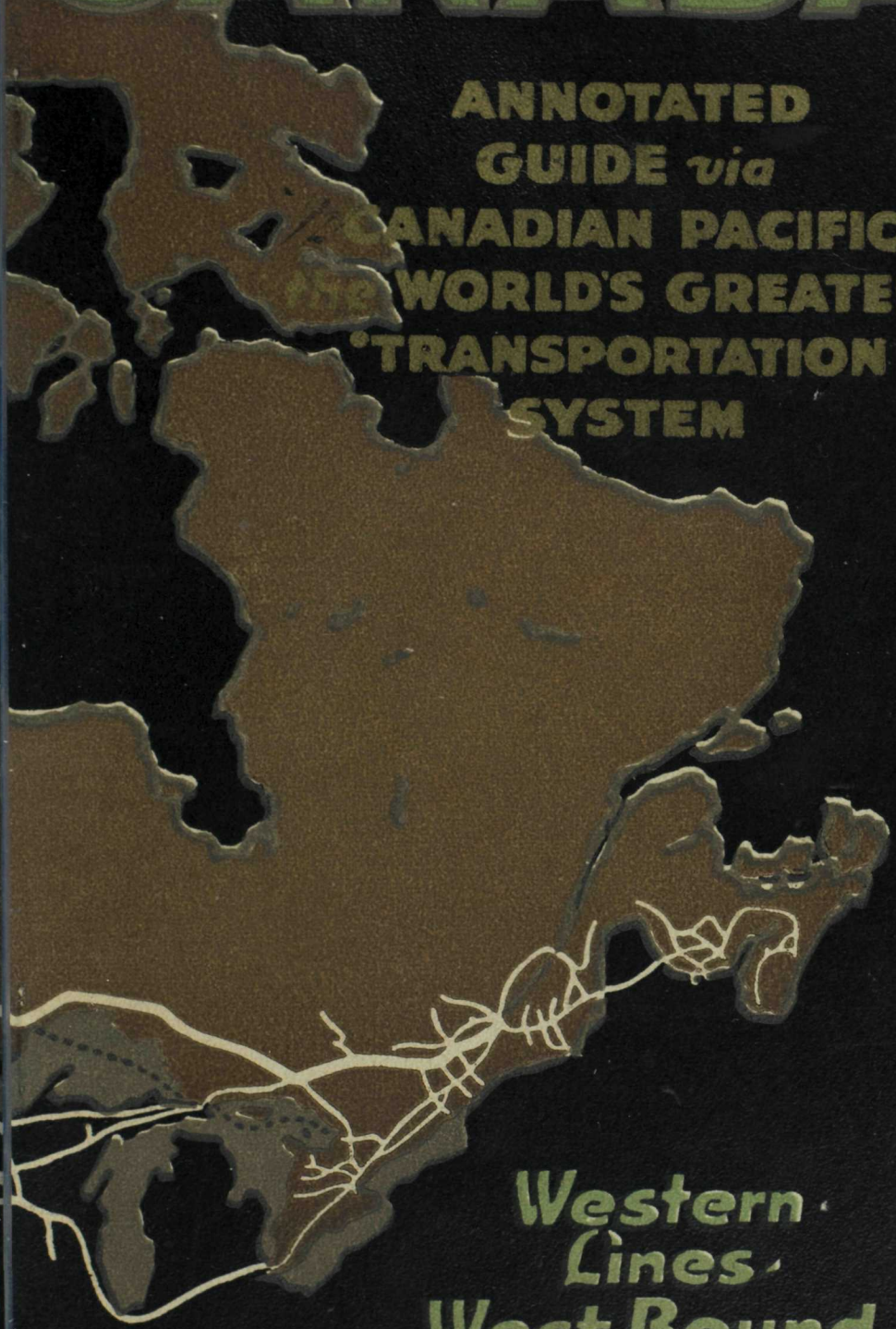
ACROSS CANADA

ANNOTATED GUIDE *via* CANADIAN PACIFIC WORLD'S GREATEST TRANSPORTATION SYSTEM



Western Lines West Bound

Save the Forests!

Canada's timber reserves are national assets of incalculable value. To neglect to take ordinary precautions which ensure them against destruction from forest fires is to rob civilization. Quite apart from the danger to the lives, homes and property of settlers, every acre of forest burned means labor turned away, reduced markets for manufactured products, heavier taxation on other property, and higher lumber prices. Passengers on trains should not throw lighted cigar or cigarette ends from car windows. Those who go into the woods—hunters, fishermen, campers and canoeists—should consider it their duty to exercise every care to prevent loss from fire.

1923. 384-50

Miss A. E. Tinnard
4527 So. Kenton Ave
Chicago Ill

ACROSS CANADA

on route to Seattle
via Mountaineer

An Annotated Guide to
the Country Served by the
Canadian Pacific Railway
and its Allied Interests.

WESTBOUND

Part 2.

West of Winnipeg

West of Chicago

Canadian Pacific Railway

MONTREAL

1923

PRINTED IN CANADA

ACROSS CANADA BY CANADIAN PACIFIC

THE Canadian Pacific Railway is the world's greatest transportation system.

With a total length, including lines owned and controlled, of over 19,900 miles, it serves all the important industrial, commercial and agricultural sections of Canada, as well as many parts of the United States. Practically every large city of Canada is on its system. It reaches famous historic spots, wonderful holiday-making and sporting resorts, and some of the most magnificent scenery in the world.

Its steamship services reach out across the Atlantic to Europe, and across the Pacific to the Orient. Its telegraph system extends along the entire length of the railway and reaches as well every point of importance in Canada away from it. Its thirteen fine hotels set the standard for hotel accommodation in Canada. Its express system (the Dominion Express Company) has a world-wide service. Its land-settlement policy, coupled with the large areas of fertile agricultural land that it still has for sale in the west, is helping to accomplish the development of a richer and bigger Canada.

This "Annotated Guide" is a description of the Canadian Pacific system and of those systems allied or associated with it. While principally dealing with the various cities and resorts from the viewpoint of the pleasure-traveller, it also pays some attention to the industrial activities and natural resources of Canada; and while the latter information is not — because of the nature of this publication — of an exhaustive character, yet it is hoped that it will be stimulating as indicative of the potentialities of this great Dominion.

Across Canada by Canadian Pacific, from Victoria to Halifax, is a journey of over 3,600 miles; other lines amount to over sixteen thousand more. With such a vast territory to be covered, and with such a multiplicity of interest to be described, it is inevitable that a certain abridgment must be made. Other publications issued by this company enter into fuller detail concerning various parts of the Canadian Pacific system.

This Annotated Guide is issued in two parts, West of Winnipeg and East of Winnipeg. Copies of Part I, and also of the Westbound Editions, can be obtained from porters on transcontinental trains, Canadian Pacific passenger agents, or from the General Publicity Department, Canadian Pacific Railway, Montreal.

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(By Direct Route unless otherwise stated)

	Montreal	Toronto	Winnipeg	Chicago	Vancouver
Banff, Alta.	2326	2147	914	1694	560
Belleville, Ont.	221	119	1352	632	2826
Boston, Mass.	340	598	1752(a)		3226(a)
Brandon, Man.	1545	1365	133		1341
Brantford, Ont. (b)	405	65	1297		2771
Broadview, Sask.	1676	1496	264		1210
Brockville, Ont.	156	239	1472	751	2947
Buffalo, N.Y. (c)	441	101	1333	613	2807
Calgary, Alta.	2244	2065	832	1612	642
Chalk River, Ont.	242		1169		2644
Chatham, Ont.	519	179		333	
Chicago, Ill.	853	512	913		2254
Detroit, Mich.	569	229	1197	283	2671
Duluth, Minn.	1038(d)	859(d)	404		1878(e)
Edmonton, Alta. (f)	2438	2259	1026	1806	836
Edmonton, Alta. (g)	2260	2081	848	2117	
Field, B. C.	2380	2201	969	1749	505
Fort William, Ont.	992	813(h)	419		1893
Fredericton, N. B.	459	798	1871	1312	3345
Galt, Ont.	398	57	1290	455	2764
Glacier, B.C.	2466	2286	1054	1834	420
Guelph, Ont.	395	54	1287	488	2761
Halifax, N.S. (i)	677	1018	2089	1530	3563
Hamilton, Ont. (c)	380	40	1272	491	2746
Ignace, Ont.	1140	960	272		1746
Kamloops, B.C.	2635	2456	1224	2004	250
Kenora, Ont.	1286	1106	126		1600
Kingston, Ont.	208	209	1442	721	2916
Lake Louise, Alta.	2361	2181	949	1729	525
Lethbridge, Alta. (f)	2370	2191	959	1739	768
Lethbridge, Alta. (j)	2183	2004	772	1544	863
Lindsay, Ont.	294	67	1196	581	2670
London, Ont.	455	115	1311(k)	398	2785(k)
Medicine Hat, Alta.	2068	1888	656	1436	818
Minneapolis, Minn.	1119(d)	939(d)	453	460	1794
Minneapolis, Minn.	1313(k)	972(k)			
Montreal, Que.		340(l)	1412	853	2886
Moose Jaw, Sask.	1810	1631	398	1178	1076
Nanaimo, B.C. (m)	2927	2748	1515	2295	41
Nelson, B.C. (n)	2690	2511	1278	2058	563
Nelson, B.C. (j)	2537	2354	1122	1894	513
New Westminster, B.C.	2877	2698	1466	2246	25
New York, N.Y.	384	539(c)	1796(a)		3270(a)
North Bay, Ont.	360		1053		2526
Oshawa, Ont.	303	87	1271	550	2744
Ottawa, Ont.	111	265(l)	1300	777	2775
Owen Sound, Ont.	461	121	1353	633	2827
Pembroke, Ont.	220		1191		2665
Penticton, B.C. (o)	2706	2527	1294	2074	489
Penticton, B.C. (j)	2795	2616	1383	2156	251
Peterboro, Ont.	262	78	1311	591	2785
Portage la Prairie, Man.	1467	1288	56		1418
Port Arthur, Ont.	988	809	424		1898
Quebec, Que.	172	513	1584	1025	3058
Regina, Sask.	1768	1589	357	1220	1117
Revelstoke, B.C.	2506	2327	1095	1875	379
St. John, N.B.	482	822	1893	1334	3367
St. Paul, Minn.	1109(d)	929(d)	464	449	1805
St. Paul, Minn.	1302(k)	961(k)			
St. Thomas, Ont.	462	121			
Saskatoon, Sask. (q)	1940	1761	529	1749	1204(r)
Saskatoon, Sask. (s)	1892	1713	480		
Sault Ste. Marie, Ont.	618	439			
Seattle, Wash.	3050	2870	1638	2418	164
Sherbrooke, Que.	106	447	1518	959	2992
Sicamous, B.C.	2551	2372	1139	1919	335
Skagway, Alaska	3874	3695	2462	3242	988
Smith's Falls, Ont.	129	212	1444	724	2918
Spokane, Wash. (j)	2576	2396	1164		773
Sudbury, Ont.	439	260	973	772	2447
Swift Current, Sask.	1921	1741	509	1289	965
Toronto, Ont.	340(l)		1232	512	2706
Trenton, Ont.	231	109	1341	621	2816
Trois Rivieres, Que.	95	436	1507	948	2981
Truro, N.S.	696	1036	2107	1548	3581
Vancouver, B.C. (f)	2886	2706	1474	2254	
Vancouver, B.C. (j)	3046	2867	1634	2407	
Victoria, B.C.	2969	2789	1557	2337	83
Windsor, Ont.	567	226	1199(k)	286	2673(k)
Winnipeg, Man.	1412	1232		913	1474
Woodstock, Ont.	428	88		424	

(a) via Montreal, (b) via Hamilton, (c) via Toronto, (d) via Sudbury, (e) via Winnipeg, (f) via Calgary, (g) via Saskatoon, (h) 655 miles via Port McNicoll and steamship, (i) via Digby, 83 miles further via Moncton. (j) via southern route, (k) via Chicago, (l) via Lake Shore; 2 miles less via Peterboro, (m) via direct steamer, (n) via Revelstoke, (o) via Sicamous, (q) via Regina, (r) via Edmonton, (s) via Wynyard.

Portage Avenue, Winnipeg

Winnipeg *Alt. 772*—The population of Greater Winnipeg is estimated at 271,958, the city itself having about 195,000. La Verendrye was the first white man to set foot in Winnipeg, arriving in 1738, when he built a fort known as Fort Rouge, which is now part of the city. Two years later he built Fort Maurepas on Lake Winnipeg, as a point more suitable for trading with the Indians. In 1806 Fort Gibraltar was built by the North-Western Trading Company, but ten years later was destroyed. In 1822 a second Fort Gibraltar was built and renamed Fort Garry when the North-Western Company amalgamated with the Hudson's Bay Company. In 1835 Fort Garry was rebuilt by Governor Christie with stone, the walls running 280 feet east and west and 244 feet north and south. This was an important trading centre for the Western plains, but as late as 1871 the population of Fort Garry was only 215 souls. To-day Winnipeg is Canada's third largest city. Situated as it is, at the junction of the Red and Assiniboine Rivers, a city of beautiful boulevards and parks, many golf links, and summer and winter sports of all kinds, it is the home of a contented people. It is the capital of the Province of Manitoba.

Winnipeg is the greatest grain market and grain inspection point in the British Empire. It is the railway centre of the West, and commands the trade of the vast region to the north, east and west. Branch lines radiate in every direction. The city is handsomely built, amongst the notable buildings being the Provincial Parliament House.

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 railway station, a magnificent building which is the headquarters of the Company's western system. 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. A land office of the railway is 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.

Since the advent of cheap hydro-electric power in 1911, Winnipeg has made remarkable strides as an industrial centre. It now supplies manufacturers with what is claimed to be the cheapest power in America. During the war period the city constructed a $16,000,000 aqueduct carrying pure, soft water

from Indian Bay, a portion of Lake of the Woods which juts across the Ontario boundary into Manitoba, with a capacity of 100,000,000 gallons daily. In Winnipeg and St. Boniface are the largest western stock yards and packing houses, with enormous flour mills, mills for other cereal products, rolling mills, iron and steel works, and automobile assembling plants.

WINNIPEG TO RIVERTON: 84 miles

Winnipeg
Fort Garry
Selkirk
Matlock
Whytewold
Ponemah
Winnipeg Beach
Gimli
Riverton

A branch line runs north from Winnipeg to Winnipeg Beach and Riverton. Skirting the banks of the Red River, we traverse first a well-settled suburban district, and then a truck-gardening area, reaching Lower Fort Garry, built by the Hudson's Bay Company as a trading post in 1831. Selkirk is the shipping point for the steamers that travel across Lake Winnipeg to Warren's Landing, at the north end of the lake. At this point are successful fisheries, lumber business, and several factories. Matlock, Whytewold, and Ponemah are summer cottage points. Winnipeg Beach is perhaps the most popular summer resort for Winnipeggers. It stands on the shore of Lake Winnipeg, and has a beautiful beach, dancing pavilion, hotels, yacht club, hundreds of summer cottages, and all the other appurtenances of a successful resort. Gimli and Riverton are very progressive Icelandic settlements whose principal industries are fishing and lumbering. The region is also a large pulp-wood producing one.

WINNIPEG TO ARBORG: 76 miles

Winnipeg
Stony Mountain
Stonewall
Teulon
Komarno
Arborg

A branch north from Winnipeg runs through a successful market garden area and a fine mixed farming district to the commercial centre of Stonewall. At Teulon, 19 miles further, flax is being grown in a commercial way for its fibre, so far with great success. As we travel north the wooded country is reached and lumber becomes one of the principal industries of this territory. Arborg, the terminus of this line, serves a flourishing country to the north and west.

WINNIPEG TO EMERSON: 65 miles

Winnipeg
St. Boniface
Niverville
Otterburne
Arnaud
Dominion City
Emerson
Minneapolis
St. Paul

From Winnipeg a branch runs due south to the international boundary, where connection is made with the Soo Line. The route is through the fertile valley of the Red River; and it is interesting to remember that Fort Garry (as Winnipeg was then called) was reached by this route before the building of the Canadian Pacific Railway, except that the river was used—first small boats that drifted with the current, and then shallow steamers. St. Boniface is an independent city facing Winnipeg across the Red River. Of its 13,000 population, a considerable proportion is French-Canadian. It has a fine cathedral, college buildings, and many manufactures, as well as the Union Stock Yards, where thousands of head of stock are handled and trans-shipped east and south every year. The country down to the border was amongst the earliest taken up in Western Canada, and some of the farms in this neighborhood have been under cultivation for several generations. Round Dominion City are large gypsum deposits which have been investigated and found highly suitable for development. Emerson (population 1,300) has grown rapidly during the past few years.

Canadian Pacific Railway Station and Royal Alexandra Hotel, Winnipeg

Winnipeg Beach

WINNIPEG TO CALGARY: 832 miles

(For Map, see page 67)

Winnipeg
Rosser
Marquette
Reaburn
Poplar Point
High Bluff
Portage la Prairie

Between Winnipeg and Portage la Prairie we traverse the Portage Plains, as level for the most part as a billiard table. We cross the Assiniboine River, the course of which is marked by the line of trees to be seen along its route. This country is a great hay one, but also has considerable grain growing and dairying. Marquette is the home of the Indian tribe of that name. At Reaburn we are at the half-way point between Montreal and Vancouver; not far away is Long Lake, a favorite resort for sportsmen.

Portage la Prairie (*population 7000, altitude 858*) is the centre of a large and very fertile agricultural district, and an important railway point served by many branch lines. It is situated a mile from the Assiniboine River, 56 miles west of Winnipeg. It has large flour mills, brickyards, and other industries, and in addition to its present water supply the power lines of the Manitoba Power Commission have now been strung into the city from the Winnipeg River, 125 miles distant. North of the city is Lake Manitoba, an excellent summer resort, with boating, fishing, and summer cottages.

At Portage the Winnipeg-Edmonton service leaves the main line (see page 83).

Bagot
MacGregor

The country from Portage la Prairie to Brandon is for the most part a fertile and well-settled area, with comfortable farm homes and large barn buildings. It is a first-class grain and stock country, renowned for the prize cattle which it raises, for this is the home of several world-championship herds.

From MacGregor a branch runs in a westerly direction to Varcoe and thence south to Brandon. North of Varcoe another branch runs to Minnedosa, on the Winnipeg-Edmonton line (see page 83), and from Forrest, between Varcoe and Brandon, there is yet another running westerly to Miniota. These lines enter the heart of a magnifient and fairly old settled district, with many prosperous communities, such as Rapid City, Oak River, Hamiota, Crandall, etc.

Sidney
Carberry
Camp Hughes
Chater

We are now well into the prairies, and from here to Calgary will travel across them continuously. This vast region forms a mammoth agricultural area of almost limitless possibilities. The three prairie provinces of Manitoba, Saskatchewan and Alberta contain a land area of 466,-

000,000 acres. Of this amount, the conservative estimate has been made that at least 200,000,000 acres are first-class agricultural land that will raise the finest of crops. At the present time, scarcely more than 35,000,000 acres are actually under cultivation, and the population of this vast area is only a little over two millions. Of the remaining 165,000,000 odd acres of available good farming land, considerably over 30,000,000 acres are within a radius of fifteen miles of existing railroads. It will be seen, therefore, how far the absorption power of Western Canada for population is from being exhausted.

Practically all the way west of here too, our train is climbing up the long ascent to the Rockies; between Winnipeg and Calgary it climbs over 2600 feet. Carberry is a prosperous town of 1000 inhabitants, with a surrounding country reminiscent of the Portage Plains. Camp Hughes was, during the period of the war, the training ground of thousands of western soldiers. Running down the hill from Chater we cross the beautiful Assiniboine river again, and enter Brandon.

Brandon—(*Pop. 18,000, altitude 1204 feet*). Situated in the centre of one of the richest agricultural and live stock territories of Manitoba. Brandon is a railway divisional point and an important commercial centre acting as a feeder to nearly three hundred small towns, villages and hamlets. It has flour mills, factories, distributing houses covering all lines of farm machinery, and the largest seed warehouse in the West. It is a modern city with complete educational facilities, churches of all denominations, an Indian training school, and a Dominion Government Experimental Farm. Beautifully situated overlooking the Assiniboine River, it is a home-like city with many charming streets. It has a unique central heating system for business premises.

