and twists until finally, after turning up and crossing the south branch of the Michel, it doubles back to within a stone's throw of itself, and by looking upwards one can clearly discern the railway cutting a long gash in the mountain directly overhead. Three miles are covered to make this distance of less than 200 feet.

Loop—As the train swings off to the west again, huge, rugged mountains appear on all sides, jagged and naked, their frowning sides and lofty peaks scarred and seamed, but they are easily circled. Coal again appears cropping out beyond the Loop.

McGillivray	*Alt. 4161*
Michel	" *3850*
Natal	" *3771*
Sparwood	" *3836*
Hosmer	" *3445*

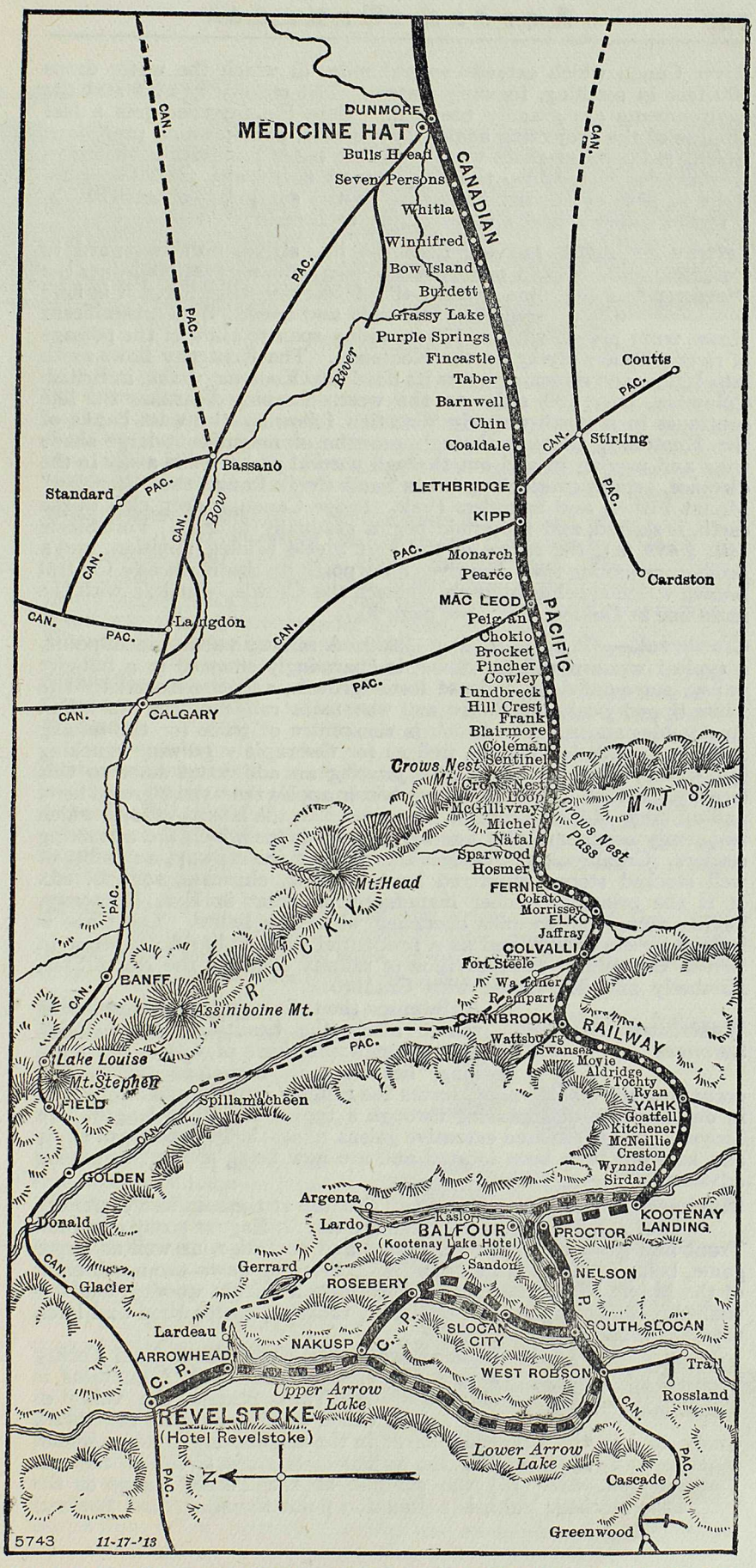
Alt. 4,158 ft. At Michel, the junction of Michel Creek with the Elk River, the line turns southward and follows the valley of the Elk River, which can be seen from the car windows, tearing and foaming along as though joining in a mad, merry race against the train. Elk River is one of the largest of the mountain rivers, and in high water presents a formidable and grand appearance. The Elk River is followed to Fernie.

Fernie—*Population 5,500.* Is a thriving town in the heart of the Crowsnest district. The annual output of the Fernie mine totals one million tons. There are seven hundred coke ovens in operation at this point. The town is the wholesale distributing point for a large district east and south and is the outfitting point for parties going into the Bull River country and Flat Head Valley, now easily accessible over Government roads and trails. Fernie is one of the most important points on the splendid Government highway from Alberta to the International boundary, over which a large automobile traffic is developing.

Cokato—*Alt. 3,221 ft.* The line here passes through thickly timbered woods, fir, tamarac and cedar growing in large quantities.

Morrissey—*Alt. 3,128 ft.* Morrissey Creek, a noisy little rill, crossed by a 50 ft. span Howe truss bridge, is a pretty mountain stream of clear, sparkling water.

Elko—*Alt. 3,080 ft.* Two-and-a-half miles east of Elko the line crosses the Elk River, which continues on its southward course to join the Kootenay. About a mile below the crossing is the Elk



MEDICINE HAT TO REVELSTOKE - VIA CROWS NEST PASS

River Canon which extends several miles in which the water drops 600 feet in seething, foaming masses. The scenery is wild and the environments are grandly beautiful. Here the traveller gets a last glimpse of the projecting angles, lofty peaks, and frowning precipices, which, rising from their wood-encircled bases and lifting their ice-crowned heads far into the sky, extend northward until lost from sight in a dizzy, uncertain mist. To the south is Tobacco Plains, a fertile country which is attracting settlement.

Jaffray *Alt. 2,694*
Colvalli " ——
Wardner " *2,481*

Leaving Elko the line strikes northwestward to an open, grass-covered country. At Wardner the line crosses the Kootenay River, which is here some 780 feet wide and crossed by a magnificent Howe truss bridge with a 170-ft. swing span to allow of the passage of river steamers plying on the Kootenay. The Kootenay flows south into Idaho, and returning pours its flood into Kootenay Lake, in British Columbia, over 100 miles to the west. Leaving Wardner the line continues in a north-westerly direction following the west banks of the Kootenay, running through growths of magnificent large shade trees and passing in and out through natural parks, while away in the distance, grimly overlooking all is Sand Creek Range, the "Steeples," Mount Fisher, and Saunders Peak. Isidor Canon, a deep cleft in the earth, is skirted, and the grade begins gradually to drop. Fort Steele (*alt. 2,682 ft.*), the centre of the Fort Steele Mining Division, and a prosperous mining town, lies seven miles north on the Kootenay Central branch which is being built to connect the Crow's Nest line with the main line at Golden, B.C. (See page 66.)