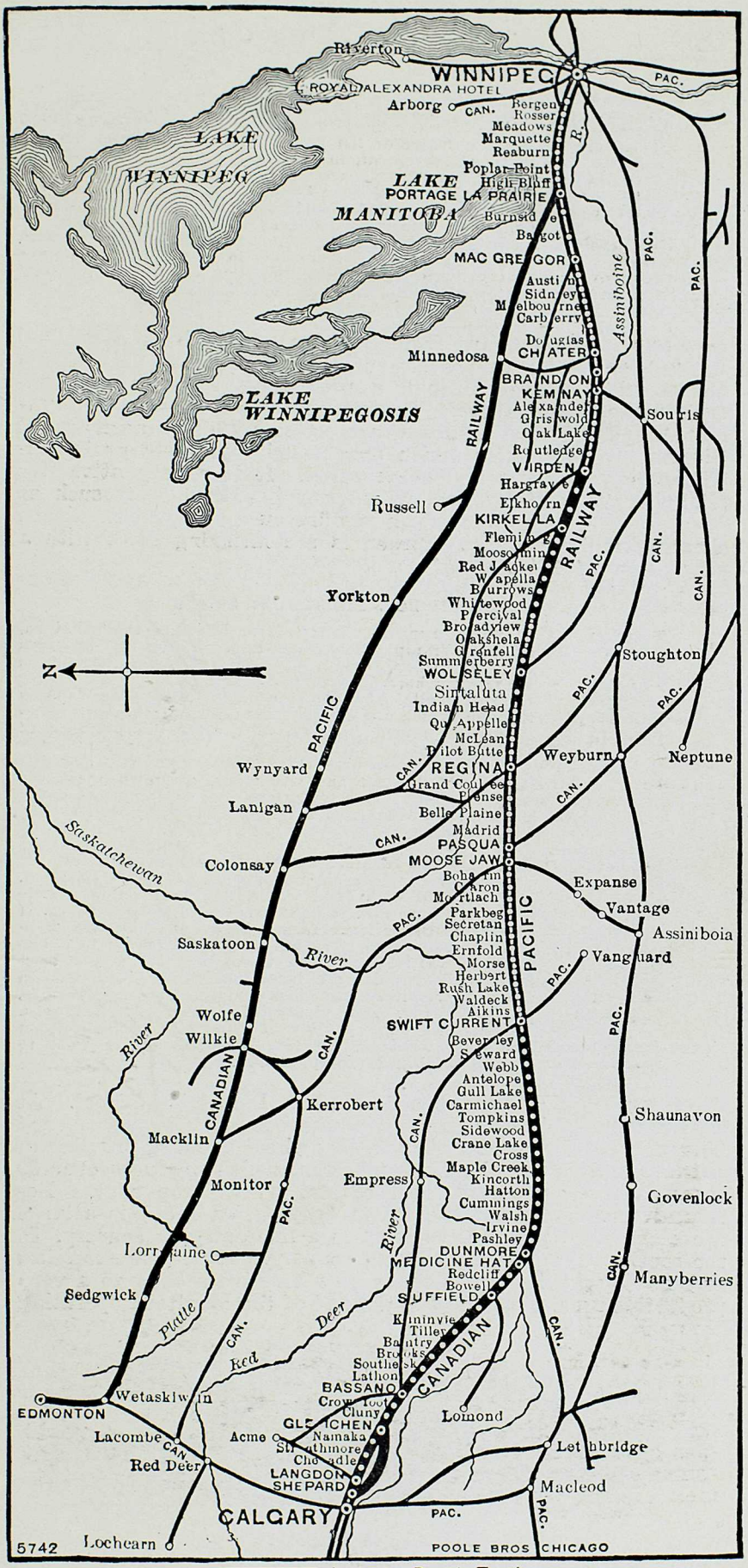
From Brandon a branch line runs north to Minnedosa, on the Winnipeg-Edmonton line (see page 83).

BRANDON TO ESTEVAN: 164 miles

Brandon
Souris
Hartney
Lauder

From Brandon an important branch line runs in a southwesterly direction towards the international boundary, which it then parallels for a considerable distance. This line is the medium for intercommunication between the network of branches that laces the southern regions of Manitoba and Saskatchewan. At Souris it crosses the Winnipeg-Regina loop line (see page 87). Hartney is adjacent to large but as yet undeveloped electric power in the Souris River. At Lauder branches run west to Alida and east to Boissevain.

Brandon



WINNIPEG TO CALGARY

Napinka
Melita
Pierson
Gainsboro
Oxbow
Alameda
Bienfait
Estevan

At Napinka we join the Southern Manitoba branch from Winnipeg via La Riviere (see page 88). Continuing through an excellent farming region, we reach at Bienfait the centre of the Souris coal fields, where the Dominion Government, in conjunction with the two provincial governments concerned, are erecting a briquetting plant at a cost of some $600,000 to utilize and improve the grade of coal for domestic consumption. The Souris field is a somewhat low-grade lignite coal finding its principal market in Manitoba. At Estevan we reach the junction with the Soo Line from St. Paul and Minneapolis to Moose Jaw (see page 81). A branch continues westerly to Neptune, through a ranching and farming country with good clays and salt lakes awaiting development.

Kemnay
Alexander
Griswold
Oak Lake
Routledge
Virden
Elkhorn
Kirkella

Westward from Brandon we climb by a gradual rise to the top of the Assiniboine Valley, and travel through a prosperous farming community wherein are situated many towns and villages definitely associated with the agricultural products which are brought to their grain elevators and stock yards. It is a very attractive country, too, with many beautiful spots such as Oak Lake, which has fine duck and prairie chicken shooting in its vicinity. Virden is a flourishing town with a population of 1600.

BRANDON TO SASKATOON: 397 miles

Brandon
Virden
Kirkella
McAuley
Rocanville
Esterhazy
Neudorf

A service runs north-west from Brandon to Saskatoon, on the Winnipeg-Saskatoon line. Following the main line to Virden, the train here takes the branch to McAuley, where it connects with another short branch from Kirkella, also on the main line. The country through which we are passing is admirably suited to grain and mixed farming, and, after the province of Saskatchewan is entered at Welwyn, we are into the Qu' Appelle Valley territory—a prosperous dairying country shipping large quantities of cream, butter and live stock, and also a country of beautiful scenery. The various towns are well built up and doing a large local business, drawing from a tributary country well settled with enterprising farmers.

Lemberg
Balcarres
Lipton
Southey
Bulyea
Strasbourg
Govan
Nokomis
Lanigan
Saskatoon

After passing Neudorf we run through a grain farming country of considerable importance, in part well treed, and supplied with good water, and then on to prairie lands that have always been productive of large crops. It is a territory of large farms, good buildings, and well-to-do farmers who have built up the country to a fine state of cultivation. The towns are all active commercial centres doing a large and varied business. In tributary territory are lakes and local summer resorts, good shooting, and plenty of sports. At Bulyea a branch line runs south-west connecting with Regina (see page 70) and at Lanigan the traveller goes either west to Saskatoon or east to Winnipeg (see page 84).

Fleming
Moosomin
Wapella
Whitewood
Percival
Broadview

Elkhorn has an Indian Industrial School. At Fleming the Manitoba boundary is passed, and we enter the greatest wheat-growing province of Canada, Saskatchewan, which produces over 60 per cent. of the total wheat crop of the Dominion. Moosomin (*population 1500*) is a large progressive town in a fine dairying country. To the south is the Moose Mountain country. The numerous lakes and woods which we pass make an attractive setting to a very productive area. Broadview is the end of the Manitoba operating

Threshing in Manitoba

district of the railway and the beginning of the Saskatchewan District. Near the town is Lake Escape, with good fishing and boating.

Oakshela
Grenfell
Wolseley

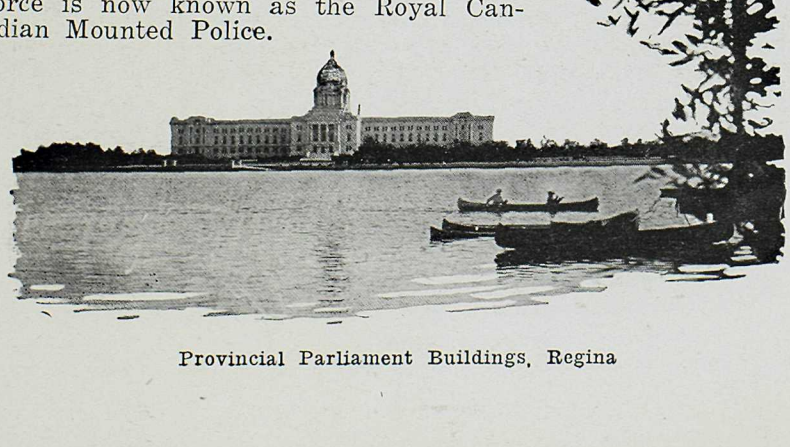
Still climbing the grade, we run through one of the most picturesque districts of Eastern Saskatchewan. Grenfell was amongst the earliest established towns of this part of the province. At Wolseley (*population 1200*) the Canadian Pacific has a nursery covering some 115 acres where trees are grown for the planting of prairie farms and flowers and vegetables for the company's hotels and dining-cars. Wolseley is also the headquarters of the company's horticultural branch, which supervises the beautifying of the stations on its entire system.

From Wolseley a branch runs through a prosperous grain and stock country, well settled and with good business towns dotted through an area that produces huge quantities of grain and other products yearly. It has several lakes and summer resorts, and good shooting, and is well served by good roads, rural telephone service, and excellent school facilities. At Reston this branch joins the line from Winnipeg to Regina, Weyburn and Assiniboia (see pages 71 and 87).

Indian Head
Qu' Appelle
Balgonie

Indian Head (*population 1600*), an old-established and prosperous town, has an experimental farm and a forestry farm. A long pull up brings us to the pretty town of Qu'Appelle, twenty miles north of which are the Qu'Appelle Lakes and the fort bearing that name—an old Hudson's Bay post. Along the valley the river and numerous lakes afford excellent fishing and duck shooting. Qu'Appelle is well-known for its beautiful trees. Leaving the town, we gradually draw away from the wooded district on to the Regina plains, a splendid stretch of grain growing country extending well to the north and nearly down to the international boundary. From here can be seen the dark blue line of the Dirt Hills south of Moose Jaw, the western boundary of the plains. This is a very productive region growing immense crops of grain each year.

Regina—(*Population 45,000, altitude 1896 feet*). Regina is the capital and largest city of the Province of Saskatchewan, one of the most important distribution points west of Winnipeg for farming machinery and farm implements, and the home of some large mail order houses. A huge oil refinery has been built at a cost of two million dollars, the oil being brought from Wyoming. Regina has a very handsome Parliament building, facing the placid Wascana Lake, and fine exhibition buildings. It is a modern city with well-paved streets, parks, large educational institutions, splendid buildings, and numerous wholesale distributing houses and factories. It was for over forty years the headquarters of the Royal North-West Mounted Police, one of the most famous bodies of constabulary in the world, whose exploits have been so often chronicled, both in fact and in fiction, as to have become almost historic. This force is now known as the Royal Canadian Mounted Police.



Provincial Parliament Buildings, Regina

REGINA TO SASKATOON: 172 miles

Regina
Euston
Lumsden Beach
Regina Beach
Holdfast
Imperial
Simpson
Amazon
Young
Colonsay
Saskatoon

Covering a portion of the great summer pleasure grounds of the people of Southern Saskatchewan, a branch line runs north-west to Saskatoon, on the secondary main from Winnipeg to Edmonton (see page 84). Regina Beach, on Long Lake, within easy reach of the city of Regina, affords good fishing and shooting. The lake is a magnificent body of water where sailing, boating, and all aquatic sports can be indulged in to the heart's content. Along its beaches and up the sides of its treed banks are scattered hundreds of summer homes. North of the lake open prairie land succeeds, well cultivated and well settled, with numerous prosperous towns. At Colonsay the traveller joins the Saskatoon line.

Euston
Bulyea
Lanigan
Saskatoon

Another route to Saskatoon is by a branch from Euston, connecting with the Brandon-Saskatoon line (see page 68) at Bulyea. This branch passes through a very attractive farming territory. The cuttings through all this lake territory show very fine clay deposits, which have been investigated and are due for development. The train service between Regina, Moose Jaw and Saskatoon is a good one for the business man, with an overnight daily service via Colonsay and a morning service (daily except Sunday) via Bulyea.

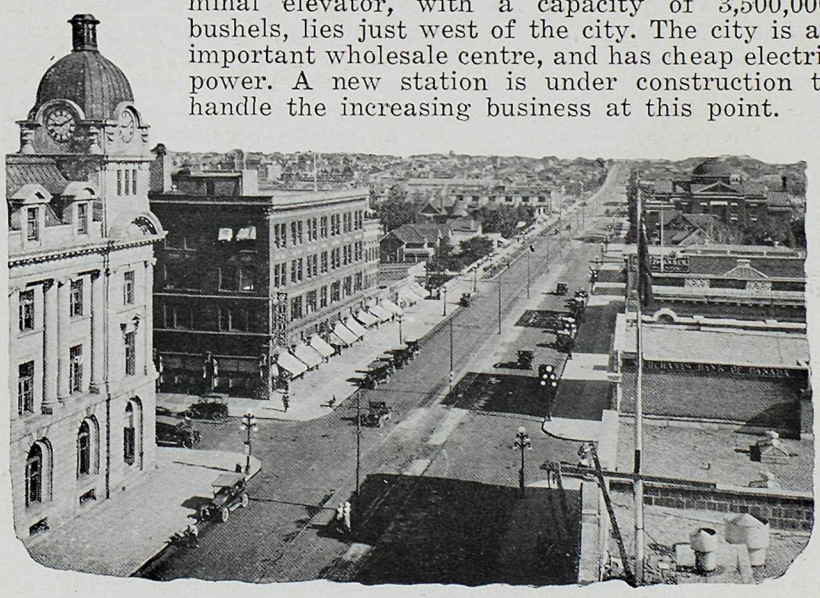
At Regina the important Winnipeg-Regina loop line via Arcola joins the main line (see page 87).

Grand Coulee
Pense
Pasqua

Leaving Regina behind, we cross the Regina plains, the extreme fertility of which will be evident when one notices the large farms and splendid farm buildings on either side. This territory is a very thriving one, and herds of sheep and cattle are seen.

At Pasqua the Soo Line from St. Paul and Minneapolis joins the main line (see page 82).

Moose Jaw—(*Population 25,000, altitude 1779 feet*). Moose Jaw is the centre of a rich wheat-growing district, and an important divisional point. Its unusual name is a contraction of an Indian word meaning "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone"—an illuminating sidelight on an episode of pioneering days. 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 Saskatchewan. A Dominion government interior terminal elevator, with a capacity of 3,500,000 bushels, lies just west of the city. The city is an important wholesale centre, and has cheap electric power. A new station is under construction to handle the increasing business at this point.



Moose Jaw

MOOSE JAW TO GOVENLOCK: 263 miles

Moose Jaw
Crestwynd
Expanse
Assiniboia

From Moose Jaw a branch runs south-westerly towards the international boundary to Assiniboia, and then turns abruptly to the west. The region through which we pass is settling up fast, and is already a heavy-producing one. Near Expanse is Lake Johnson, home of thousands of wild duck and the Mecca of the sportsman every fall. Assiniboia (population 1400) is a divisional point with large elevator capacity, abundant lignite coal within seven miles, clay deposits, sand and gravel in the immediate vicinity, and the centre of a rich grain-growing district.

From Assiniboia a branch runs east to Weyburn, on the Soo Line (see page 82) and continues to Stoughton, on the Winnipeg—Regina branch (see page 88). This line passes through a ranching country, only partially settled so far, but destined for great development.

Limerick
Meyronne
Kincaid
Ponteix
Gouverneur
Cadillac
Shaunavon
Eastend
Govenlock

The country west of Assiniboia is good rolling prairie with many large sheets of water. At one time a considerable portion of this area was devoted to ranching, but the process of the dissolution of these big ranches into small farms, familiar in many other parts of the west, has taken place here also. Clay deposits are plentiful and also small coal areas. Near Gouverneur is a large deposit of flint pebbles. Shaunavon (population 1500) is the principal town of this territory. Before the construction of the railway, the only means of access to this district was by Gull Lake and Maple Creek. We are now approaching the Cypress Hills, which lie to the north and continue westerly towards the south of Medicine Hat. At Eastend we cross the Frenchman river, near which are large clay and sand deposits, with big possibilities for the development of the china and pottery industry.

The line has now been extended from Govenlock to Manyberries, to meet the line coming from Lethbridge, (see page 122). Through trains are now run between Winnipeg and Lethbridge via the Arcola line, Stoughton, Weyburn and Assiniboia.

Royal Canadian Mounted Policeman

MOOSE JAW TO MACKLIN: 268 miles

Moose Jaw
Tuxford
Eyebrow
Tugaske
Elbow
Outlook

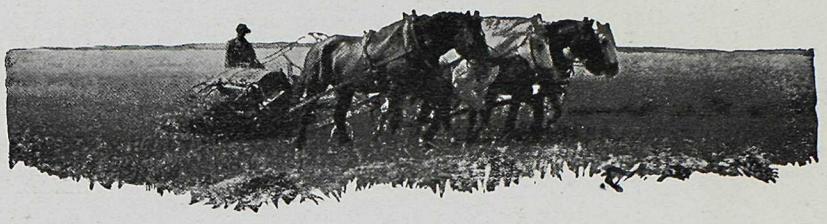
An important branch line runs north-westerly from Moose Jaw to Macklin, on the Winnipeg-Edmonton line (see page 85). This line passes through the rich agricultural regions of Western Saskatchewan. After climbing up a grade to a plateau, it enters a long stretch of fertile prairie country extending to the Alberta boundary and watered by the South Saskatchewan river. This river is crossed at Outlook by a fine steel bridge, the third longest on the Canadian Pacific System—3004 feet in length, 140 feet above water level, and with eight truss spans supported by concrete piers.

Sovereign
Rosetown
Plenty
Kerrobert
Luseland
Macklin

Crossing the river, we continue through a fertile grain and mixed farming country, with many prosperous towns. Rosetown is a convenient point for the rich area known as the Goose Lake country. Kerrobert (population 1200), is an important town with some district government offices. It is a railway divisional point, branches running north-easterly to Wilkie and westerly to Lacombe, on the Calgary-Edmonton line (see page 89). Leaving Kerrobert we continue through the same kind of country to Macklin, whence train can be taken either west to Edmonton or east to Saskatoon and Winnipeg. This branch affords a direct route from St. Paul to Edmonton.

Caron
Parkbeg
Chaplin
Morse
Herbert
Rush Lake

Leaving Moose Jaw on the westward journey, and still climbing, we pass through a somewhat varied country where settlement has not yet spread itself over all the available lands. Old buffalo trails can be plainly seen, scarred and pitted on the prairie by their "wallows". In the late eighties and early nineties great piles of buffalo bones were stacked up, adjacent to the railway, for transportation to the towns to be made into fertilizer. Practically the only remainder of the huge herds of buffalo that roamed the prairies fifty years ago are at Banff and Wainwright, in government enclosures. Caron



Reaping

supplies Moose Jaw with part of its water supply. Morse and Herbert are growing towns with large tributary agricultural districts to serve. Rush Lake is a hunter's paradise; there are literally millions of ducks in its great lake and marshes during the breeding and shooting seasons. The prairie is rolling, and at times a magnificent vista of level plain opens to the eye, with thousands of acres of good arable land, both cultivated and uncultivated. Presently we wind around an unusually large roll in the prairie formation, and reach Swift Current.

Swift Current—(*Population 4500, altitude 2432 feet*) is situated on a pretty stream, which, although in summer somewhat shallow, is a very turbid body of water when the spring freshets are coming down. This is the end of the Saskatchewan District of the railway, and the beginning of the Alberta District. The city is an important one, with a large distributing area for merchandise, reaching practically to the international boundary. Around it is a rich farming territory. A government meteorological station is located here.

From Swift Current a short branch runs south and east, reaching Blumenhoff, Neville and Vanguard. A new branch line is under construction easterly from Wymark. Originally a ranching territory, this area is now becoming settled, with grain farms and large herds of dairy and beef stock.

SWIFT CURRENT TO EMPRESS AND BASSANO: 236 miles

Swift Current
Java
Success
Pennant
Cabri
Abbey
Sceptre
Prelate
Leader
Estuary
Empress

From Swift Current a branch runs north and then west as a cut-off between this point and Bassano, on the main line (see page 74). This branch crosses the South Saskatchewan River at Empress, east of which the river is joined by the Red Deer River, running north-west and acting during part of its course as the northern boundary of the Canadian Pacific Irrigation Block. The country through which we pass is a typical prairie one of good promise and excellent settlement, with many growing towns. A new branch is under construction from near Prelate in a south-westerly direction towards Medicine Hat. Empress is a divisional point that with the building up of the surrounding territory will become an important commercial centre.

Jenner
Denhart
Patricia
Millicent
Rosemary
Bassano

Leaving Empress, we run through a sparsely settled country until we strike the Irrigation Block near Denhart. A scheme is now under consideration to use the waters of the Red Deer River to irrigate all the country round Jenner. Entering the Irrigation Block we come within sight of many well-cultivated, irrigated farms, which have transformed the dry prairie into a prosperous and highly-producing region. With the advent of a large number of experienced irrigation farmers, this district is rapidly growing in importance.

Seward
Gull Lake
Tompkins
Crane Lake
Piapot
Cross
Maple Creek
Kincorth
Walsh
Dunmore

Westward we travel through what was at one time a purely ranching country but which is to-day rapidly settling with first-class farmers. Many of the small towns have sprung into active existence within the last few years. South are the Cypress Hills, a country valuable because of the commercial timber and extensive clay deposits which it contains. It is still a great cattle country. The hills increase in height as the range travels westward, until an elevation of 4790 feet is reached. Gull Lake was at one time the jumping-off

place for this south country, but this traffic is now handled by the branch from Moose Jaw to Govenlock. Crane Lake is devoted principally to stock-raising. Piapot commemorates the name of an Indian chief who defied the North-West Mounted Police to move him from his reservation. His tribe numbered several hundreds. Two policemen were sent—and suffice it to say that the Indians moved as per schedule! Maple Creek is a prosperous and well-built town of some 2000 inhabitants in a good mixed-farming district. North of it is a fine grain country, very well settled, and south, towards the Cypress Hills, are some interesting small irrigation projects. Walsh is the first town we pass in Alberta.