Cranbrook—*Alt. 2,911 ft. Pop. 4,000.* A railway subdivisional point, a typical western railroad town, is charmingly situated in a hill-girt valley, surrounded by a dense forest growth, and overlooked by the white-tipped peaks of Baker and the main range of the Canadian Rocky Mountains. Cranbrook is the centre of trade for the mining interests in this locality, as well as for the rapidly growing ranching industries. Fruit raising is also proving an additional asset to this locality. British Columbia has no better apples than those grown here, and all kinds of farm products are raised. In the lateral valleys, which frequently occur, are also fine agricultural lands which are attracting settlers. Cranbrook has, besides the shops of the railway, a number of well stocked stores, chartered banks, hotels, churches, schools, etc. It is the principal lumber manufacturing point in East Kootenay, having numerous sawmills operating within its limits. The place is lighted by electricity, and as a residential town it has no superior in British Columbia. A subdivision of railway connects the North Star, Kimberly and Marysville with Cranbrook.

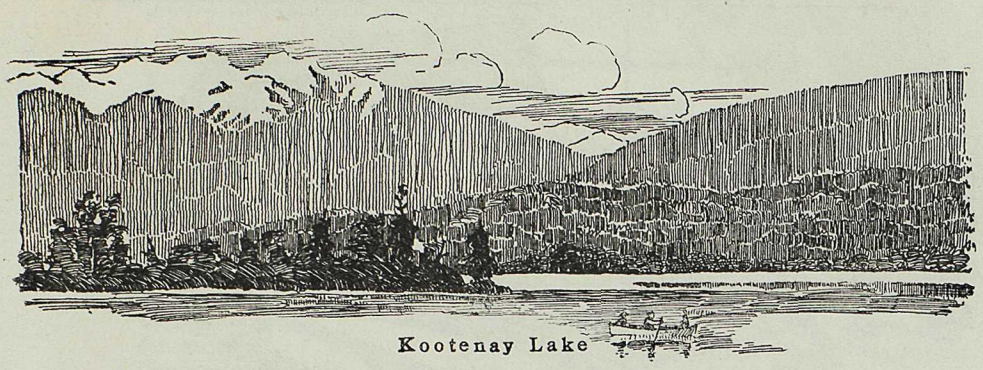
Wattsburg *Alt. 3226*
Swansea " *3185*

At Swansea the train commences its winding course along the beautiful Moyie Lake. This magnificent sheet of water, ten miles long, lies between mountain ridges, and occupying the whole valley, forces the railway into the mountain side, in one instance disappearing through a tunnel 450 ft. in length. On Moyie Lake are situated extensive galena mines; large deposits of silver and lead ore have been located and are now being worked to paying advantage.

Moyie—*Alt. 3,044* ft. Is prettily situated at the southern extremity of Moyie Lake, near which are the St. Eugene group of mines. Trout and game abound here, grouse and partridge, as well as larger game, being found in large quantities. Winding down the north bank of the Moyie River, the railway penetrates a thickly wooded, heavily-timbered country, giants in cedar, fir, tamarac, cottonwood and larch towering on all sides.

Aldridge *Alt. 3047*
Tochty " *2960*
Yahk " *2813*

Looking across the Moyie River from Tochty a splendid view of the Yahk Mountains is obtained. At Yahk Station the valley of the Moyie which continues on its southward course to join the Kootenay River in the neighboring State of Idaho, is left, and by ascending the valley of Summit Creek to Summit Meadow (*alt. 2860 ft.*) the summit of the Purcell Range of the Selkirks is reached. Yahk is a Junction point for Kingsgate, Spokane and Portland.



Kootenay Lake

If we decide to continue by the Canadian route and travel through the beautiful Kootenay district and the Arrow Lakes to the Pacific Coast, the next station after Yahk is Goatfell (*alt. 2,857 ft*). And now the downward course towards the valley of Kootenay Lake is commenced the railway following Kid Creek, on the northern slope of the range, until Kitchener Station is reached, where the Goat River Valley is entered.