From Dunmore the important branch to Lethbridge, the Crow's Nest Pass, Nelson, and Vancouver leaves the main line. (See page 120).

Running down the hill to Medicine Hat, we notice the huge clay banks that are being developed, first-class bricks being the product. After crossing the Ross and Seven Persons Creeks we reach Medicine Hat.

Medicine Hat—(*Population 12,000, altitude 2181 feet*), is the city that Rudyard Kipling once called "the town that was born lucky, with all hell for its basement". His allusion was to the famous natural gas wells. The first well was drilled in 1903; since that date 22 wells have been put down, to a depth averaging from 1000 to 1200 feet, and each producing from two to three million cubic feet of gas per day. The rock pressure is about 480 lbs. The area of the gas field, so far as at present defined is 108 square miles. The gas is used by the many factories of Medicine Hat for power and by the inhabitants for lighting, heating, and producing electric light, its cost being 5 cents per thousand cubic feet for manufacturing purposes and 20 cents per thousand feet for domestic purposes. One of the largest clay products plants in the west is situated at Medicine Hat, which is also a large flour milling centre, its three mills having a capacity of 4700 barrels per day.

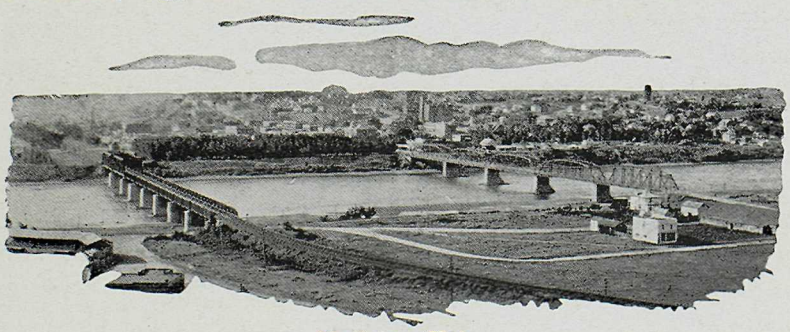
Redcliff
Bowell
Suffield

Crossing the South Saskatchewan River, and climbing up the slope to Redcliffe we can obtain a very fine backward view of the river and the city. Natural gas plays a very important part in the industrial life of Redcliff also, glass, steel and other manufactures being established here.

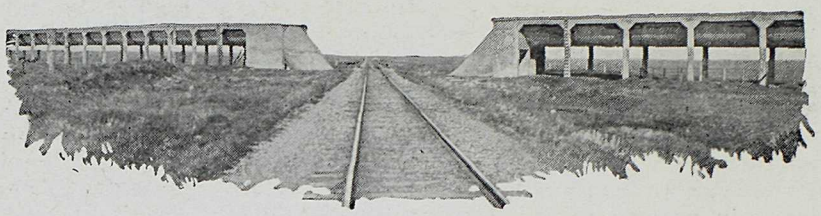
Leaving the main line at Suffield, a branch turns west to Lomond, skirting in part the Bow River and running through a territory of which a large part is being put under irrigation. The many towns are growing rapidly as settlement comes in to take up the vacant lands.

Alderson
Kininvie
Tilley
Bantry

The railway crosses a fine stock raising country, where some of the largest herds of Galloway cattle in Canada are to be seen. There is a strong upgrade to Bowell, then a rapid descent to Suffield, followed by a steady rise. The Bow River occasionally appears to the south. The prairie is here seen to



Medicine Hat



Brooks Aqueduct

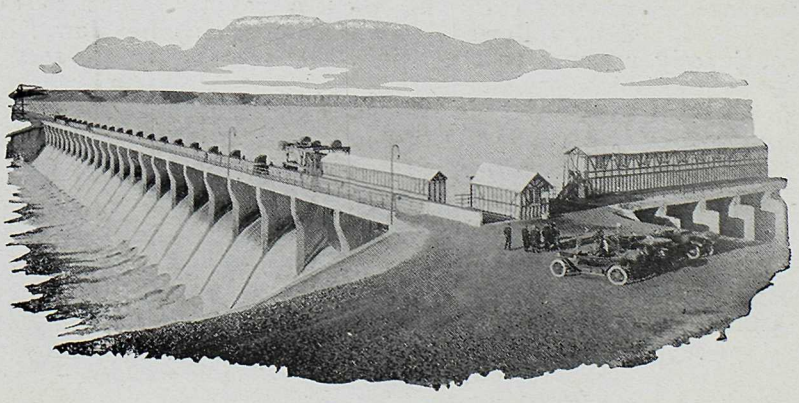
advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal and natural gas is frequently found in boring deep wells, From Tilley on a very clear day the higher peaks of the Rocky Mountains, nearly two hundred miles distant, can be seen.

Just west of Alderson the line enters the three-million acre Irrigation Block of the Canadian Pacific, extending from this point to within a few miles of Calgary, a distance of over 140 miles. This is the largest individual irrigation project on the continent, and is divided into three sections. Work was completed about thirteen years ago on the western section, and the greater part of the land in that area has been settled. The eastern section, extending from Alderson to Bassano, is almost entirely completed, and is now being settled.

Brooks—The source of supply for the water used for irrigation in the Eastern Section is the Bassano Dam, but before we reach Bassano we pass a very important structure in the Brooks Aqueduct. Here it is necessary to carry water from the reservoir, Lake Newell, across a long flat valley. This is accomplished by a reinforced concrete flume two miles in length and in places over 50 feet high. Its construction marked an interesting departure in the matter of water transportation; it is the first aqueduct in which the hydrostatic catenary, or elastic curve, has been adopted for the shape of the water section. There being insufficient clearance for the flume to cross the railway overhead, the water is carried underneath the track by means of an inverted siphon.

Cassils
Bassano
Lathom

Thirty miles west of Brooks is Bassano, three miles from which the great Horseshoe Bend Dam is situated in the Bow River. By means of the dam, the ordinary water level at the site is raised 45 feet, so that the waters flowing from the far distant eastern slope of the Rocky Mountains are 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-



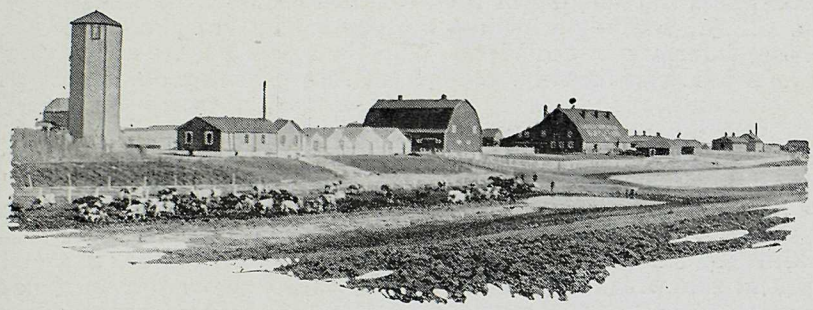
Bassano Dam

third of the amount. Altogether the structure has a total length of nearly 7000 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 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 3800 cubic feet of water per second at a depth of eleven feet, through headgates which form an integral part of the main structure.

From Bassano a branch runs west and north through the western section of the Irrigation Block, joining at Irricana a branch running north from Langdon, on the main line, to Beiseker and Acme (see below).

Crowfoot
Cluny
Gleichen

At Crowfoot the Rocky Mountains are again seen. Near this point, south of the railway, is a large reservation occupied by the Blackfoot Indians, some of whom are frequently seen about the station. Cluny has a large nursery for supplying trees to prairie farmers. At Gleichen again are many Indians, with an Indian hospital and



Canadian Pacific Supply Farm, Strathmore

school. The Dominion Government is spending large sums of money to see that its red wards are well cared for, and is assisting them to enter agriculture and other peaceable pursuits.

From Gleichen to Shepard there are two lines, one running to the south and touching the well-developed farming points of Strangmuir, Carseland and Dalemead, the other, the old main line through Namaka and Strathmore.

Namaka
Strathmore
Langdon

Beyond Gleichen the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. From Gleichen for several miles westward the line traverses the Western Section of the Canadian Pacific Irrigation project, and the canals and ditches are crossed at several points. Irrigated farms are seen on each side of the track. There is not the same necessity for irrigation in this region as there is in most "dry" regions of the United States, but the advantage of irrigation to Southern Alberta is that it increases the crop yield and ensures a crop every year. The growing of many profitable crops not ordinarily raised in this region, such as that very paying fodder crop alfalfa, is also made possible by the use of irrigation. Strathmore is the headquarters of the western section of the Irrigation Block. It has a large Canadian Pacific Supply Farm which supplies, from its own production and by purchase from surrounding farmers, the western dining car system and hotels of the company with cream, butter, eggs, poultry, vegetables and other commodities.

From Langdon a branch line runs north through the Irrigation Block to Acme, whence it is being constructed into the Drumheller coal fields. From Irricana, about 25 miles up this line, a branch runs south-easterly to Bassano (see above).

Shepard Ogden As we approach Calgary, we see on the north side of the track the large construction and repair shops of the Canadian Pacific, the Ogden Shops Crossing first the Bow River and then its tributary, and passing a huge flour mill under construction, a cement plant, a huge packing house, stock-yards, and other industries, we reach Calgary.

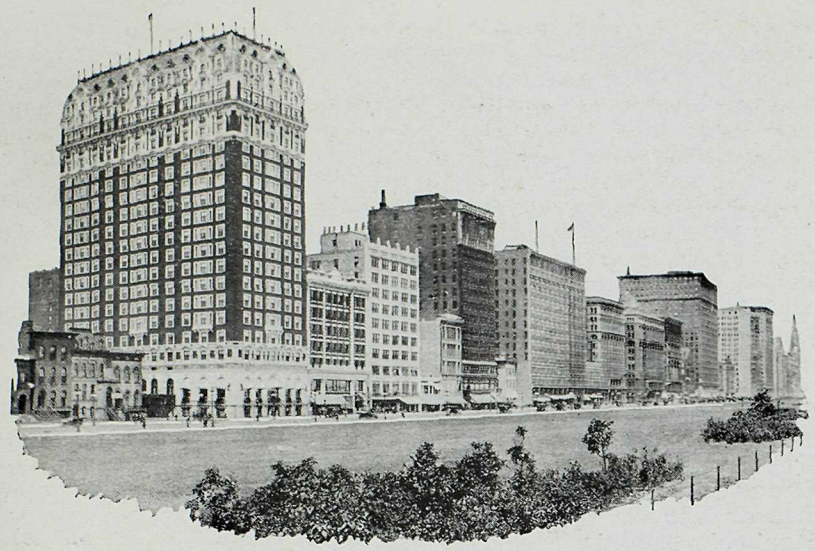
Calgary— (*Population 72,000, altitude 3439*). At Calgary we reach the end of the prairies proper and are on the edge of the foothills, which climb up gradually to the Rockies. Calgary is the largest city in the Province of Alberta and also between Winnipeg and Vancouver. Founded less than forty years ago, it is now a flourishing industrial and agricultural centre, with many manufacturing industries, and is well supplied with clay and building stone deposits and is close to immense developed coal areas and large developed water-powers.

At the west end of the station block is the imposing Canadian Pacific Hotel, the Palliser. This handsome structure, completed in 1914, comprises ten floors in an "E" shape, which makes every room an outside room. From the roof garden one can obtain a beautiful view of the Rockies. At the east end of the platform is the building of the Natural Resources Department of the C.P.R., administering all the company's land, mineral and timber interests in the West. The Canadian Pacific has a very simple but excellent method of settling experienced irrigation farmers on the land, giving twenty years for payment of the cost of the land after a first payment of ten per cent. has been made, and then for a period of three years collecting only the 6 per cent. interest, thus enabling the farmer to get firmly established on his land and his farm in full operation. This method has been the means of creating many fine homes and contented settlers.

Calgary has modern facilities, electric power, street cars, and natural gas, which is piped from Bow Island at very cheap prices for both manufacturing and domestic purposes. The city has some beautiful parks and many golf courses, including a municipal course.

Transcontinental Journey Continued on page 91.

Palliser Hotel, Calgary



Michigan Boulevard, Chicago

SOO LINE

Chicago to St. Paul and Minneapolis: 460 miles

Chicago
Silver Lake
Burlington
Mukwonago
Waukesha
Milwaukee
Fond du Lac
Oshkosh
Neenah
Waupaca

Chicago, the second city in size and importance in the United States, is left in the evening, for a fast, comfortable, enjoyable run on a perfect train. The line to Milwaukee branches off from the main line at Rugby Junction, but through sleepers are operated daily between Milwaukee and the Twin Cities.

Waukesha, Wis., is famous for its wonderful water, which is shipped all over the country. It is a city of beautiful drives and handsome residences, with several lakes nearby, while the Fox river flows near the city. Waupaca, Wis., is one of the most noted of the vacation spots within easy reach of either Chicago, Milwaukee, or the Twin Cities. The lakes at Waupaca are over twenty in number and form a chain several miles in length. The irregular shores, with their hard, sandy beaches, tempt the lover of bathing, while the launch or canoe owner finds the place ideal for cruising. There are many other beauty spots, including Stevens Point, Fremont, Fond du Lac, Oshkosh, Cedar Lake, etc. There are thousands of beautiful lakes along the right-of-way through the entire state, and many are well known as ideal summering places because of the fine summer homes and the well-appointed summer hotels which are built along these shores. The clear crystal waters of these lakes are well stocked with game fish of all descriptions, the large and small mouthed black bass being the most popular with the average sportsman, although the mighty "'lunge", which often grows to a weight of over forty pounds, is also a prime favorite.

Stevens Point
Marshfield
Abbotsford
Eau Claire
Chippewa Falls
New Richmond

Passing through the beautiful Minnesota country to the Wisconsin state line, the St. Croix river is spanned by a mighty bridge. Through Wisconsin the line runs through an agricultural territory that is fast becoming known as part of the best farming land in the entire western country.

St. Paul
Minneapolis

Minneapolis and St. Paul are reached the following morning, after having enjoyed a trip over one of America's finest railroads.

St. Paul

Soo Line: St. Paul to Winnipeg: 464 miles

St. Paul
Minneapolis
Brooten
Glenwood
Alexandria
Parker's Prairie
Henning
Detroit
Ogema
Mahnomen
Thief River Falls
Emerson
Winnipeg

From St. Paul and Minneapolis the Soo Line runs direct to Winnipeg via Emerson. The route is through the lakey way of the Minnesota lakes, much resembling in outline a gigantic fish-hook, with the eye at the Twin Cities, the shaft running north-west 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 a beauty spot and a great black bass preserve. West of this region the country smoothes 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. Eastward, 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 we leave the St. Paul-Moose Jaw line, and turn north towards the Canadian boundary through Alexandria.

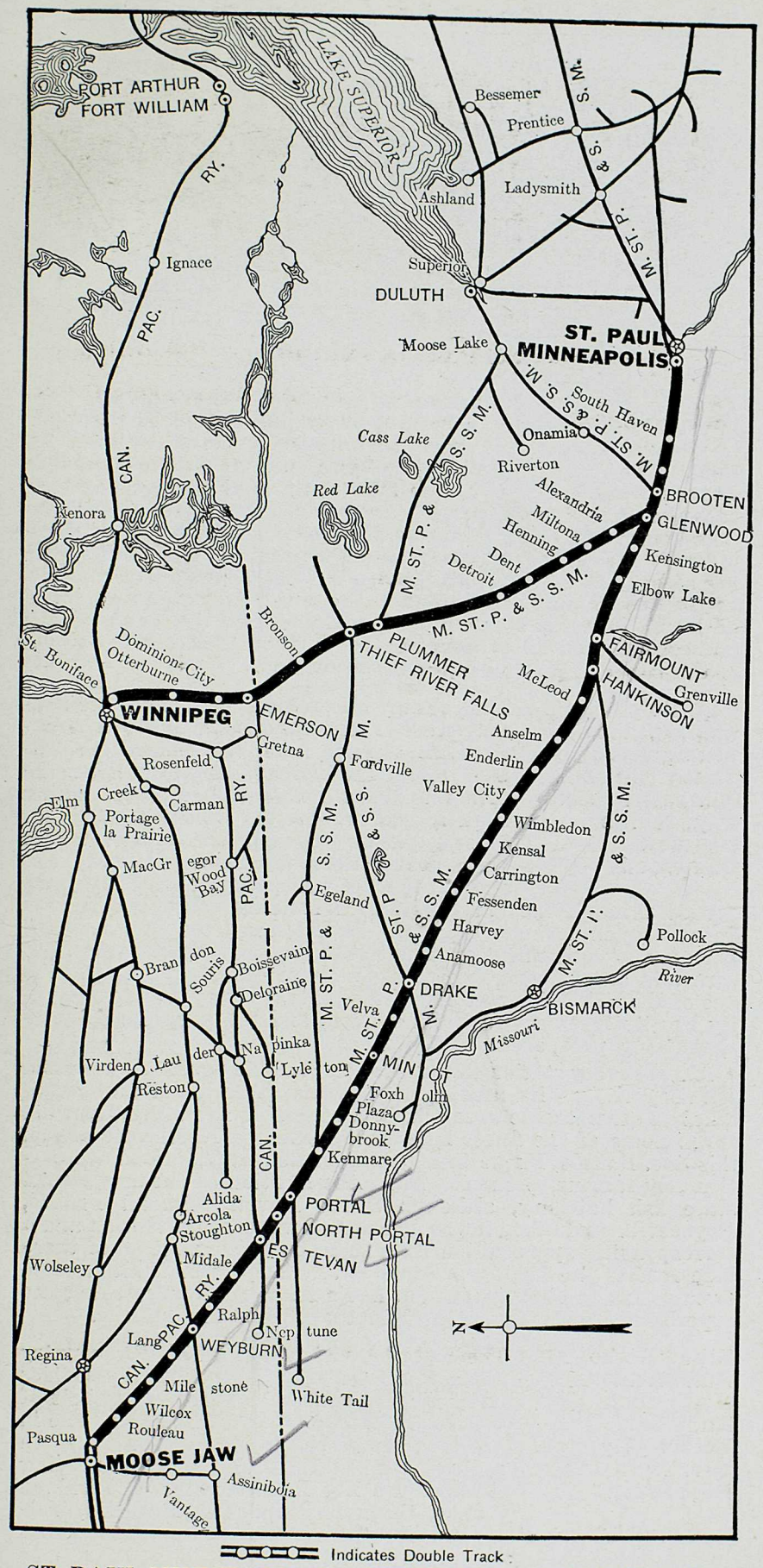
From Alexandria northward to the White Earth Reservation the scenery in its nature varies little, being a succession of well-tilled farms, of beautiful groves of magnificent timber, and of picturesque sheets of sparkling spring water. The country supports many business centres. Richville and Dent are located advantageously in splendid farming territory and are towns of great promise. Detroit is an old established town, 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 territory. For fishing and hunting it is almost without a peer. At Emerson we cross the border into Canada, and thence travel to Winnipeg over Canadian Pacific metals. (*For description of this route and the Westbound Transcontinental Journey beyond, see page 64*).

SOO LINE

St. Paul-Minneapolis to North Portal: 562 miles

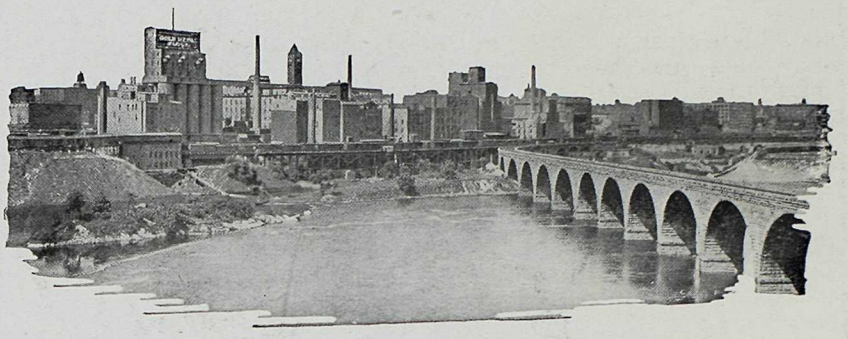
St. Paul
Minneapolis

St. Paul and Minneapolis, the Twin Cities of the Northwest, form the most important financial and manufacturing centre between Chicago and Milwaukee, on the east, and the Pacific Coast on the west. Politically two municipal corporations, they are in substance one large community of over 600,000 population. St. Paul is the capital of the State of Minnesota and the older of the



Indicates Double Track

ST. PAUL-MINNEAPOLIS to WINNIPEG and MOOSE JAW



Milling District, Minneapolis

Twins". It is the terminus of nearly all the railway lines in the Northwest and an important jobbing centre. Minneapolis is younger, larger and more advantageously situated than St. Paul. The principal advantage was primarily the immense water power developed by the falls of St. Anthony, aggregating 40,000 utilized horse power, employed almost wholly in the manufacture of flour. Minneapolis, due to the presence of these mills, is the largest primary wheat market in the world. During recent years it has also become the leading flax seed market, as the largest flax production in the world from the new lands of North Dakota, which are tributary, forms the basis of the immense linseed oil production of the Twin Cities. Minneapolis is the site of the University of Minnesota.