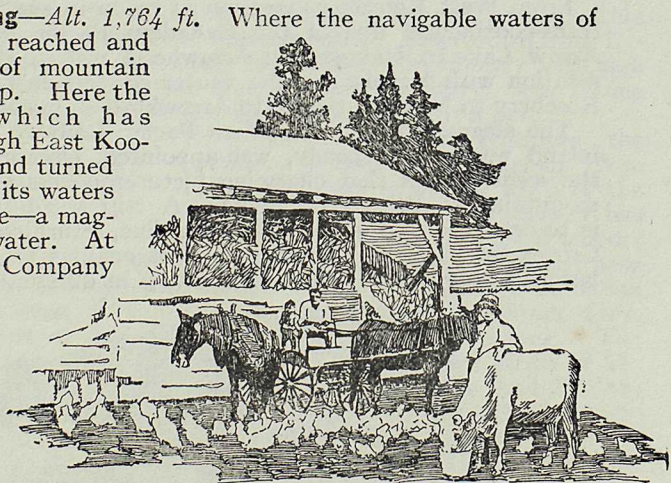
Kitchener—*Alt. 2,431 ft.* Several miles beyond and about four miles east of Creston the line crosses the canon by a 150-ft. span Howe truss bridge, 165 feet above the river bed. The Goat River, compressed into a boiling flume, goes tumbling and foaming over the sharp, jagged rocks nearly 200 feet below. When the river is in flood it is difficult to imagine a grander or more magnificent spectacle. Near Kitchener are great iron deposits which are being developed.

McNeillie	*Alt.*	*2121*
Creston	"	*1979*
Wynndel	"	*1847*

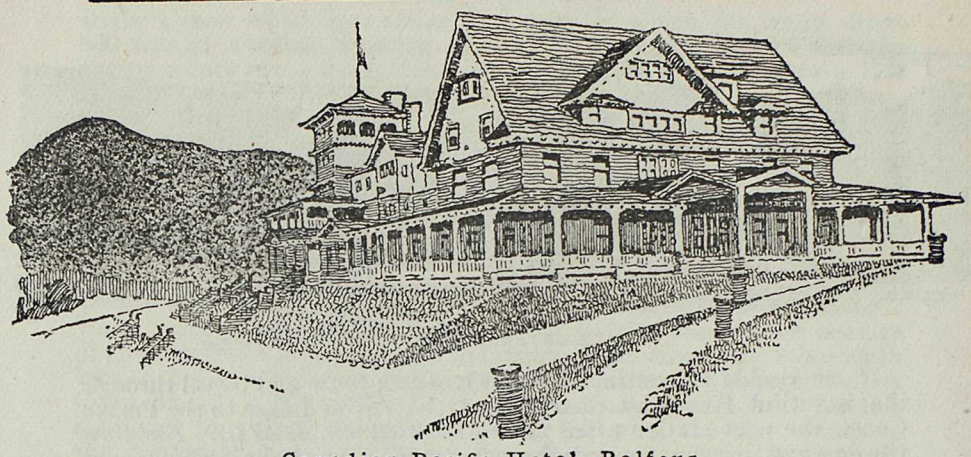
From Creston the line follows the southern slope of Goat Mountain until the flats of the Kootenay River are reached. These flats are a famous resort of wild geese, wavies and duck, and in the spring and fall of the year it is no uncommon sight to see flocks of thousands of these game birds feeding in the marshy places of the flats. Some very successful apple orchards are found at Creston. Extensive reclamation works have been constructed by an English syndicate near Bedlington, on the international boundary, the object being to reclaim these lands so remarkable for their fertility.

Sirdar—Alt. *1,713 ft.* Following the western slope of the Purcell Range to Sirdar, a divisional point, and beautifully located on the waters of Duck Lake, large flocks of geese and ducks are again to be found. Three miles further on is Kootenay Landing.

Kootenay Landing—*Alt. 1,764 ft.* Where the navigable waters of Kootenay Lake are reached and a beautiful vista of mountain scenery is opened up. Here the Kootenay River, which has flowed south through East Kootenay and Idaho, and turned north again pours its waters into Kootenay Lake—a magnificent sheet of water. At the Landing the Company has constructed a slip for transferring to barges the immense quantities of freight which are from here distributed to mines of the Slocan, Nelson, Rossland and other points. From Kootenay Landing the passenger takes steamer for Balfour, where the Canadian Pacific Railway has recently erected a delightful hotel. Here is a splendid centre from which to explore the lakes and mountains of the Kootenay



Ranch near Balfour



Canadian Pacific Hotel, Balfour

districts. Motor boats are available for the lakes and ponies for the mountains. There are five excellent tennis courts and for those who fish there are creeks and pools full of good sport. The view from the hotel is one of the most beautiful in Canada. From Balfour one can proceed by motor launch or by the regular Steamer to Nelson, and after a most delightful sail of 52 miles, the young, thriving, energetic city which, now boasting a population of 8,000, bids fair to become the inland metropolis of southern British Columbia, is reached.

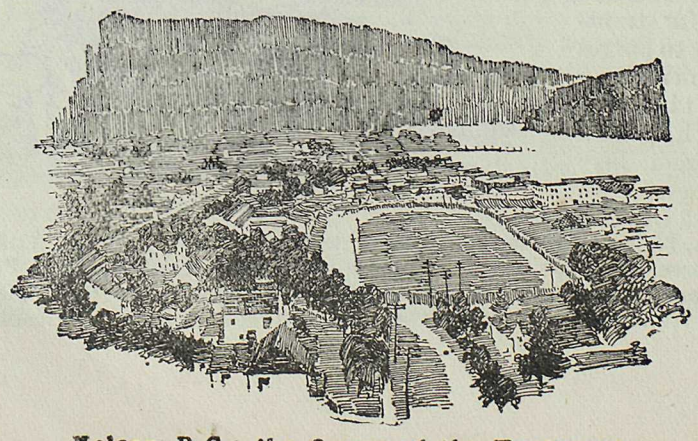
Nelson—From Nelson (*Alt. 1,769 ft., Population 8,000*) there is direct rail and water communication with the mining regions of West Kootenay and the Boundary district. The Boundary subdivision of the Canadian Pacific parallels the Kootenay River to its junction with the Columbia River, which is bridged at West Robson, continuing thence through the Boundary country to Cascade (*alt. 1,468 ft.*) Grand Forks (*alt. 1,583 ft.*), Greenwood (*alt. 2,298 ft.*) and Midway (*alt. 1,770* ft.). This region is rich in mineral wealth, and smelters at Grand Forks and Greenwood testify to its rapid development. Another subdivision runs to Trail, the smelter centre, and to Rossland.

Another Canadian Pacific Railway line branches off at Slocan Junction (13 miles from Nelson) to Slocan City on Slocan Lake, where steamers ply to New Denver and Rosebery, where the Nakusp-Slocan subdivision is taken for Sandon, the centre of the Slocan silver-lead mining district.

Kaslo and other points on Kootenay Lake are also reached from Nelson by Canadian Pacific rail and steamer.

From West Robson connection is made in summer with the main trans-continental line of the Canadian Pacific by steamers on the Arrow Lake to Nakusp and Arrowhead, whence there is rail communication with Revelstoke, the winter connection being via Slocan and Rosebery to Nakusp, thence to Arrowhead as in summer.

The steamers of the Canadian Pacific Railway Company on these inland waters are speedy, well-appointed, electric-lighted craft, and the scenery is of that charming picturesqueness characteristic of the mountains of British Columbia. A trip steadily growing in favor is to cross the continent by the main line, returning by these lakes and Crowsnest Pass—or vice versa—as it enables the traveller to see a large portion of the mountain country in different latitudes.