Buffalo
Maple Lake
Annandale
South Haven
Kimball Prairie
Paynesville
Brooten
Glenwood

The country along the Soo-Pacific Line running west from Minneapolis to the International Boundary Line between North Dakota and Canada may for convenience be split into three divisions. The first, running slightly northwest to Elbow Lake (172 miles), passes through the lake country. Here the settlement is comparatively old, and the people are prosperous. They have passed through the early period in farming when the farmer depends upon a single crop, and have learned the practical importance of diversification; and not only wheat, oats, barley, but corn and other crops receive their share of attention. This is one of the rich dairy sections of the state. Every little community has its creamery, or milk station, and the people are correspondingly prosperous and progressive.

Almost every station on the Soo-Pacific Line running west from Minneapolis has its lake resorts. Often there are a number of lakes of considerable area within a radius of five miles from the town. Some of the finest lake cottages in the Northwest are on this line. Buffalo, Maple Creek, Annandale and Glenwood are particularly famous, Glenwood being the location of the new second state fish hatchery, although South Haven, Kimball Prairie, Paynesville and other towns are having increased attention and a corresponding appreciation from summer visitors. At all of these lake resorts the fishing is excellent. Disciples of Walton come from as far as Chicago and St. Louis for the fun of catching the superb black bass for which Minnesota lakes are famous.

Elbow Lake
Fairmount
Hankinson
Enderlin
Valley City
Carrington
Fessenden

The second division into which the country along the Soo-Pacific Line naturally divides itself may be called the great wheat belt of the Northwest, running from Elbow Lake in Western Minnesota to Harvey, in the north central part of North Dakota, passing through the Big Bend country of Richland county, through Hankinson, Enderlin, Valley City, Carrington and Fessenden en route. The great

wheat belt of Minnesota and the Dakotas is fast learning the lesson which has been taught old communities; that is, that a single crop will never make a country prosperous, no matter how profitable it may be at the beginning. The time will come when the land will cry out for a change and diminished crops must result. Fortunately the development of mixed farming has already begun. At Hankinson fruit raising experiments have resulted in establishing a fine apple orchard, which is the basis of considerable fruit-growing through North Dakota. But for many years the Dakotas and Minnesota will continue the bread basket of the continent. Here the bonanza farms first surprised the agricultural world and the growing of grain assumed its wholesale proportions and characters.

A Western Canadian "Land Girl"

Harvey
Minot
Kenmare
Flaxton
Portal

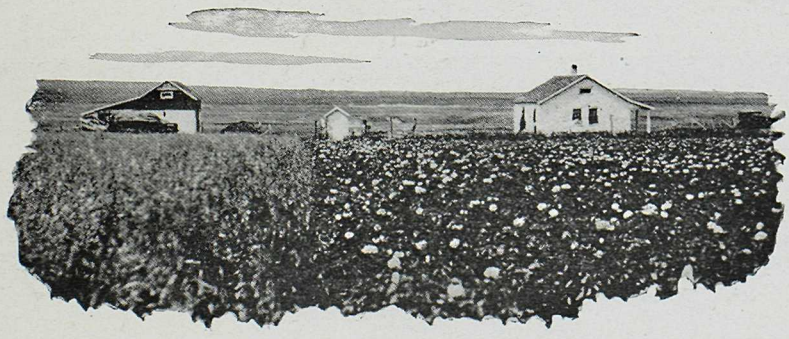
The third natural division of the country along the Soo-Pacific Line from Minneapolis west is that newly opened land area which is now aptly called "Flaxland". During the past few years the production of flax has increased prodigiously. It is the crop particularly adapted to the newly broken soil of the Dakota prairie. Frequently the production runs as high as 20 bushels to the acre. From Flaxton a line has been built westward into Montana through a splendid wheat country. The present terminus of the branch is Whitetail, Mont. But even here the lesson of diversified farming is being applied. Considerable attention is paid to stock and sheep raising, and wheat produces immense crops.

CANADIAN PACIFIC RAILWAY

NORTH PORTAL TO MOOSE JAW: 167 miles

North Portal
Estevan
Macoun
Midale
Halbrite
Ralph

Portal is on one side of the International boundary between the United States and Canada, and North Portal is on the other. Here also we leave the metals of the Soo Line and continue our journey on those of the Canadian Pacific Railway, running in a north-westerly direction towards the main transcontinental line. We enter an interesting territory of large coal deposits,



A Western Canadian Farm Home

Horse Ranching

with many operating mines and very extensive clay areas supplying material to numerous brick plants. The country is somewhat rough, and is drained by the Souris river. Investigation has been carried on for some years with a view to improving the value of the coal measures of this district, and a briquetting plant is under construction to be followed by by-products plants. This will enable a better class of domestic coal to be sold. North of Estevan, a flourishing centre with a population of some 2,500, we enter a very fertile area known as the Soo Line country, flanked on the west bv the Dirt Hills and on the east by a continuation of the Regina plains. It has always been a good crop territory, settled many years ago with farmers mostly from the United States, who have prospered and built fine homes and have well laid-out and cultivated farms.

At Estevan connection can be made for Napinka with a through service to Brandon (*see page 68*) or a connection to Winnipeg via Deloraine (*see page 88*). From the same point a branch runs west to Neptune (54 miles).

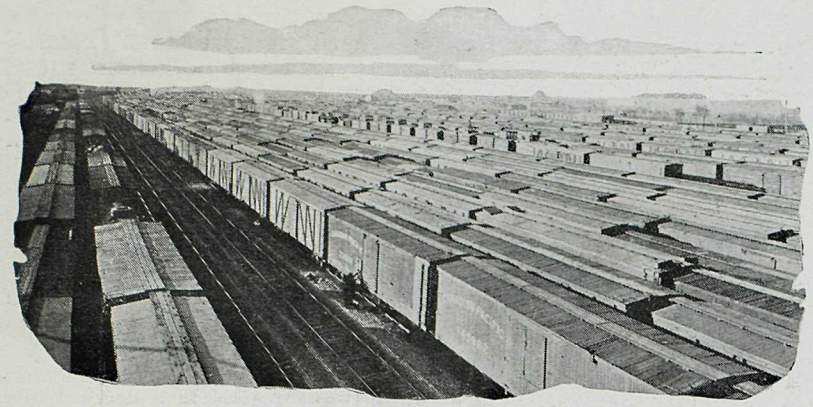
Weyburn
Yellow Grass
Lang

Weyburn, centre of a very prosperous community and with a population of about 3,200, is the next large point of importance. Connections are made at Weyburn east to Stoughton, Souris, Brandon and Winnipeg, (*see page 87*) and also westward to Assiniboia, on the Moose Jaw-Govenlock line (*see page 71*).

Milestone
Wilcox
Rouleau
Drinkwater
Pasqua
Moose Jaw

At Ralph work was carried on during the war to test the value of large potash deposits lying beneath the surface, and at Yellow Grass an extensive scheme for the reclamation of the marsh in that district is under way. At Pasqua this line joins the main line, and seven miles further on reaches Moose Jaw, whence it continues to Vancouver (*see page 70*).

Cattle Ranching in Saskatchewan



Canadian Pacific Railway Yards, Winnipeg

WINNIPEG TO EDMONTON: 848 miles

(For Map, see page 67)

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. It is an interesting trip through a well-wooded country, the magnificent scenery of the Qu'Appelle Valley, the grain plains of Saskatchewan, and the parklands of Central Alberta.

Winnipeg
Portage
Gladstone
Neepawa
Minnedosa

All trains on this line start from Winnipeg and follow the transcontinental line to Portage la Prairie (*see page 65*). From Portage la Prairie the line branches in a north-westerly direction. As we progress north from the Portage plains the country becomes rolling and well-treed. It is an old and well-settled district, with many important business centres, such as Gladstone, Neepawa and others.

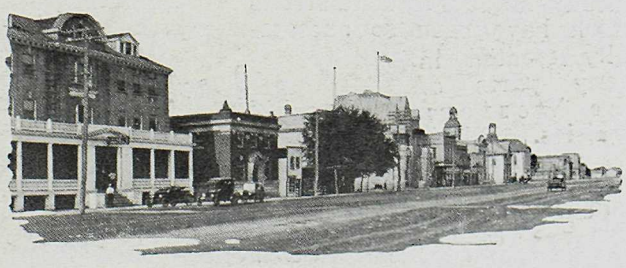
From Minnedosa, a divisional point on the Little Saskatchewan River, a branch line runs south and west to Varcoe, Miniota and Brandon. (See page 65).

Basswood
Strathclair
Shoal Lake
Kelloe
Birtle
Binscarth

Minnedosa (*pop. 1600*) is an important farming centre in a flourishing territory, and quite a beauty spot. En route to Birtle we get a good view of the valley, and at Birtle, the centre of a large mixed farming area, is the home of Sam Larcombe, an expert in the growing of vegetables and grain, and the winner of many prizes at agricultural exhibitions.

At Binscarth a line runs northeast to Russell and an extension farther north in the direction of the Riding Mountains is now under construction. The Riding Mountains are a great field for the sportsman.

We pass along through a thriving country until Bredenbury, the end of the Manitoba District of the railway, is reached.



Portage la Prairie

Churchbridge
Bredenbury
Saltcoats
Yorkton
Foam Lake
Leslie
Wynyard
Lanigan

Saltcoats derived its name from a large lake, and is a well-developed town. Yorkton (*population 5200*) is one of the most important towns in this territory, surrounded by an immense farming and well settled area of grain growing and dairy country. It has a large wholesale business. Westward we pass through a mixed farming territory, comparatively newly settled, wtih much bush and plenty of ponds and sloughs, which make it the paradise both of the ducks and the hunter. South of Wynyard will be seen the Big Quill Lake, on the shores of which a summer resort has been established. Wild geese, turkey, ducks and chicken provide good sport.

At Lanigan branches run south to Brandon (see page 68) and Moose Jaw (see page 70). There is under construction in a northeasterly direction a new line to tap the more northern parts of the province.

Plunkett
Colonsay

Most of the territory through which we are now passing has been settled during the past twenty years. It is a good territory, producing large crops and peopled with first-class farmers.

From Colonsay a branch runs south to Regina and Moose Jaw (see page 70).

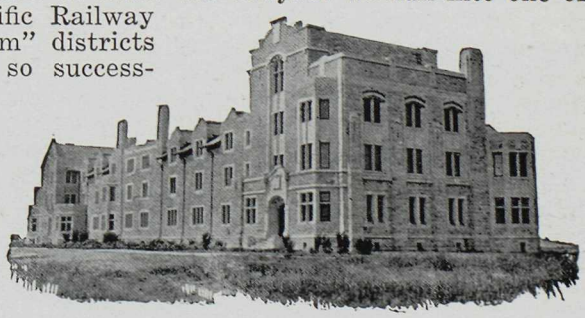
Elstow
Sutherland

Passing along to Sutherland, which is a divisional point, we come to the University of Saskatoon, the home of higher education in the province for both Arts and Agriculture, and, crossing the North Saskatchewan river by a very fine steel bridge, enter the city of Saskatoon.

Saskatoon—*Alt. 1596* (*Population 26,000*), is a city of rapid growth modern in every particular, with fine business blocks, public buildings, paved streets, a beautiful river boulevard, electric light and power, street railway and many river bridges. It is a city of optimism and the centre of a large territory for wholesale trade. There are many factories, including the large Quaker Oats Company mill turning out a thousand barrels each day. The Dominion Government has here an interior terminal elevator with a capacity of 3,500,000 bushels that takes care of storage of grain and relieves the pressure during the grain shipping season. There are large parks and a fine baseball ground. Saskatoon is a city destined to build to large dimensions. Its territory is fruitful and well settled and its products mixed and numerous.

Asquith
Perdue
Biggar
Oban
Trayner
Wolfe
Wilkie

Passing along to Asquith we can look back and get a fine view of Saskatoon, the river and its buildings. Asquith is a mixed farming district, and between it and Wilkie the territory is settling up and is very productive. There are many lakes lying back from the line which are popular local summer resorts. Near Oban there are a series of salt lakes (sodium sulphate), such as the White Shore Lake, which will be developed in course of time. At Trayner we run into one of the Canadian Pacific Railway "Ready Made Farm" districts which have been so successfully created in many parts of the Western Prairies. Wilkie is a divisional point, a town of commercial importance to the district, and from it radiate three



Saskatoon University

Reaping by Tractor Power

lines north and south serving a well developed and productive country.

One branch connects with Kerrobert on the Moose Jaw-Macklin line. Important points on these branches are to the south, Leipzig, Handel, Kelfield, Broadacres, Tramping Lake, Revenue and Reford, while to the north is Thackeray, Cloan, Rockhaven and Cutknife.

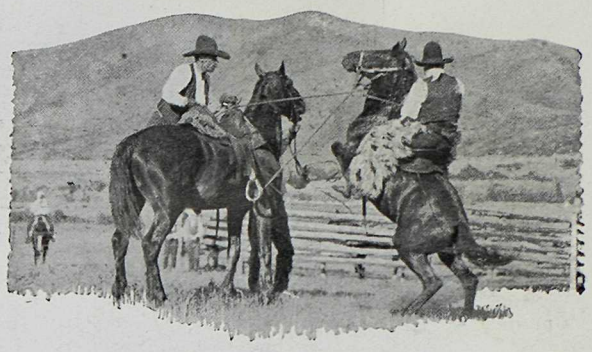
Phippen
Adanac
Unity
Rutland
Evesham
Macklin
Hayter
Provost
Cadogan
Metiskow
Czar
Hughenden
Amisk
Hardisty
Lougheed
Sedgewick
Killam
Strome
Daysland
Bawlf
Ohaton
Camrose
Bittern Lake
Gwynne

Leaving Wilkie we continue on the journey through an attractive wheat growing country and note that between Senlac and Evesham there is a salt lake in course of development which produces, after drying, a very fine salt suitable for table and other uses. Macklin is the junction point for the line running south and east to Moose Jaw (*see page 71*). Near Hayter we enter the Province of Alberta. Provost is half the distance between Saskatoon and Edmonton. We are now passing through a good stock country, with good feed and water. South of Czar the Imperial Oil Company are drilling and testing for oil in the Teat Hills. The next point of interest is Hardisty, beginning of the Alberta District of the railway, and surrounded with good lands and coal and clay deposits. Lougheed is named after Senator Sir James Lougheed. The district around the next few points is a fine wheat growing and mixed farming area, where one of the first Canadian Pacific Railway ready made farm colonies, numbering 120 units, was established. Coal abounds in this territory and mines are in operation at Bawlf and Rosenroll. The larger part of the Province of Alberta appears to be underlaid with coal deposits. Camrose (*pop. 2500*) is a well situated town doing a large business and from which many lines of railway radiate. It is the centre of a good coal area, with operating mines and a big dairying and mixed farming district. It is the home of the Alberta Scandinavian College as well as high and normal schools. There are good lakes and good shooting. Bittern Lake, just beyond it, is a beautiful spot. It is a large stock centre. At Gwynne we run into some very fine clays that can be utilized for brick-making.

Wetaskiwin
Millet
Leduc
Strathcona

At Wetaskiwin (from the Indian name "Hills of Peace") we join the through line running from Calgary to Edmonton (*see page 90*). It is a city of some 1,500 inhabitants, backed by a good country and a developed lumber industry to the west nearer the mountains. Coal, marl and clay are in the

vicinity. Running north we pass through a park-like country well settled and productive of good crops and stock, to Strathcona, which is now part of the city of Edmonton. It is connected with Edmonton by a good street car service.



Cowboys

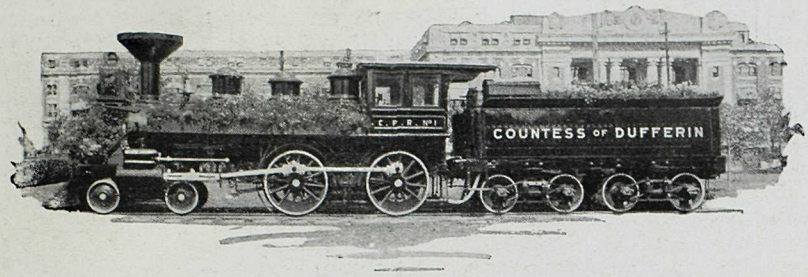
Edmonton—*Alt. 2183. Population 66,00^.* capital of the Province of Alberta, is situated on both sides of the North Saskatchewan River. The portion on the south bank was originally known as Strathcona, the two cities being amalgamated in 1912. The C.P.R. enters Edmonton by means of a magnificent steel high-level bridge, 2,250 feet long, 152 feet above water level, which carries also street car tracks and traffic roads. This bridge was opened in 1913. Edmonton was established as a trading post of the Hudson's Bay Company in 1795; the magnificent buildings of the Province of Alberta now being located on the site made historic by the original trading post of Fort Edmonton. The old Fort was dismantled only a few years ago. The University of Alberta, the Robertson Presbyterian College, Alberta Methodist College, and many other educational institutions are situated here. The city is run on very progressive municipal lines, and owns and operates all its own public utilities. It is the distributing centre for the vast Peace River country to the north and northwest, and is also the centre of an important and rapidly developing coal industry, the production of the mines in and around Edmonton being over 4,500 tons per day.

There are many points for summer vacation within easy reach, including the very fine Lake Wabamun, which is well patronized during the summer months. Sixty miles west of the City at Rocky Rapids there is large water power available for development. It will be noted with some interest that Edmonton is approximately the centre of the Province of Alberta from North to South, and that there is yet a vast territory to be developed.

EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY

The Edmonton, Dunvegan & British Columbia Railway, extending northwestward from Edmonton to Grande Prairie (416 miles), with a branch from McLennan to Peace River (50 miles), is now being operated by the Canadian Pacific Railway. Some of the most fertile sections of the great Peace River district are thus rendered accessible.

Parliament Buildings, Edmonton



"Countess of Dufferin" (C.P.R. Locomotive No. 1) in front of Winnipeg Station

WINNIPEG TO REGINA, via ARCOLA: 366 miles

(For Map, see page 67)

Winnipeg
Headingley
Starbuck
Elm Creek

Of the many branches that radiate from Winnipeg, one of the most important is that which makes a long loop south of the main line between Winnipeg and Regina. This passes through a splendidly fertile country, well settled with prosperous farmers who mostly came in during the pioneer days of Manitoba and are now reaping the enjoyment of their leisure. At Headingly, Winnipeg practically ceases, as evidenced by the street-car line, and after crossing the Assiniboine River we reach Elm Creek.

From Elm Creek a branch runs south 12 miles to Carman, a town of 1200 population and great prosperity.

Treherne
Holland
Cypress River
Glenboro
Souris

Continuing our journey westward, we run through a pleasing country of large farms, well treed, with many lakes and a succession of fine towns and villages in a prosperous condition. This region produces large crops, and on every side big herds of cattle and dairy stock are to be seen. Souris (*population 1800*) is beautifully situated on a small river, and carries on a large business.

At Souris is the junction point with the Brandon-Estevan line (see page 66).

Schwitzer
Deleau
Pipestone
Reston

Continuing westward, we pass through a well-settled prairie country that shows good crop returns and has many important towns. The Arcola country has always been noted as a first-class farming area, which condition is testified to by the fine farm buildings we see on either hand.

At Reston a branch runs in a north-westerly direction, joining the main transcontinental line at Wolseley (see page 69).

Dairy Cattle

Manor
Carlyle
Arcola
Kisbey
Stoughton
Fillmore
Francis
Regina

Shortly afterwards we enter the province of Saskatchewan, and speed on through a good wheat-growing district until we reach Arcola (*population 1000*), a progressive town with a pretty summer resort named Fish Lake. Stoughton is the point from which a branch line runs to Weyburn, on the line from St Paul and Minneapolis to Moose Jaw (*see page 82*). Then we turn north-westward, and in about three hours reach Regina, on the main line (*see page 69*).

WINNIPEG TO NAPINKA: 221 miles

(For Map, see page 67)

Winnipeg
Morris
Rosenfeld

Another very important branch line from Winnipeg is that which runs due south and then west, paralleling the international boundary at a not very great distance. This region, probably one of the earliest settled of the west, is one of close population and large production, the Red River Valley being noted for its fertile soil. The country is well-treed, and pleasing to the eye, supports large herds of fine dairy stock, and is a fruit-growing district of some note.

Sheep Farming on the Prairies

From Rosenfield a short branch runs south to Altona and Gretna, connecting at the border with the Great Northern Railway.

Plum Coulee
Winkler
Morden
Manitou
La Riviere
Wood Bay

The towns through which we are passing are all fairly large, and have a big trade. Morden (*population 1500*) is a flourishing centre, with a Dominion Government Experimental Farm nearby and cement deposits fourteen miles distant. At La Riviere, a divisional point, there are found some very good red shales which produce a high-class brick.

From Wood Bay a short branch runs south to the international boundary, reaching a well-populated country with such important towns as Snowflake, Mowbray and Windygates.

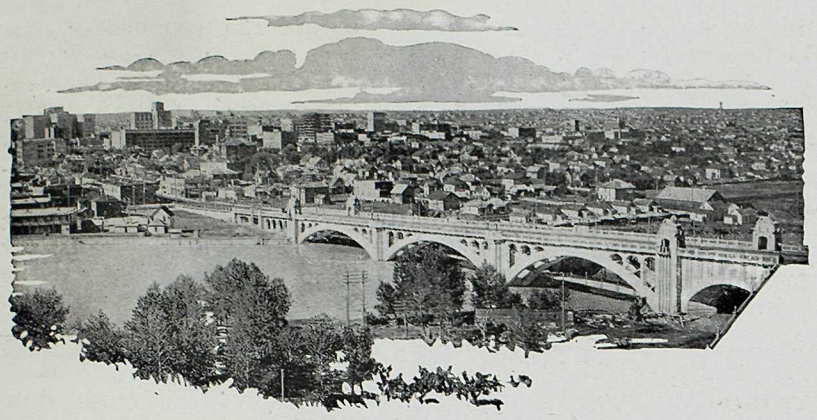
Pilot Mound
Crystal City
Cartwright
Killarney
Boissevain
Deloraine

The country which we traverse is not only an exceedingly prosperous one; it is also a beautiful one, and such points as Crystal City and Killarney have become popular summer resorts. Killarney has a particularly lovely lake, with good fishing and boating. The town has a population of some 1200, and an experimental fruit farm. Boissevain (*population 1000*) is another summer resort, situated in the heart of a fine wheat-growing district. Deloraine is another highly prosperous town.

From Rosenfeld a short branch runs south to Altona and Gretna, line (see page 66) and from Deloraine another runs south-westerly to Lyleton.

Medora
Napinka

The country is a table-land one, producing fine crops of wheat and other grains. Napinka is the junction point of this line with the Brandon-Estevan line (*see page 68*).



Calgary

CALGARY TO EDMONTON: 194 miles

(For Map, see page 67)

Calgary
Airdrie
Crossfield
Carstairs
Didsbury
Olds
Innisfail
Red Deer

From Calgary a very important branch line runs north to Edmonton, passing through and serving an exceptionally rich region well suited for mixed farming and especially for dairying. This district, as a matter of fact, is one of the most successful dairying areas of Alberta, which fact is testified by the large number of creameries situated along the line. For about thirty miles after leaving Calgary the line skirts the extreme western boundary of the Canadian Pacific Irrigation Block. As far as Crossfield the character of the country has been very similar to that seen along the main transcontinental line—undulating prairie with very little timber; but from this point north, generally called "Central Alberta", the keynote changes. The country is more wooded, bush will be seen everywhere, gradually increasing size the farther north we go, until at Edmonton the trees are almost continuous. At Olds is one of the Agricultural Schools established by the Province of Alberta, where practical courses in agriculture, animal husbandry and domestic science are available for farmers' sons and daughters. Red Deer (*population 3000*), is the commercial centre of this mixed farming and dairying district. Situated on the Red Deer River about midway between Calgary and Edmonton, it is a well-established city with many factories and distributing houses. In the neighborhood are found coal, clay, gravel and sand deposits.

From Red Deer a branch line runs west to Lochearn (62 miles) passing through a very beautiful mixed farming country with large hay areas. Sylvan Lake, on this line, is a very popular resort for Calgary and Edmonton people. At Lochearn we cross the North Saskatchewan River, and westward a road lies to the Brazeau coal fields in the foothills of the Rockies.

Blackfalds
Lacombe

Leaving Red Deer we cross the Red Deer River and run through some very picturesque country, well adapted to mixed farming and stock raising; as a matter of fact, all the territory from Calgary north has seen a large number of prize cattle raised. Lacombe (*population 1800*) is another important centre, and is the site of a Dominion Government Experimental Farm. About eight miles west is another highly popular summer resort, Gull Lake.

From Lacombe a branch runs in an easterly direction through Central Alberta and Saskatchewan, to Kerrobert (223 miles), where it joins the line running north-westerly from Moose Jaw to Macklin (see page 71). The region through which this line passes is a prosperous mixed farming one, with an important dairying industry. Sodium sulphate deposits are found near Fusilier, coal mines at

Nevis, and some fine clay deposits at Alix. Along the line are some flourishing towns, such as Clive, Alix, Erskine, Stettler, Gadsby, Castor, Coronation, Consort, Monitor, Compeer, etc. From Coronation, an important centre and divisional point (population 1,200), another branch runs north 25 miles to Lorraine.

Ponoka
Wetaskiwin
Edmonton

Resuming our journey towards Edmonton, we continue through the same prosperous dairying and mixed farming country. Ponoka is the site of the provincial asylum for the insane. At Wetaskiwin we meet the Winnipeg to Edmonton line (*see page 85*) and travel along it for over forty miles until we reach the capital city.

CALGARY TO LETHBRIDGE: 126 miles; and MACLEOD 108 miles

(For Map, see page 67)

Calgary
Midnapore
Okotoks
Aldersyde
Blackie
Kirkcaldy
Carmangay
Nobleford
Kipp
Lethbridge

From Calgary an important branch line runs south to Lethbridge through a very prosperous agricultural country. Midnapore is the site of a well-known orphanage founded by Father Lacombe, one of the most famous pioneers of the West. West of Okotoks, in the Turner Valley, is the Dingman oil-field, which has been producing a high grade gasoline since 1916 and where large natural gas deposits abound. The towns in this region are well-developed and flourishing. East of Kirkcaldy and Blackie there is some particularly good country. Nobleford is the home of one of the largest individual farming organizations in Canada, owning and operating upward of 30,000 acres of land. It was on this farm that a measured tract of land of one thousand acres produced in 1916 an average of 54¼ bushels of Marquis wheat to the acre, and on a tract of 1075 acres in 1915 produced an average of 126 bushels of Banner oats to the acre. At Kipp we meet the Crow's Nest Pass line (*see page 122*) and in a few minutes are in Lethbridge.

Aldersyde
High River
Nanton
Stavely
Claresholm
Macleod

From Aldersyde a branch runs direct to Macleod, through an old settled country running right back to the foothills of the Rocky Mountains, which, for a considerable part of the journey, are plainly visible on the western horizon. This region is a great grain and stock country, famous for many years back as the location of some celebrated ranches, of which the "Bar U", near High River, is probably the largest. H.R.H. the Prince of Wales owns a ranch near the Bar U. The country is a beautiful one, and in the Highwood River district particularly affords good fishing and shooting. In the foothills are large coal measures and indications of iron ore deposits. Many very valuable clay deposits are found, and also a first class building stone. At Macleod we join the Crow's Nest Pass line (*see page 122*).

The T. S. Ranch House, near High River

CALGARY TO FIELD: 135 miles

(For Map, see page 93).

(The figures after the names of stations denote altitudes, in feet)

Westward from Calgary we enter the most wonderful region of Canada—the Canadian Pacific Rockies, which interpose their giant bulk between the provinces of Alberta and British Columbia. Nature has thrown up this system on so vast a scale that their greatness cannot be grasped except by some comparison. The transcontinental trains take twenty-four hours to pass from Cochrane, at the entrance to the Rockies to Mission, where one finally leaves them. The simplest parallel is that of the Swiss Alps. To traverse these by train takes only five hours. When, therefore, the late Edward Whymper, one of the most famous mountaineers that ever lived, described the Canadian Pacific Rockies as fifty Switzerlands thrown into one, this certainly was no exaggeration.

Indian Teepee

Calgary	*3439*
Brickburn	*3485*
Glenbow	*3688*
Cochrane	*3750*
Radnor	*3896*
Morley	*4078*
Seebe	*4182*

The Rockies were first seen several miles east of Calgary, but the finest distant view was that obtained from the roof garden of the Palliser Hotel. Now we leave the city and the hotel behind. Between Winnipeg and Calgary the line has already climbed over 2600 feet; from Calgary to Banff it must climb another 1100 feet in eighty miles. Following the course of the Bow River, the great stretches of level prairie cease, and the rolling grassy foothills succeed, rising tier upon tier to the base of the great ranges to which they are the outposts. At Cochrane we are well within the foothill country. In the lower valleys can be seen huge ranches, for this is a great stock-raising country, and on the higher terraces can be seen great herds of cattle and sheep. These transverse valleys are the grooved courses of ancient glaciers. As we leave the town and ascend the river, from the top of the first terrace we can get a full view of the Rockies at last. Morley is the modern home of the Stoney Indians, once a very warlike race but now the most industrious of red men.

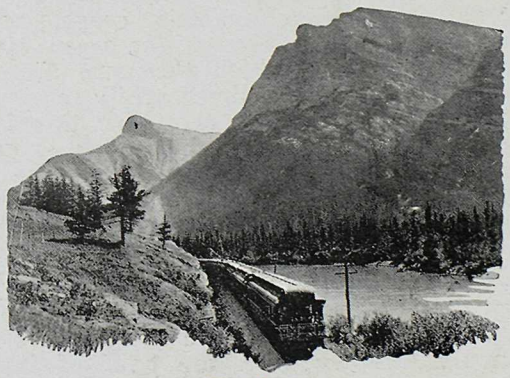
Seebe is the site of the two hydro-electric power plants that supply Calgary with the bulk of its electrical power. The first plant was completed in 1911, the second in 1915, at a total cost approximating three million dollars. Generators with a total capacity of 29,500 horse-power are installed in the power houses, and the voltage is "stepped up" very considerably and transmitted over high tension lines. The dam, consisting of a solid concrete structure 600 feet in length and capable of discharging over 40,000 feet of water a second, can be clearly seen on the right from the train. The same company have also built a dam across the Devil's Canyon at Lake Minnewanka for storage purposes, for use in winter.

Kananaskis *4130*
Exshaw *4261*
Gap *4248*

The mountains stand up before us, an impenetrable wall; to cross them seems almost impossible, but over the Kananaskis river, a little above its junction with the Bow, is an iron bridge. Crossing this, we hear the roar of the Bow's mighty cataract called Kananaskis Falls, named after a mythical Cree chief and meaning "a tall, straight pine with branches near the top." The country in this region is full of Indian lore. The Indians conceived the whole country as a great giant, hence there are the Knee Hills, the Hand Hills, Ghost Hills, and many such.

The Three Sisters, Canmore

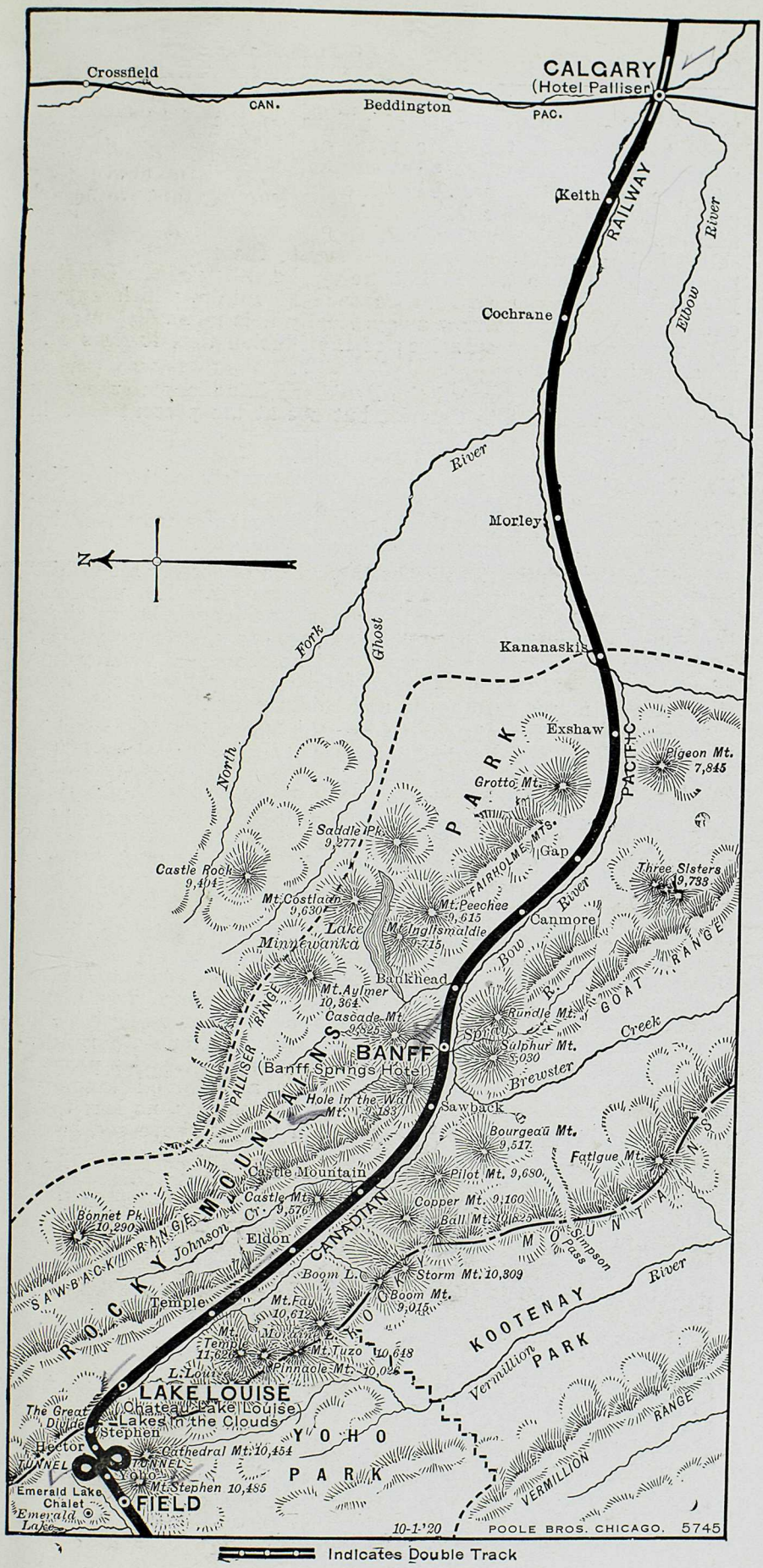
At Exshaw is located a large Portland cement mill, which has an average output of 4,000 barrels a day. It draws its supplies of limestone and shale from the excellent deposits close to the mill. From here onward we first notice how an ordinary upland stream differs from a glacier-fed river. The former, as it tumbles from great heights, may be foamy and tumultuous, but the latter is always milk-green with a sediment of glacial silt. This silt is composed of infinitesimally fine particles ground from the rocks by the ice scraping over them. A bend in the road brings us between two almost vertical walls of dizzy height, streaked and capped with snow and ice, and we enter the mountains by means of this Gap. On our right is the Fairholme Range, opposite it is the Goat Range. The prominent peak is Grotto Mountain (*8870 feet*), and those on our left are Pigeon Mountain, Wind Mountain, and the Three Sisters. Contrast the ranges ahead. Those on the right are fantastically broken and castellated; the ones opposite are massive snow-laden promontories, rising thousands of feet. They are penetrated by enormous alcoves imprisoning all the gorgeous hues of the prism. The reason why the profiles looked so jagged from the plains is now apparent. These mountains were lifted up in some huge upheaval, say geologists, 'way back in the Devonian and Carboniferous ages. The rock is all stratified, and some sections rose up while others remained almost as level as before, others tilted more or less towards the east and still others bent and crumbled under the tremendous pressure from the sides. Today nothing but colossal fragments of the original remain, and it is these we see from the observation car.



The Gap

Canmore *4295*
Bankhead *4581*

Canmore, a coal mining town, is passed in a few minutes. Here on the left is obtained a striking profile of the "Three Sisters", companion peaks that form one of the first notable sights of the journey. The highest peak is 9734 feet in



Indicates Double Track

CALGARY TO FIELD

height. The curious groups of pillars on the right, some of them ten times as tall as a man, are made of hard enough material to withstand the weatherings that have played havoc with the surrounding bank. They are called "hoodoos". Ahead the great bulk of Cascade Mountain blocks the view. The pass narrows suddenly. On the left, the sharp peak is Rundle, so called in honor of an early missionary to the Indians. Here we leave the Bow for a time and strike up the valley of the Cascade River directly in the face of Cascade Mountain, which apparently is but a stone's throw away. Really it is miles distant, but we cannot quite free ourselves of the illusion that it rises and advances to meet us.

Near Bankhead is located the Bankhead Mine, one of the very few anthracite mines in Canada, but not at the present time in operation.

Banff *4534* Canada has a magnificent system of twelve National Parks, of which nine are in Western Canada. Of the latter, six of the most important are traversed by, or lie adjacent to, the Canadian Pacific Railway.

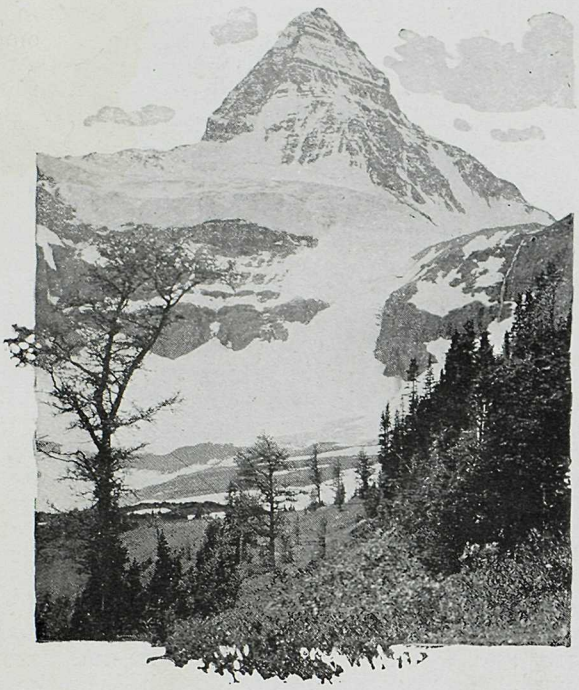
Banff is the administrative headquarters of Rocky Mountains Park, the easternmost and largest of these six. The park has an area of 2751 square miles, its greatest length being about 100 miles. No part of the Rockies exhibits a greater variety of sublime and romantic scenery, and nowhere are good points of view and features of special interest so accessible, where there are so many good roads and bridle paths.

Its principal mountain ranges are the Vermilion, Kananaskis, Bourgeau, Bow, and Sawback ranges; its principal river is the Bow, which has for chief tributaries the Kananaskis, Spray, Cascade and Pipestone rivers. The Panther and Red Deer rivers flow through the northeastern portion of the Park, which includes part of the Bow River Forest Reserves. Of the many beautiful lakes within the Park, the principal are Louise, Minnewanka, Hector, Spray, Kananaskis and Bow Lakes. Banff and Lake Louise are the chief centres.

Within easy walking distance of the village is Sulphur Mountain, a long wooded ridge rising to an elevation of 8030 feet, which has an observatory on its summit and the Canadian Alpine Club's permanent club-house on the slopes. The club has a membership of about 500, and holds a camp every year somewhere in the Canadian Pacific Rockies. In the various mountain ranges that make up the Canadian Pacific Rockies—the Rockies proper, the Selkirks, and the Gold, Coast, Cascade, and Purcell Ranges—there are, according to government measurements, no less than 672 mountain peaks above 6,000 feet in height above sea level.

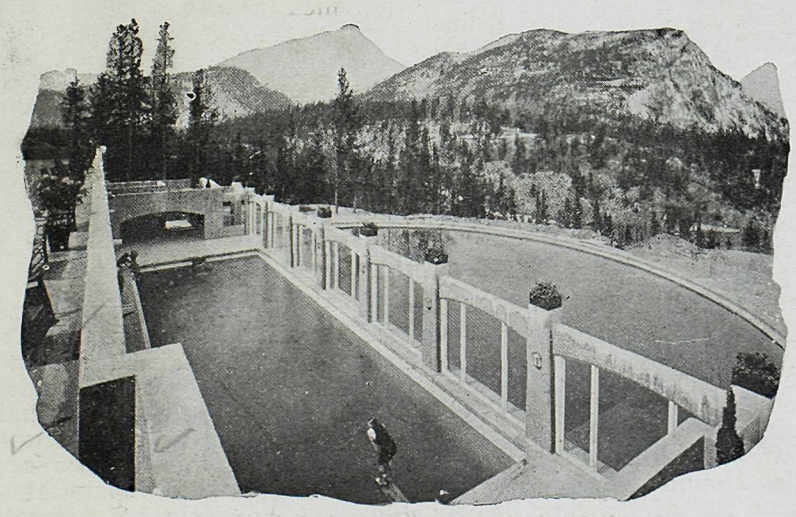
Banff Springs Hotel

This list includes only those peaks which bear names and does not profess to exhaust the innumerable mountains that have not yet been named or measured. Of those actually listed, there are 146 over 10,000 feet.

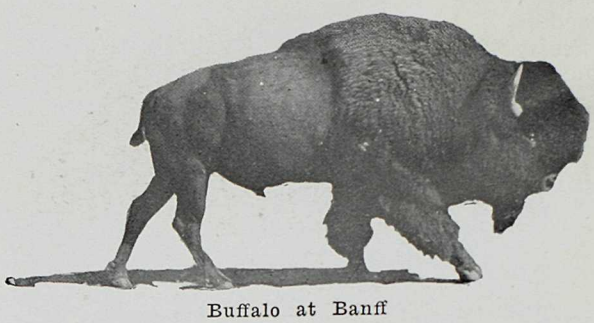


Mount Assiniboine

Cascade Mountain (*9826 feet*), faces the village like a glowering giant. The sharp pointed edge of Mount Rundle (*9665 feet*) makes a most striking feature. Mount Edith (*8370 feet*) and Stony Squaw (*6160 feet*) are close at hand. Crossing the Bow River bridge from the village, we follow a road to where the Banff Springs Hotel stands on a height between the foaming falls of the Bow and the mouth of the rapid Spray river. This hotel, operated by the Canadian Pacific Railway, has been constructed on a magnificent scale. From its verandah beautiful panoramas are to be viewed. Just below the terrace is one of Banff's three distinctive sulphur swimming pools, supplied with sulphur water piped from Sulphur Mountain and averaging 90 degrees Fahrenheit and possessing great curative value. The pool is a beautiful one, affording excellent swimming; and a semicircular cold water pool adjoins it on the crest of the hill. The other two pools are at the Upper Hot Springs, on the wooded slopes of Sulphur Mountain and reached by carriage or on foot; and at the Cave and Basin, about a mile west of the bridge, where the government has erected a handsome $150,000 swimming bath.