Nelson, B.C., the Queen of the Kootenays

THROUGH LINE
St. Paul and Minneapolis to Winnipeg
St. Paul to Winnipeg, 461 miles

St. Paul	*Alt.*	*704*
Minneapolis	"	*825*
Glenwood	"	*1403*
Alexandria	"	*1391*
Parker's Prairie	"	*1440*
Henning	"	*1439*
Richville	"	*1375*
Dent	"	*1375*
Vergas	"	*1390*
Ogema	"	*1325*
Mahnomen	"	*1200*
Thief River Falls	"	*1137*

St. Paul and Minneapolis form the gateways for passengers from Chicago and the Middle and Southern States over the Canadian Pacific Railway, the main line of which is reached from here either at Winnipeg or Moose Jaw.

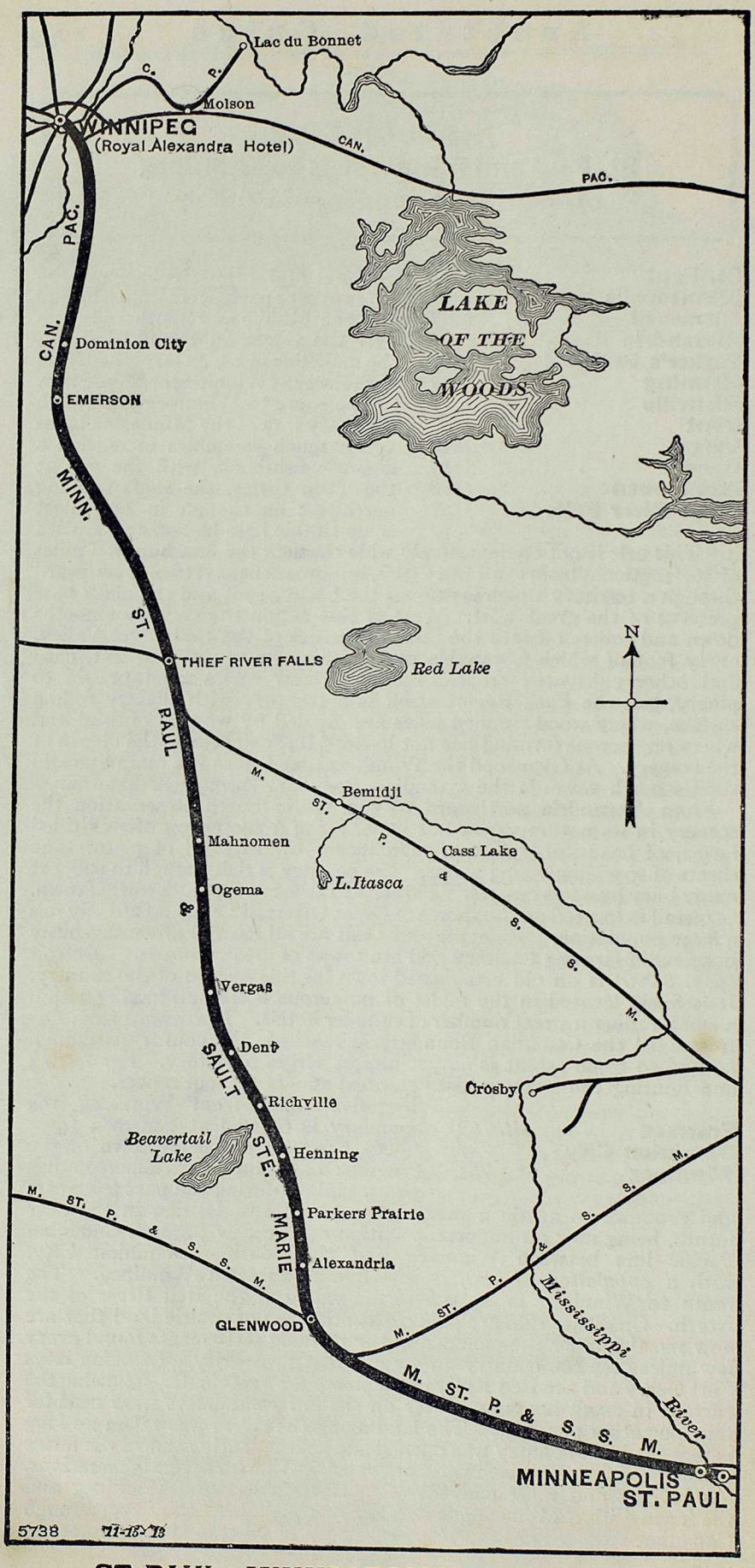
The route to Winnipeg is through the lakey way of the Minnesota lakes which much resembles in outline a gigantic fish-hook, with the eye at the Twin Cities, the shaft running northwest as though in ages past some titanic bass had struggled with it. This belt is not comparatively wide through the first hundred miles of its length out from the Twin Cities, but broadens as it turns northward through a territory which is at once the beauty spot and the black bass preserve of the great west. West of this region the country smooths down and sobers off into the famous prairies of the Red River Valley, every foot of which is capable of furnishing its quota of wheat, corn and other cultivated crops. East the land varies from prairie to pinery, but the Park Region itself is a territory with slightly rolling surface, where wood rimmed lakes are divided by wooded prairies and where prosperous farming has not harmed but heightened the charm of the scenery. At Glenwood the Winnipeg Line leaves the main line and strikes north towards the Canadian Boundary through Alexandria.