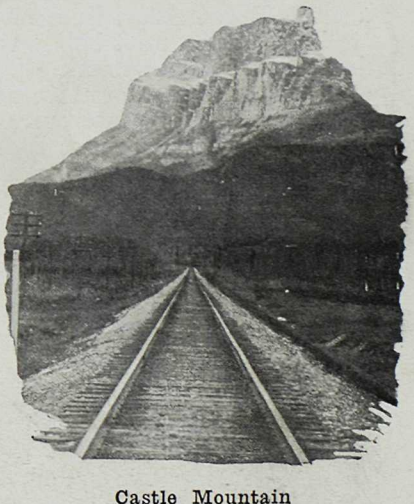
Swimming Pool, Banff Springs Hotel



Buffalo at Banff

In an enclosed park about 1½ miles to the other side of the village are a number of specimens of native animals, such as buffalo, elk, moose, mountain sheep and mountain goat. The buffalo herd, with a somewhat larger one in another park to the north, comprise the sole remains of the million buffalo which roamed the prairie fifty years ago. Long launch trips up the river, tennis, driving, motoring, swimming, horseback riding, fishing, beautiful walks, and mountain climbing are some of the diversions open to visitors. A nine-hole golf course, now being enlarged to eighteen holes, is situated on the banks of the Bow River at the base of Mount Rundle. These links occupy the site of the headquarters of the Snaring Indians, so called on account of their hunting methods. The tribe is now extinct, but opposite the club house are pits which they used as winter quarters, and where many flint spears and arrowheads have been found. There are wonderful fossil beds on the south and east sides of Lake Minnewanka, from which many very fine specimens have been collected. An annual Indian "Pow-wow" of sports, races, etc., is held during the month of July.

Of great interest to automobile enthusiasts is the new automobile road that has been constructed by the Dominion Government, the British Columbia Government, and the Canadian Pacific Railway from Banff to the Columbia Valley (*see page 105*). Its course is southeast from Castle Mountain, which we shall shortly pass, through Vermilion Pass, over the Rockies and then through some subsidiary ranges until it reaches beautiful Lake Windermere. Twenty miles south of Banff in another direction is Mount Assiniboine (11,860 feet), the "Matterhorn of the New World", the first ascent of which was made after many unsuccessful attempts, in 1901. The way thither leads through beautiful valleys shaded with transparent blue lakes and park-like prairie openings, and the journey is a particularly fine pony and camping trip.



Castle Mountain

Castle Mountain *Alt. 4633*
Eldon " *4822*

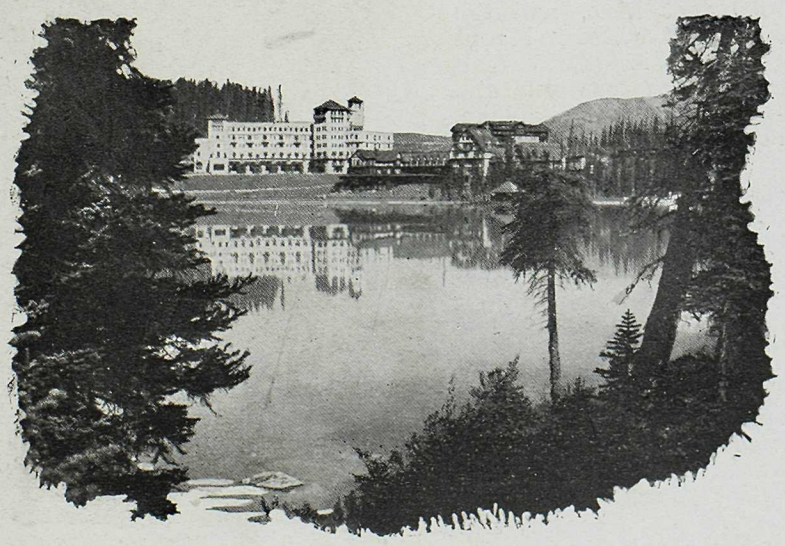
Leaving Banff, the railway rejoins the Bow and follows it up through a forested valley. Look backward and see if the memory of that view will ever leave you! We skirt the Vermilion Lakes and obtain an excellent view of Mount Bourgeau on the left. Far to the south these snow-peaks enclose Simpson's Pass. A sharp turn, and also on the left we see Pilot Mountain, a landmark of mountain trappers visible from either end of the Bow, Hole-in-the-Wall Mountain (*9184 feet*), on the right, has an interesting cavern running into the moun-

tain for 160 feet which has been used as a meeting place by the Masonic Lodge of Banff.

Mountain Sheep

Castle Mountain, a sheer precipice 9030 feet in height that towers almost 5000 feet above the railway, is so named because no imagination whatever is required to see in it the outlines of the towers and battlements of some ancient fortress. This mountain overlooks the railway for almost eight miles. After passing Castle Mountain, we see to the right the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mountains, in the foreground at Lake Louise. Looking ahead we catch many enchanting glimpses until, at Eldon, the whole array is in full view. Turning to the left, and looking backward we see Pilot Mountain, Copper Mountain, Mount Brett and Vermilion Pass, where the continental watershed sends the Vermilion River westward into the Kootenay. On the south is Storm Mountain (*10,309 feet*) and the snowy dome of Mount Ball (*10,825 feet*). Loftiest and grandest of all towers Temple Mountain (*11,626 feet*). This great snow-bound mountain, whose crest exhibits precipitous walls of ice flashing blue in the sunlight, is the most conspicuous and admirable feature of the wonderful valley.

Lake Louise *Alt. 5044*—Thirty-five miles from Banff we reach Lake Louise. To reach the lake we must ascend another 620 feet, which we do by means of a light gasoline railway. Turning a shoulder of the mountain, we come suddenly into full view of Lake Louise, named after Princess Louise, wife of the Marquis of Lorne, one-time Governor-General of Canada. This is one of the most perfect gems of scenery in the world—"a lake of the deepest and most exquisite coloring, ever changing, defying analysis, mirroring in its wonderful depths the sombre forests and cliffs that rise from its shores on either side, the gleaming white glacier and tremendous snow-crowned peaks that fill the background of the picture, and the blue sky and fleecy clouds overhead". On the shores of this beautiful lake the Canadian Pacific Railway operates one of its



Chateau Lake Louise

splendid hotels, the Chateau Lake Louise. No more beautiful spot and no more comfortable hotel could be chosen by anyone wishing to make either a short stay or a long one in the Canadian Pacific Rockies. Many there are who are entirely satisfied to sit on the verandah watching the marvellous kaleidoscope of color that flits across the surface of the lake.

Lakes in the Clouds

The principal mountains surrounding Lake Louise are (from left to right as you stand on the hotel verandah) Saddleback (*7783 feet*), Fairview (*9001 feet*), Lefroy (*11,220 feet*), Victoria (*11,355 feet*), Whyte, (*9776 feet*), Devil's Thumb (*8066 feet*), Big Beehive (*7440 feet*), Niblock (*9754 feet*), St. Piran (*8681 feet*), and Little Beehive (*7110 feet*). Victoria Glacier, which shuts off the southern end of the lake, in an awe-inspiring spectacle. Along the westerly shores of the lake is a delightful mile-and-a-half walk affording splendid views of these gigantic peaks.

Amongst the numerous delightful excursions from Lake Louise is that to Lakes in the Clouds, two gems that nestle high up on the mountain side. The trail leaves the west end of the Chateau and rises gradually to Mirror Lake (*altitude 6650 feet*), and thence to Lake Agnes (*6875 feet*). There are beautiful views on the way up, and the trail is excellent. A charming tea house has recently been established on the shore of Lake Agnes. The trail continues around Lake Agnes and up a zigzag path to the Observation House on the Big Beehive. The trip can be made either by sure-footed mountain pony or on foot, and the round trip distance is about five miles. Return can be made if desired via the Little Beehive and Mt. St. Piran, or via the lower glacier trail.

Another charming trip is that to Moraine Lake, a lovely mountain lake lying in the "Valley of the Ten Peaks". These ten peaks, all of which are over 10,000 feet high, and the highest of which, Mount Deltaform, is 11,225 feet, encircle the eastern and southern sides of the lake, and present a serrated profile that affords a most majestic view. Lake Moraine affords good trout-fishing, and during the summer months a small rest house and camp is maintained on the shore of the latter. On the eastern shore of the lake is the Tower of Babel (*7580 feet*), a mountain of somewhat curious shape, on the other side of which is Consolation Lake.

Lake Louise

Yet another fine pony trip to Paradise Valley. Ponies

may be taken up Paradise Valley, via either the Saddleback and Sheol Valley, or via the low trail. The journey is continued up the valley to a short branch trail leading to the Giant's Steps, a step-like rock formation over which the water glides in silver sheets. The journey may then be continued across the valley to Lake Annette (*altitude 6500 feet*), a tiny emerald sheet of water on the side of Mount Temple. and thence back to Lake Louise, a distance of thirteen miles.

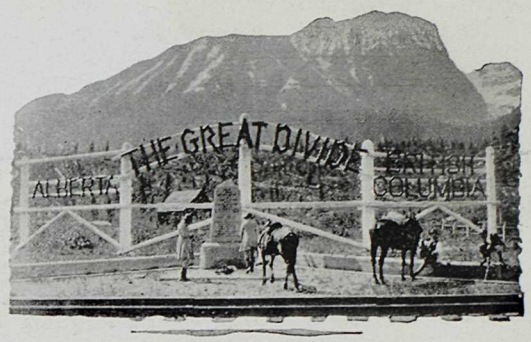
On the Trail

In a southwesterly direction from Lake Louise is Lake O'Hara, presenting in its surroundings features of wild Alpine grandeur that cannot be surpassed. There is an excellent trail from Hector, a few miles west of Lake Louise station, and the trip affords an extremely delightful two days' camp. Further pony and camping trips of one or more days' duration can be made in several directions, such as along the Pipestone River. This trip leads north from Lake Louise to an alpine lake high up on a mountain meadow amid high glacial surroundings of spectacular grandeur and beauty. The lake is full of trout. The camping ground is nineteen miles from Lake Louise station. Consolation Lake, which is about three miles from Moraine Lake, is also a very profitable place to fish for cut-throat trout.

For those who wish to visit the glaciers, climb mountains, or make some of the more strenuous trips through the passes, Swiss guides, whose services can be obtained by visitors, are attached to the Chateau Lake Louise. There is good trout-fishing at several points near Lake Louise.

Moraine Lake and Valley of the Ten Peaks

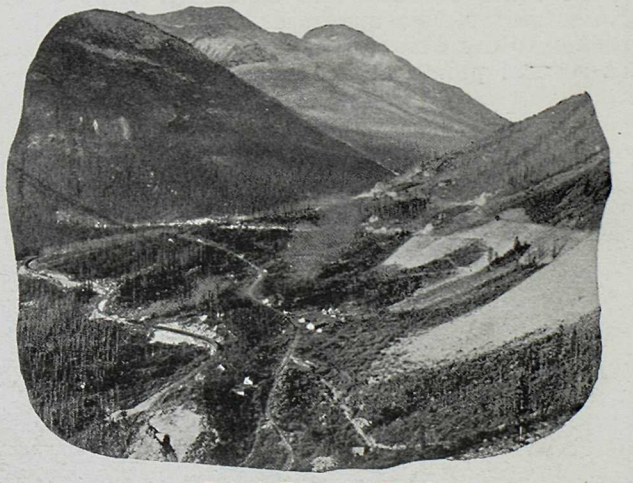
The Great Divide *Alt. 5298*—Six miles west of Lake Louise is the "Great Divide", which is at once the highest elevation of the Canadian Pacific Railway, the boundary between Alberta and British Columbia, and the very backbone of the continent. It is marked by a rustic arch spanning a stream under which the water divides. The waters that flow to the east eventually reach Hudson Bay and the Atlantic Ocean; the rivulet that runs to the west adds its mite to the volume of the Pacific. On the left is the granite shaft erected to the memory of Sir James Hector, the discoverer of the Kicking Horse Pass, which permits the Canadian Pacific Railway to cross the Rockies.



The Great Divide

Hector From the Great Divide the railway begins to descend. Wapta Camp, on Wapta Lake (Hector Station) is an attractive summer resort for tourists, consisting of rustic bungalows with a central community house.

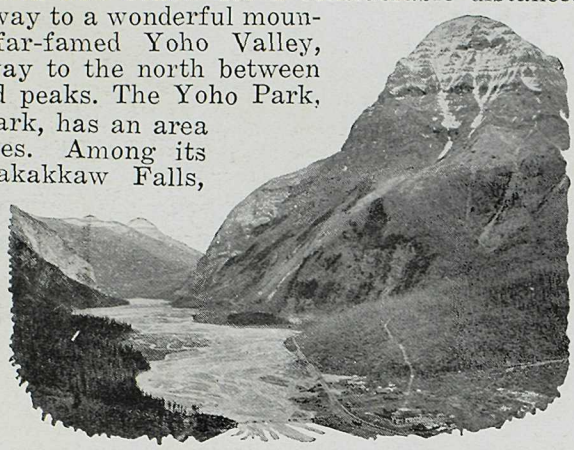
Between here and Field, a distance of fourteen miles, it descends, in fact, nearly a quarter of a mile through the Kicking Horse Pass. Formerly this was a difficult track, the gradient being 4.5 per cent.; but by two wonderful tunnels —forming one of the most notable engineering feats in existence—this dfficulty has now been eliminated, and the grade reduced to 2.2 per cent. These tunnels are the famous "Spiral Tunnels". From the east the track enters the first tunnel under Cathedral Mountain 3255 feet in length, and after turning a complete circle and passing under itself emerges into daylight 54 feet lower. (Mount Cathedral *10,454 feet*). The track then turns easterly, and crossing the river enters the second tunnel, 2922 feet long, under Mount Ogden (*8795 feet*). Again turning a complete circle and passing under itself, it comes out 50 feet lower and continues westward to Field. The whole thing is a perfect maze, the railway doubling back upon itself twice and forming a rough figure "8" in shape. If the train is run in two sections, passengers are able to see the other section at a higher or lower level (according to which one they are in) making its way down the big grade. Kicking Horse Pass owes its name to an incident of early pioneerng days in which a "kicking horse" figured literally.


Spiral Tunnels, Field

FIELD TO REVELSTOKE: 126 miles

Field *Alt. 4072*—Field is the divisional point between the Alberta and British Columbia districts of the railway. Towering 6,000 feet higher than the little town is seen Mount Stephen (*10,485 feet*) and in front of it roars Kicking Horse River, which the railway will now follow for a considerable distance.

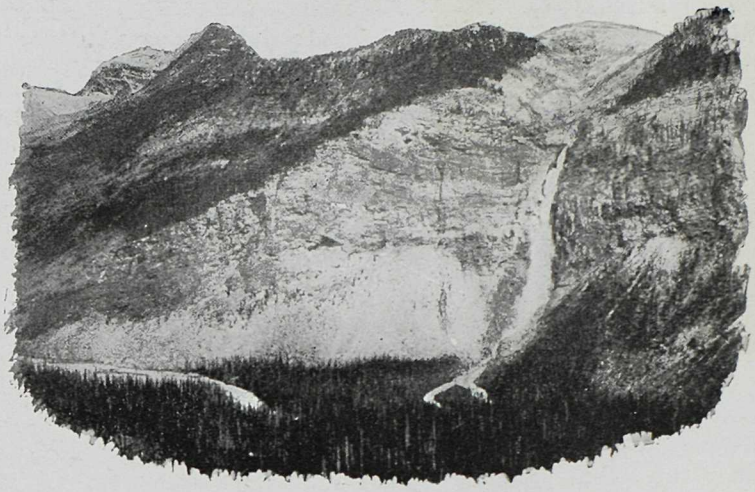
Field is the gateway to a wonderful mountain, resort, the far-famed Yoho Valley, which stretches away to the north between great glacier-bound peaks. The Yoho Park, another national park, has an area of 476 square miles. Among its attractions are Takakkaw Falls, the Twin Falls, the Yoho Glacier, etc. The Takakkaw Falls, the return trip to which can be made in a day by either motor or pony along a good trail, are among the most wonderful in the world. An immense volume of seething, boiling water rushes over the precipice on the far side of a narrow gorge, and descends the rock sides in clouds of foam, a drop of 1,200 feet. Farther up the Yoho Valley, following the Yoho River, is a rather more rugged country, affording a longer trip. Twin Falls, divided by a high rock on the edge of the precipice, are of even greater interest than the Takakkaw Falls, owing to the vast columns of steam-like spray caused by the concussion of their two columns of water with the rock floor nearily 700 feet beneath. From here one can penetrate still farther into the ranges and reach Yoho Glacier.



Mount Stephen and Field

The trip from Field to Emerald Lake is a delightful one. An excellent carriage road crosses the Kicking Horse River at Field to the base of Mount Burgess, and leads through a forest of balsam and spruce to Emerald Lake, seven miles distant. This beautiful lake, of most exquisite coloring and sublimity of surroundings, lies placid under the protection of Mount Wapta, Mount Burgess and Mount President. It is well stocked with fish, and its vicinity affords many charming excursions on foot. A picturesque two-story log chalet has been erected on the shore of the lake, and is operated by the Canadan Pacific. Here the tourist may break his journey en route to the Yoho Valley.

Emerald Lake



Takakkaw Falls, Yoho Valley

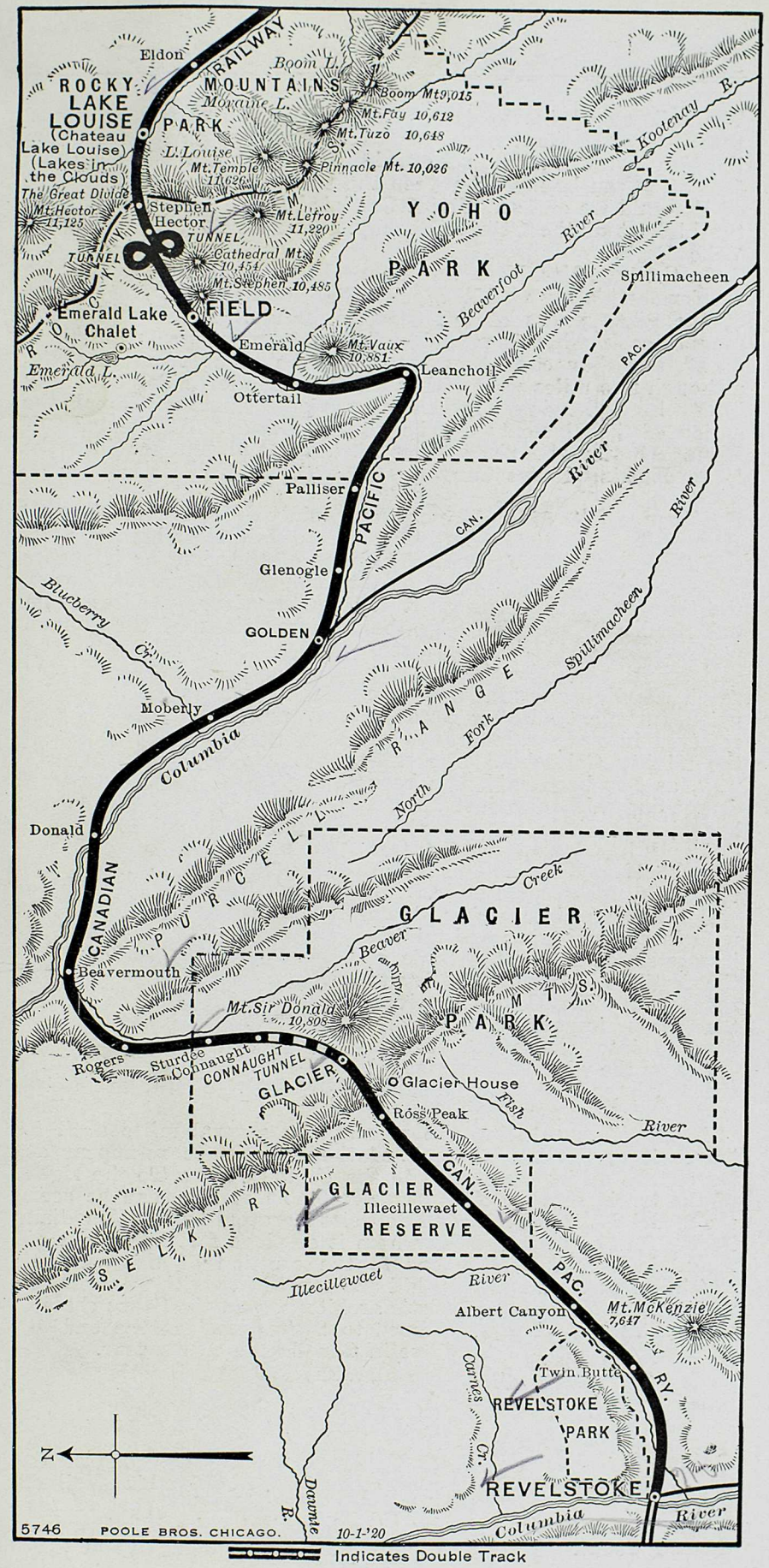
It is also possible to reach the Yoho Valley from Emerald Lake. From Emerald Lake an excellent trail leads around the lake to the Yoho Pass (altitude 6,020 feet), where it is joined by the trail from Field over Mount Burgess. Reaching the summit by pony, a wonderful view is obtained. Summit Lake, a small but beautifully colored lake, is passed, and thence descent is made into the Yoho Valley. Yet another route to the Yoho Valley is over the Burgess Pass. The pony trail from Field rises up the wooded slopes of Mount Burgess to the pass (altitude 7,150 feet), from which a magnificent panoramic view of the surrounding mountain ranges may be obtained. Mount Burgess, a sharp-topped mountain, 8,463 feet, is in the centre, with the Kicking Horse River on the left and the road to Yoho Pass on the right. Continuing along the slopes of Mount Wapta the trail is almost level until the Yoho Pass is reached, whence descent is made to either Takakkaw Falls or to Emerald Lake.

At Wapta Lake, Lake O'Hara and Takakkaw Falls are picturesque bungalow camps for the accommodation of visitors. Mention must also be made of the famous Mt. Stephen fossil beds, reached from Field by a pony trail which rises to an elevation of 6,000 feet above the sea level. The fossil beds are over 2,000 feet in thickness.

Open Top Observation Car

Emerald	*Alt.*	*3895*
Ottertail	"	*3720*
Leanchoil	"	*3682*

Resuming our journey westward from Field, we find "open-top observation cars" provided for travellers, which afford the utmost opportunities for viewing the magnificent scenery. The locomotives on this section are oil-burning, which means an absence of smoke and dust.



Indicates Double Track

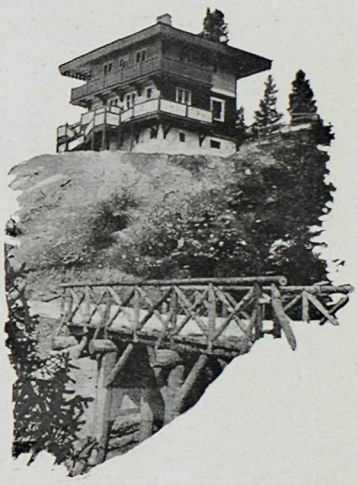
FIELD TO REVELSTOKE

The railway begins to descend steadily. The narrow valley of the Kicking Horse divides the Ottertail Range on the left from the Van Horne Range on the right. A vivid contrast in mountain formation can be made between the two ranges. One mile west of Emerald we can see Mount Goodsir (*11,676 feet*) on the left, the highest of the Ottertail group. At Leanchoil we leave the Yoho Park.

On the left, Mts. Vaux and Chancellor are seen, the glacier on the former plainly visible. Mount Chancellor (*10,731 feet*) is one of the giant peaks of the Ottertail range. Between the two mountains is what is probably the best known group of "hoodoos", but they cannot unfortunately be seen from the train, although two miles west of Leanchoil, on the left side, is a rocky bluff where "hoodoos" in the process of formation through the action of the elements can be plainly viewed. At the base of Mount Hunter the river turns abruptly and plunges into the lower Kicking Horse Canyon.

Palliser	*Alt.*	*3288*
Glenogle	"	*3008*
Golden	"	*2583*

The canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical. The roar of the river as it rushes from side to side of the narrow gorge, the thunder of the train as it follows the river—pandemonium increased a thousandfold by the reverberations of the canyon walls—gives an indescribable sensation until at Golden we suddenly reach daylight again and the noisy, turbulent Kicking Horse is received into the calm bosom of the mighty Columbia. The railway, as has been said, has been descending, although just here it has risen a little again, and at Golden it has descended 1,500 feet from Field, and has left behind it the Rocky Mountain Range.


Swiss Guide's Chalet, near Golden

Golden, an interesting town with large lumbering and mining interests, commands the trade of the fertile Windermere Valley to the south. The Columbia river, the most important waterway flowing into the north Pacific Ocean on the western side, rises in the north end of Lake Windermere, and flows north in a famous "Big Bend", paralleling the railway for several miles until it leaves it at the lower slopes of the Selkirks to re-appear at Revelstoke on its way south to the United States. To the right of the track, shortly after leaving Golden station, can be seen the model Swiss village of "Edelweiss", erected by the Canadian Pacific for the Swiss guides whom it employs for the benefit of mountain climbers. Previous to the erection of this village, which lies on the slopes of a hill and reproduces with remarkable verisimilitude the characteristic architecture of the Swiss chalet, the guides had always returned to Switzerland at the end of each season, but now they live in Canada the entire year.

Continued on page 105.

GOLDEN TO CRANBROOK: 166 miles

Golden
Spillimacheen
Edgewater
Lake Windermere
Goldie Creek

From Golden a branch line runs south through the fertile Columbia Valley, touching for a considerable part of the journey the beautiful Lake Windermere, and joining the Crow's Nest line at Col-

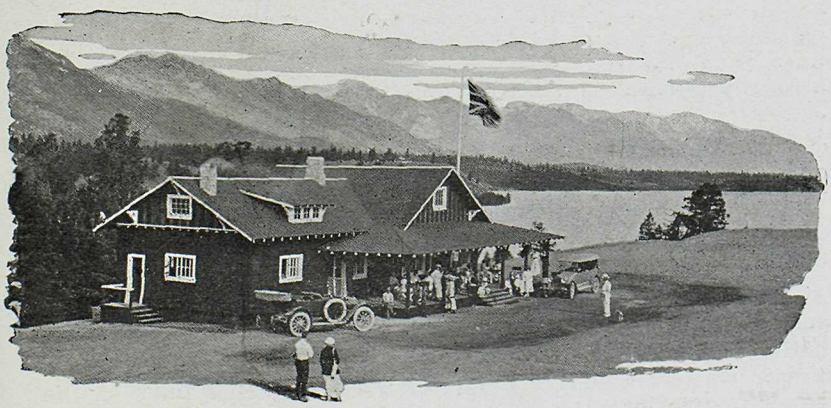
Canal Flat
Wasa
Fort Steele
Bull River
Colvalli
Cranbrook

valli. From Golden we travel past many new settlements, from the clearings of which smoke is sometimes still rising, until we reach Spillimacheen, where there is a wonderful view of the Selkirk Mountains. The new motor road just built through the Vermilion Pass from Banff (*see page 96*) joins the government road at Sinclair, sixty miles from Golden. Both at Sinclair and at Fairmount, near Lake Windermere, there are interesting hot springs. The scenery of this valley is splendid, and the canyons and creeks on either side furnish excellent sport. On the left is the slope of the Rockies—on the right, the panorama of the Selkirks. At Lake Windermere station, the local train puts up for the night, continuing southward in the morning. Lake Windermere is the station for four neighboring villages: Athalmer, Wilmer, Windermere and Invermere, while on the shores of the lake, about a mile from the station, a bungalow summer camp has been located, making an admirable centre for excursions into the beautiful country surrounding. After Lake Windermere, the next important stopping point is Fort Steele, in a ranching and fruit-growing district. Lead, copper, silver, gold and iron are found. There are quantities of lumber available, with important sawmills at Bull River. Good fishing and hunting can be obtained.

FIELD TO REVELSTOKE (Continued)

Moberly	*Alt.*	*2553*
Forde	"	*2563*
Donald	"	*2579*
Beavermouth	"	*2483*

From Golden we follow the Purcell Mountains, part of the Selkirk Range, on the left as far as Bear Creek. Mount Moberly, on the right at Moberly Station, is the most prominent peak for several miles (*7721 feet*). About two miles west of Moberly, on the left just before crossing Blaeberry River, is the site of the oldest cabin in the mountains—the cabin where a government survey party under Walter Moberley, C. E., engaged in preliminary surveying for the railway, passed the winter of 1871-2. They wintered their stock on the shore of what is now Lake Windermere. One mile west after leaving Donald, we cross the Columbia River and shortly reach the upper Canyon of the Columbia, where the mountain ranges, crowding together, force the river through a narrow gorge to the high slopes above which the railway clings. Before entering this canyon, the Blue Water river joins the Columbia from the north. At Beavermouth, the farthest north station of the transcontinental route, making a sharp turn to the left we enter the Selkirks, the second of the two principal ranges which compose the Canadian Pacfiic Rockies.



Lake Windermere Camp

Mountain Climbing, near Glacier

Rogers *Alt. 2555*—Now the railway begins to ascend again. We follow the Beaver River from Beavermouth to Connaught, crossing the river about two miles west of Beavermouth, then cross six streams flowing from the north. One sees ahead up the Beaver Valley a long line of the higher peaks of the Selkirks, in echelon, culminating in an exceedingly lofty pinnacle named Sir Donald, seen to better advantage at Glacier House. 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 farther 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 296 feet below the rails—the highest bridge on the Canadian Pacific main line.

Stony Creek—Shortly after a brief but precious glimpse is caught of Mount Tupper, through a gap in the cliff on the right. We are almost 1000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. Until the end of 1916, the railway crossed the Selkirks through Rogers Pass, following Bear Creek and then bending round to Glacier and back again to the Illecillewaet River in a series of sharp loops. This

Connaught Tunnel

was a most spectacular route, affording some magnificent views of Mount Macdonald, Mount Tupper, and other giant peaks; but it had many disadvantages, amongst which were the enormous track curvature and the necessity of maintaining long stretches of snowsheds. These difficulties were finally overcome by the construction of the Connaught Tunnel, under Mount Macdonald, named in honor of H.R.H. the Duke of Connaught, then Governor-General of Canada. This tunnel is the longest tunnel in America, measuring exacty five miles from portal to portal, and it not only eliminated track curvature to an amount corresponding to seven complete circles, but also lowered the summit attained by the railway by 552 feet, reduced the length of the line by 4½ miles and dispensed with four miles of snow-sheds. The tunnel is double tracked, and measures 29 feet from side to side and 24 feet in height. The method by which it was pierced involved the tunnelling of a pioneer bore paralleling the centre line of the main tunnel—a feature that was new and aroused the interest of tunnel engineers the world over. Rogers Pass was named for Major A. B. Rogers, by whose adventurous energy it was discovered in 1881; and it forms now one of the beautiful excursions from Glacier House. Mount Macdonald (*9482 feet*) towers almost a mile above the railway in almost vertical height. This is the climax of mountain scenery. The railway emerges from the tunnel at Glacier Station, 1½ miles from the site of the previous station of the same name.

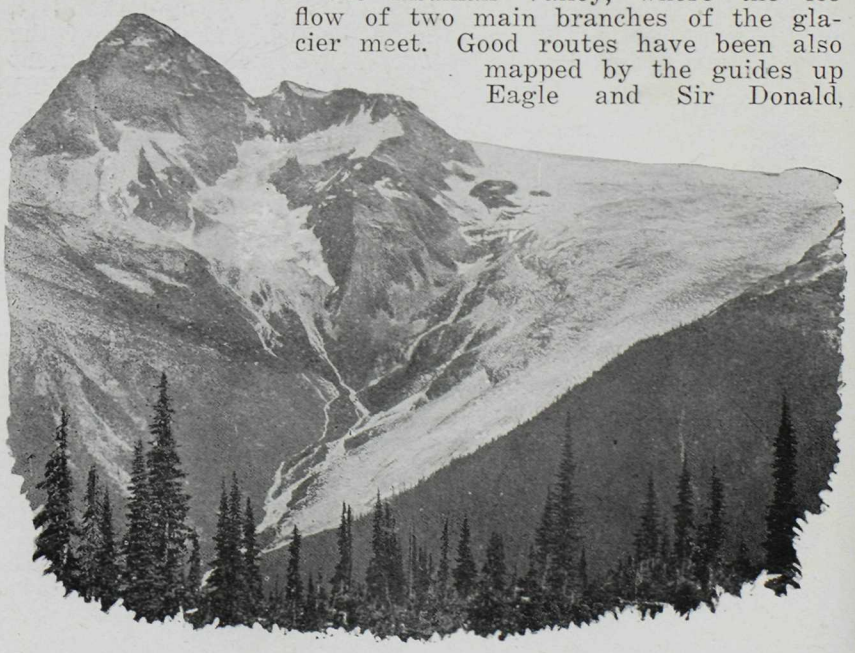
Glacier *Alt. 3778*—Glacier Hotel, however, has not been moved from its old site, and is thus 1½ miles from the present station, whence it is reached by a good automobile road. The panorama from Glacier House is magnificent. To the right of the hotel, facing the lawns, is the gleaming white Illecillewaet Glacier. On the left of the glacier rises Mount Sir Donald (*10,808 feet*)—a stately monolith named after the late Lord Strathcona (Sir Donald Smith), one of the principal promoters of the Canadian Pacific Railway. Farther are the sharp peaks of Uto (*9610 feet*), Eagle (*9353 feet*), Avalanche Crest (*9387 feet*), and Macdonald, second only to Sir Donald. Still circling around, one sees Rogers Pass and the snowy Hermit Range, the most prominent peaks of which are the Swiss Peak (*10,515 feet*), and Mount Grizzly (*9061 feet*). Again on the left, at the west end of Hermit Range, on the south side of the Bear Creek, comes Cheops (*8506 feet*), named after the great

Glacier House

Egyptian pyramid-builder of the fourth century, B.C.; and in the foreground, and far down among the trees, the Illecillewaet River glistens across the valley. Circling again back towards the hotel, the shoulders of Ross Peak (*7718 feet*), are visible over the wooded slope of Mount Abbott (*8081 feet*). Behind Ross Peak and Abbott is an enormous wall of snow, the Mount Bonney Glacier.

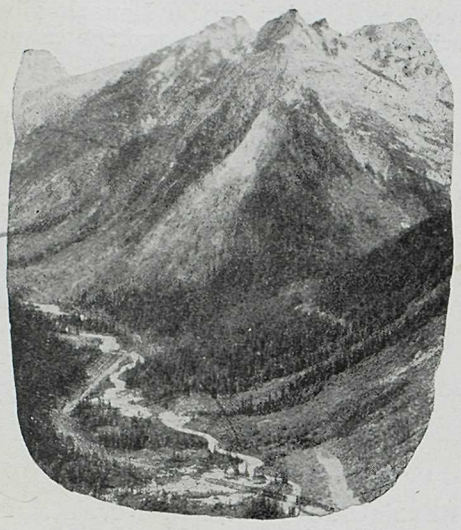
To the right of Ross, between Cougar and Cheops, a glimpse is caught of the Cougar Valley, where are the wonderful caves of Nakimu. Turning again to face the great Illecillewaet Glacier a V-shaped valley is seen on the right. This is the valley of the Asulkan brook, a gem of mountain beauty, where a series of white cascades foam through vistas of dark spruce and fir 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. Glacier House, which is another Canadian Pacific Hotel, affords a most delightful stopping place for tourists who explore the surrounding mountains or glaciers. 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 Glacier House. To the left of the Glacier, and 3,000 feet above the hotel, another view is from the trail at the foot of Sir Donald. An easy trail also leads to Marion Lake, where it divides, one going to Observation Point, affording a splendid panorama of Rogers Pass, the other to the Abbott Alp, a beauiful grassy upland.

On Avalanche Crest is Cascade summer house, directly above the mountain torrent seen tumbling down its green shoulder 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,



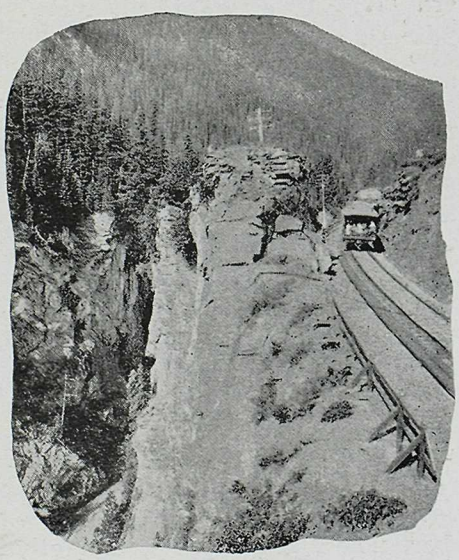
Mount Sir Donald

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.



Illecillewaet Valley

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 formerly crossed by the railway, is reached from Glacier by another fine pony trip,and from here the trail to Rogers 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 (Nakimu being Indian for "grumbling caves"), a series of natural caverns, with beautiful interior marble markings, situated on the lower slopes of Mount Cheops, in the Cougar Valley. The return jonrney from the Caves to the hotel may be made via a trail and carriage drive that follows the Illecillewaet River. Game is very abundant throughout these lofty ranges, whose summits are the home of the mountain goat.



Albert Canyon

Continuing the descent from Glacier, and following around the mountain-side, the line touches for a moment on the base of Ross Peak, then confronts Mount Cheops, on the other side of the Illecillewaet as it crosses to the left and shoots down the valley parallel with its former course.

Flat Creek	*Alt.*	*3052*
Illecillewaet	"	*2711*
Albert Canyon	"	*2224*
Twin Butte	"	*1877*
Greely	"	*1667*
Revelstoke	"	*1494*

We are now descending the western slopes of the Selkirk Range, and henceforth our course, with the exception of one or two minor ranges to climb, is uniformly downwards towards the Pacific. The scenery still continues magnificently impressive. The water of the Illecillewaet River, which we follow from Glacier to Revelstoke, is at first pea-green, but that is owing to glacial mud, and it is not long before it clarifies. Eleven miles

west of Glacier is the Lanark silver mine, on the right. The mill adjoins the track, and the cable on which the ore is conveyed can be seen running up from the hill to the opposite slope where the mine is operated.

Albert Canyon is a deep fissure in the solid rock, its walls rising straight up on both sides to wooded crags. The railway runs along the very edge of this gorge. We see the river nearly 150 feet below, boiling angrily in a narrow twenty-foot flume. Twin Butte takes its name from the double summit nearby to the left, now known as Mounts Mackenzie and Tilley. In this district is the home of the woodland or black-faced caribou, the mountain goat, and the grizzly, cinnamon and black bear.

Continued on page 111

REVELSTOKE TO NELSON: 184 miles
(Rail and Steamer Line)

(*For Map, see page 121*).

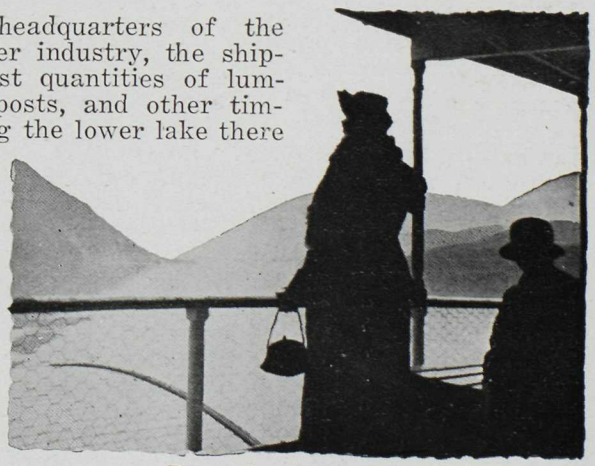
Revelstoke
Arrowhead
Halcyon
Nakusp
Burton
Needles
Nelson
West Robson

From Revelstoke a branch runs south to Arrowhead, whence a very delightful trip is made down the Arrow Lakes to West Robson, at which point the rail line from Nelson to Midway is joined. (*See page 127*). The service down this lake is provided by the excellent and comfortable steamer service of the Canadian Pacific. The Arrow Lakes, lying in a long, deep valley between the eastern slope of the Selkirks and the Gold Range, are formed by the Columbia Valley's broadening out on its way south. The lakes are very beautiful. Although virtually one, they are classified as two, Upper and Lower, very much the same size and connected by a wide but circuitous channel. The surrounding country has supplied lumber from the forests that clothe its slopes to many a sawmill, while of recent years settlers have come in and made clearings for orchards. The population, however, is still comparatively sparse.

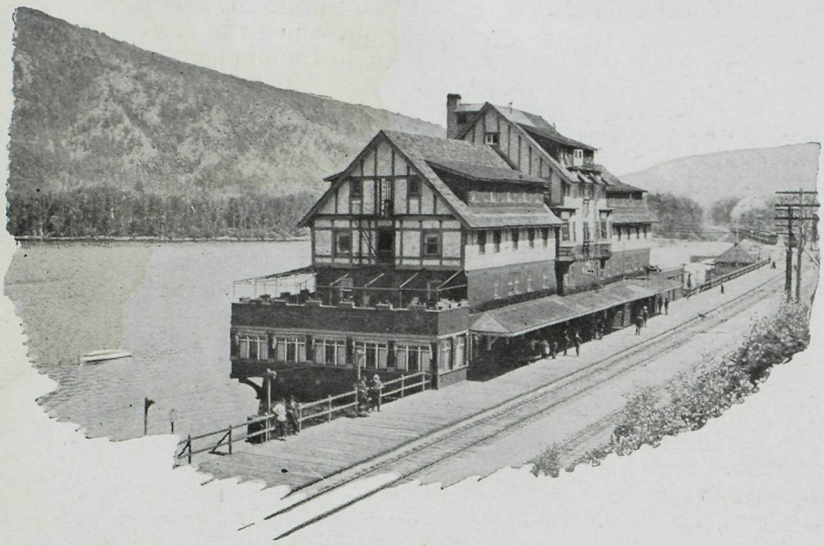
The steamer touches at a number of points en route.Halcyon Hot Springs are well and favorably known owing to the curative properties of the waters, which contain a high percentage of lithium. There is a comfortable Sanatorium hotel here. Nakusp is the distributing centre of the upper lake, which is here about three miles wide. Prettily situated overlooking a crescent-like bay, it offers good bathing, boating and very fair fishing.