From Alexandria northward to the White Earth Reservation the scenery in its nature varies but little, being a succession of well-tilled farms, of beautiful groves of magnificent timber, and of picturesque sheets of sparkling spring water. The country is rich enough to support many busy business centres. Parker's Prairie is a rapidly growing town. Ottertail is located on the shores of Great Ottertail Lake and already has a large population. Richville and Dent are all located advantageously in splendid farming territory and are towns of great promise. Detroit (*pop. 3,000*) is an old established town for this section of the country. It is finely located in the midst of numerous lakes and having within a small radius a great number of summer hotels. Northward from Detroit until the Canadian Boundary is reached, the country although farmed to some extent is as yet almost virgin terrritory. For fishing and hunting the country just described stands without a peer.

Emerson	*Alt.*	*792*
Dominion City	"	*787*
Winnipeg	"	*761*

Sixty-five miles from Winnipeg the boundary is crossed at Emerson (*pop. 1,500*), the most southerly town of the Province of Manitoba. Emerson has grown rapidly during the past few years and promises to attain a much more prominent position in the near future, being now an important station on the new through Canadian Pacific line between Winnipeg and the South. Dominion City, with a *population* of *400*, is fifty-five miles from Winnipeg. The route to Winnipeg is up the fertile valley of the Red River of the North. On either side are seen great stretches of prairie land that are now mostly under the plough and the thriving settlements found every few miles give the country an air of great prosperity. In olden days Fort Garry and the Red River Settlements were reached by following the current in small boats and later on shallow steamboats were used for transportation purposes. The land along the rivers was taken up long before the back country was opened and consequently some of the farms in this neighborhood have been under cultivation for several generations.

The best and most convenient connection between Winnipeg and the Twin Cities, Minneapolis and St. Paul, is afforded by the through Canadian Pacific-Soo Line Route, by way of Glenwood and Emerson.



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in the quaintest and, historically, the most interesting city in America. One of the finest Hotels on the continent. It occupies a commanding position overlooking the St. Lawrence, its site being unrivalled. Rates, $5.00 per day and upward. One mile from C.P.R. Station. American plan.

THE PLACE VIGER—MONTREAL

is a handsome structure immediately opposite the Viger Square, at Place Viger Station. 1½ miles from Windsor Street Station, and at a convenient distance from Ocean Line docks. Most tastefully furnished, the style and elegance characterising the Château Frontenac at Quebec being also found here. Rates, $3.50 per day and upward. American plan.

THE ALGONQUIN—ST. ANDREWS, N.B.

(Open from June to September)

has recently been thoroughly renovated and much enlarged. Best natural golf links in Canada. Rates $5.00 per day and upward. American plan.

McADAM STATION HOTEL—McADAM JUNCTION, N.B.

is especially convenient for other travellers, owing to its location at the junction with the main line of the Company's branch lines intersecting New Brunswick. Rates, $3.00 per day and upward. American plan.

THE ROYAL ALEXANDRA—WINNIPEG, MAN.

Situated at the Railway Station, furnished with every modern convenience. European plan.

HOTEL PALLISER—CALGARY, ALTA.

This Hotel is one of the finest in the system. Rates, $4.00 per day and upward. European plan.

BANFF SPRINGS HOTEL—BANFF, ALTA.

(Open from May to October)

in the Canadian National Park, on the eastern slope of the Rocky Mountains, is 4,500 feet above sea level, at the junction of the Bow and Spray Rivers. A large and handsome structure. Rates $4.00 per day and upward. American plan.

CHATEAU LAKE LOUISE—LAKE LOUISE, ALTA.

(Open from June 10th to October 15th)

is a quiet resting place in the mountains, situated by Lake Louise, from which there is a good carriage drive. A convenient base from which to explore the Lakes in the Clouds. The Château is situated about 2½ miles from Lake Louise Station. Rates, $5.00 per day and upward. American plan.

MOUNT STEPHEN HOUSE—FIELD STATION, B.C.

a Chalet Hotel fifty miles west of Banff, at the base of Mount Stephen, which towers 8,000 feet above. This is a favourite place for tourists, mountain climbers, and artists. The wonderful Yoho Valley is reached by way of Field. Rates, $4.00 per day and upward. American plan.

EMERALD LAKE CHALET—NEAR FIELD, B.C.

(Open from June 15th to September 30th)

a most romantically situated Swiss Chalet Hotel, with accommodation for forty guests. The gateway to Yoho Valley. Seven miles from Field Station. Rates, $4.00 per day and upward. American plan.

GLACIER HOUSE—GLACIER, B.C.

(Open May to October)

in the heart of the Selkirks, within forty-five minutes' walk of the Great Glacier, which covers an area of about thirty-eight square miles. Rates, $4.00 per day and upward. American plan.

KOOTENAY LAKE HOTEL—BALFOUR, B.C.

(Open May 10th to October 15th)

A new first-class Tourist Hotel at Balfour, B.C., near the junction of the Kootenay River and Kootenay Lake. An ideal resort for sportsmen. Rates, $3.50 per day and upward. American plan.

HOTEL SICAMOUS—SICAMOUS, B.C.

built on the shores of the Shuswap Lakes where the Okanagan branch of the C.P.R begins. Rates, $3.50 per day and upward. American plan.

HOTEL INCOLA—PENTICTON, B.C.

A new first-class Hotel at the foot of navigation on Okanagan Lake, reached by the C.P.R. Steamers. An ideal resort at any time of the year owing to the growing dry climate of the Okanagan Valley. Rates, $3.00 per day and upward. American plan.

HOTEL VANCOUVER—VANCOUVER, B.C.

the Pacific Coast terminus of the Railway, is an Hotel which has been greatly enlarged to serve the pressing demand, and designed to serve the large commercial business of the city as well as the tourists who find it profitable and interesting to remain a day or longer. Rates, $2.00 per day and upward. European plan.

CAMERON LAKE CHALET—CAMERON LAKE, B.C.

The Chalet at Cameron Lake, on Vancouver Island, E. & N. Ry., is an attractive place for a holiday. Rate, $3.50 per day. American plan.

EMPRESS HOTEL—VICTORIA, B.C.

A short distance from boat landing. One of the most beautiful Hotels on the American Continent. Rates, $2.00 per day and upward. European plan.

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