From Nakusp a branch line runs to Sandon and Kaslo (see page 126).

Nakusp is the headquarters of the Arrow Lake lumber industry, the shipping point for vast quantities of lumber, poles, fence posts, and other timber products. Along the lower lake there has been some development in fruit-growing, very fine cherries, apples and melons being produced. The steamer stops at, amongst other points, Edgewood, Renata and Deer Park.



Down the Arrow Lakes



Hotel Sicamous

REVELSTOKE TO VANCOUVER: 379 miles

(*For Map, see page 113*)

Altitudes shown in feet

Revelstoke *Alt. 1494*—Revelstoke, a flourishing city with a population of 4,000, lies in the beautiful Columbia River Valley, surrounded by lofty and picturesque mountains, some clothed with trees and verdure to their very peaks, others crowned with rugged and rocky spires or glistening glaciers. It is the gateway to the Kootenay and Arrow Lake districts, famous as fruit-growing centres, and is surrounded by vast areas of timber. With the completion of the auto scenic road to the top of Mount Revelstoke, added to the beautiful Columbia River driveway extending twenty miles north, and other roads to Arrowhead and the Okanagan Valley, the lover of nature can enjoy the magnificent scenery from a car. Mount Revelstoke is now a National Park. Revelstoke is in the heart of very fine hunting grounds, and the Alpine climber will find whole worlds to conquer. In winter, Revelstoke is the centre of a large winter-sport carnival.

Clanwilliam	*Alt.*	*1820*
Three Valley	"	*1636*
Craigellachie	"	*1225*
Malakwa	"	*1215*
Sicamous	"	*1153*

Leaving Revelstoke, we enter the Gold or Columbia Range. The most conspicuous peak is Mount Begbie, and just across the Columbia we enter the range. Eagle Pass, by which we enter, seems to have been cut purposely for the railway, so deep cut and direct is it. Four lakes, Summit, Victor, Three Valley and Griffin, occur at short intervals, and in turn force the railway into the mountain sides. At Craigellachie an obelisk alongside the track commemorates the completion of the Canadian Pacific Railway. It was here, on November 7th, 1885, that the rails from the east met the rails from the west, and the long-cherished vision of a Canadian transcontinental railway became a reality. From Craigellachie, in an hour we reach Sicamous, on Shuswap Lake. Sicamous is not only the junction of the main line with the Okanagan Valley branch; it is also a favorite stop-over point for travellers who, having traversed the mountains, wish also to see by daylight the wonderful canyon scenery that lies between here and Vancouver. To accommodate this traffic, the Canadian Pacific has erected a comfortable hotel on the shore of the lake. *Continued on page 114.*

SICAMOUS TO PENTICTON: 155 miles
(Rail and Steamer Line)

(*For Map, see page 121*).

Sicamous
Enderby
Armstrong
Vernon
Okanagan Landing

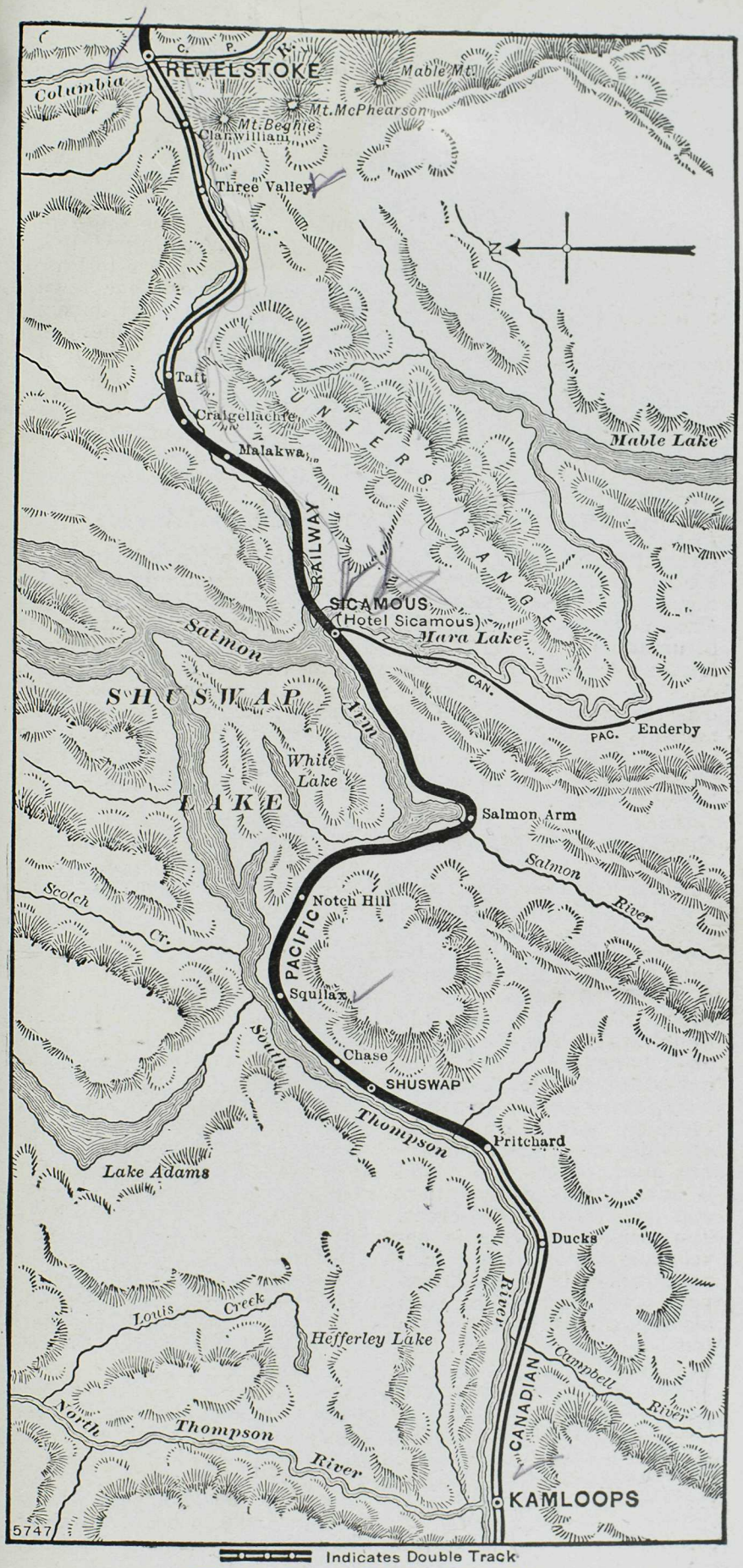
From Sicamous a branch runs south to the Okanagan Lake, connecting with a Canadian Pacific steamer service to Penticton. Enderby is a progressive town in a fertile fruit-growing and mixed farming country, with considerable dairying and also an enormous lumber output. Fishing is good and the big game plentiful. Armstrong (*population 1700*) is another flourishing town with several industries and a prosperous tributary agricultural country. Armstrong is particularly noted for the production of celery. Vernon (*population 3700*) is the largest town, the judicial centre, and the central distributing point of the northern Okanagan Valley. It is the location for the central co-operative fruit-selling agency for the entire Valley. Near here is the famous Coldstream Ranch, with about 13,000 acres of fruit lands under irrigation. At Okanagan we board a splendid steamer for the rest of the trip.

Okanagan Lake

Killiney
Fintry
Okanagan Centre
Kelowna
Peachland
Summerland
Penticton

The steamer makes a number of calls down the lake at the various landings. The journey takes about six hours. This is one of the most famous fruit-growing regions of Canada. Journeying down the lake, one sees striking examples of "bench land" formation—orchards rising tier by tier in what look like gigantic steps. On these bench-lands, on the occasional bottom lands, and even on the hilly slopes that descend into the water, grow all kinds of sub-tropical fruit, peaches, apricots, cherries, apples, plums, walnuts, almonds and grapes of superfine quality. Irrigation is practised, the wooden flume that carries the life-giving water being a conspicuous object of the orchard country. The Okanagan Valley is one of the best known fruit regions of Canada, and fruit from this district has on several occasions taken championship prizes at international shows. From here is shipped a great part of the fruit consumed on the prairies.

Kelowna is an important city with a population of over 3500. Tributary to it are some fifty thousand acres of first-class fruit lands, much of which is under cultivation. The city has several fruit and vegetable packing plants. It is a pretty point, with a park with a mile lake frontage. Peachland, Summerland and Naramata are fertile fruit-raising districts, with a certain amount of cattle-raising a few miles back. At the southern end of the lake is Penticton, where we join the Kettle Valley Railway (*see page 129*).



Indicates Double Track

REVELSTOKE TO KAMLOOPS

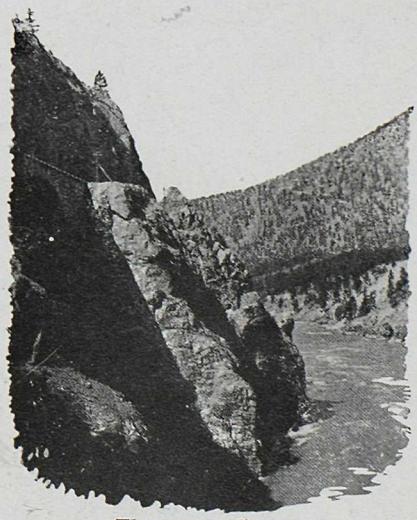
Kamloops

REVELSTOKE TO VANCOUVER (Continued)

Salmon Arm *Alt. 1157*
Notch Hill " *1691*
Squilax " *1288*
Chase " *1183*
Shuswap " *1153*
Ducks " *1154*

Lake Shuswap is a large body of irregular shape which affords wonderful trout-fishing. With its bordering slopes it reminds the traveller strongly of Scottish scenery. To avoid the circuitous course around the lake, the railway strikes through the forest over the top of Notch Hill. Chase is the gateway to an extensive territory for big game hunting, bird-shooting, and fishing. The various waters in the vicinity are plentifully stocked with trout. Salmon Arm (*population 2800*) is a very prosperous fruit farming community.

Kamloops *Alt. 1159—Pop. 5500*, the chief town of the interior country of British Columbia, is over a hundred years old, having originally been a Hudson Bay post. Situated at the confluence of the North and South Thompson Rivers, both draining fertile valleys, it is a beautiful city, with a climate that makes it a most desirable resort. Trout fishing and game add to its charm for the tourist and sportsman. The chief industries of the Kamloops district are ranching, mixed farming, gardening, fruit-growing, mining and lumbering. Much of the valley land is cultivated under irrigation, and produces large crops. The mining industry is developing rapidly, the principal minerals being gold, copper and iron. There is also extensive operation in the lumbering industry. The city has a hydro-electric power plant at Barriere, forty miles up the North Thompson Valley, and operates its own electric light and water plants, which also furnish power for irrigation.



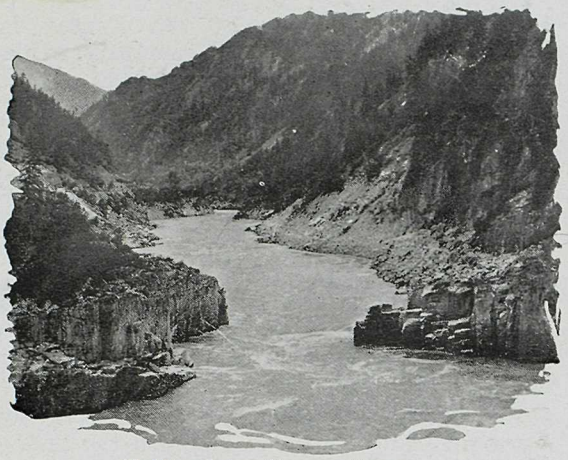
Thompson Canyon

Tranquille
Cherry Creek
Savona

Just below Kamloops, the Thompson widens out into Kamloops Lake, a beautiful sheet of water. The railway runs along its south

Walhachin
Ashcroft
Spatsum
Spence's Bridge

shore for twenty miles, and, because of the series of mountain spurs projecting into the lake, a number of tunnels punctuate this twenty miles. At Savona the lake ends, and we enter the series of Thompson River canyons which leads us through marvellous scenery westward to the Fraser. Valuable quicksilver mines are operated in this region. Ashcroft is the outfitting point for the Highland Valley and the gateway to the Cariboo country and the immense fruit areas of the Thompson Valley. It is, incidentally, famous for its potatoes. In addition to fruit-raising, the country around is especially suitable for extensive cattle-raising. Opposite Spence's Bridge we see a track leading up country and are much interested to learn that this is none other than the old wagon road to the famous Cariboo gold country. Here we cross the mouth of the Nicola River, whose valley to the south is an important grazing, ranching, lumbering and mining country.



Hell's Gate, Fraser River

From Spence's Bridge a branch of the Kettle Valley Railway runs south to Brookmere (see page 131).

Drynoch
Thompson
Gladwin
Lytton
Keefers

From this point on we notice various peculiarities of the scenery and soon we find ourselves running upon a ledge cut out of the bare hills on the irregular south side of the river. The mountains draw together and we wind along their face and gaze upon the boiling flood of Thompson Canyon hundreds of feet below.

At the little trading town of Lytton the canyon widens to admit the Fraser, the chief river of British Columbia, which comes 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 scenery grows wilder than ever. The great river is forced between vertical walls of black rock, where, repeatedly thrown back upon itself by opposing cliffs, it madly foams and roars. Six miles below Lytton we cross the Fraser by a fine bridge,

Yale

plunge into a tunnel and emerge at Kanaka. Along the way we can see the old Government Road, abandoned now, and often Indians spearing salmon or scooping them out with dip-nets.

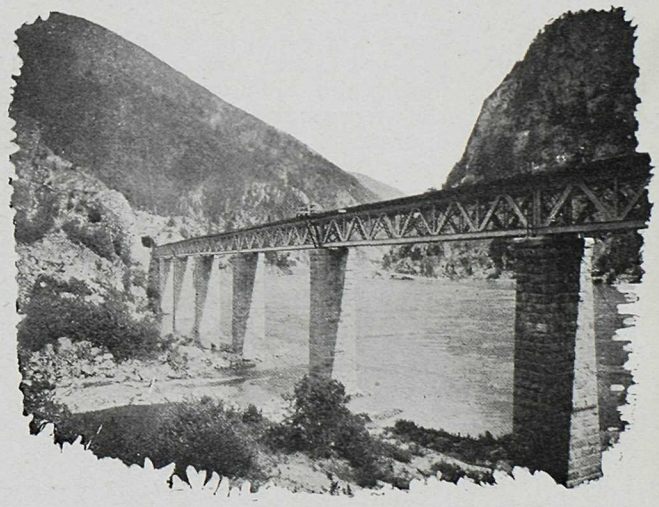
North Bend
Spuzzum
Yale
Haig
Hope

North Bend is a desirable stopping place for those who wish to see more of the Fraser Canyon than is possible from the train. From Boston Bar, a few miles below, where the principal canyon of the Fraser begins, to Yale, the scenery is startling. Ten miles below North Bend two jutting promontories suddenly compress the river and force it to escape in a roaring cataract through a bottle-necked outlet. This is the famous "Hell's Gate". This section of the railway commands the admiration of all passengers for the way it has overcome apparently insuperable difficulties. The railway follows the canyon, at often a considerable height above the river bank; the track, hewn from the solid rock, also tunnels through great rock spurs. Ten miles below Spuzzum there is an interesting engineering feat, the four tunnels of the Fraser Canyon, located in rapid succession.

Across the river from Haig is the village of Hope, the junction of the Kettle Valley Railway. (See page 131).

Ruby Creek
Agassiz
Harrison Mills
Nicoamen
Mission

Soon the canyon widens out and broad level fields displace the rude Indian farms. Ruby Creek obtains its name from the garnets found in the neighborhood. Agassiz has a Government Experimental Farm and is also the station for Harrison Hot Springs. There are hot sulphur springs on Harrison Lake, highly regarded for their curative properties. Here we cross the Harrison River just above its confluence with the Fraser. Steamers bound for the Chilliwack district leave this point. This is a trip well worth taking, as the Chilliwack Valley comprises over 55,000 acres of rich agricultural land and is well known for its dairying. The largest fruit canning company in British Columbia is at Chilliwack; so are the two finest equipped creameries.



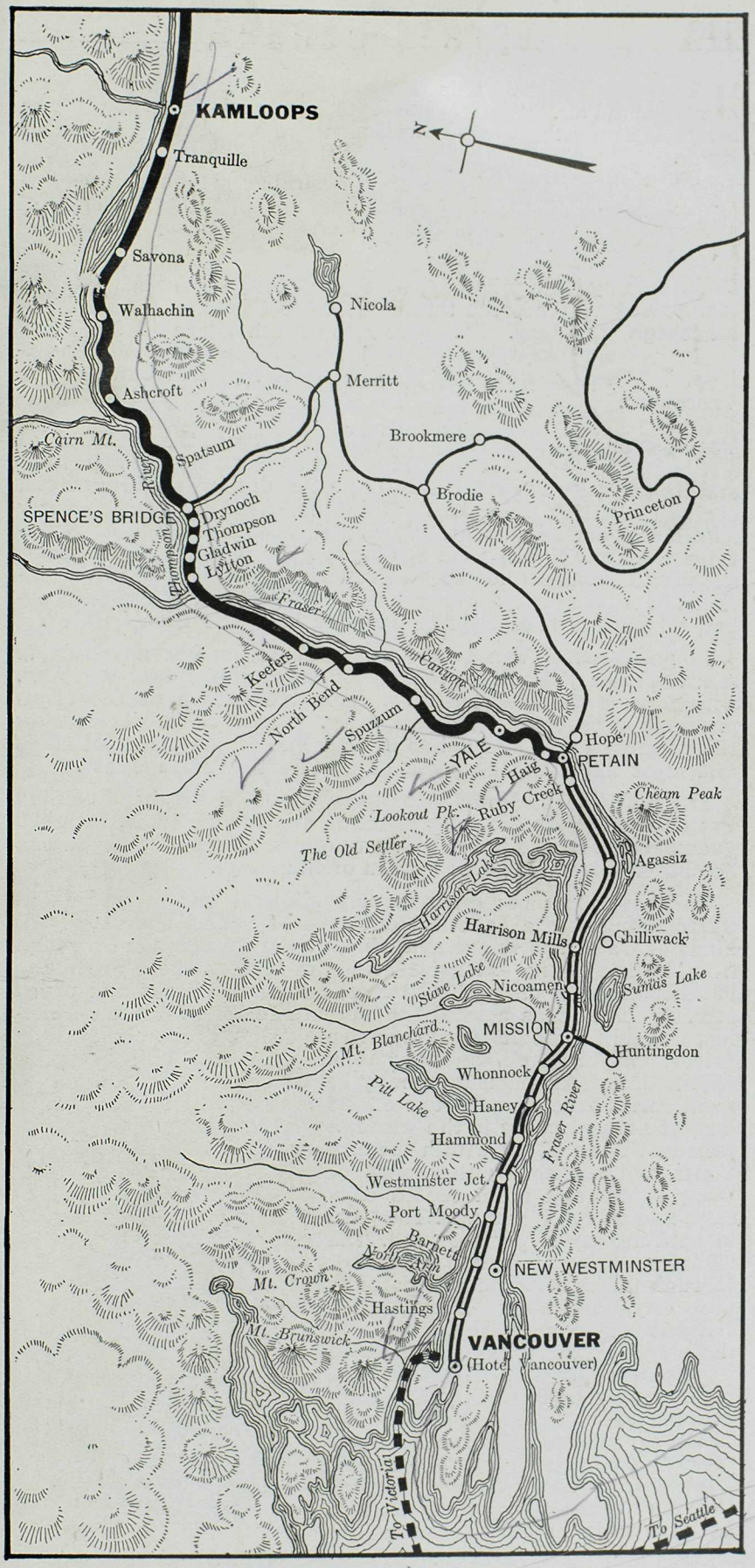
White's Creek Bridge, near Spuzzum

A few miles beyond Nicoamen, that isolated cone we see is the gigantic Mount Baker, in the State of Washington.

From Mission a subdivision runs to Huntingdon, on the International boundary.

Whonnock
Haney
Hammond
Westminster Jct.

The country through which we are now passing—practically on sea-level—has a rapidly expanding small fruit industry. The fields, in growing season, present to the traveller a very attractive picture. When we come to the crossing of the Stave River we should look



Indicates Double Track

KAMLOOPS TO VANCOUVER

back up the Fraser. This is the best way to get a good view of Mount Baker. We traverse Pitt Meadows, cross Pitt River, and reach Westminster Junction, where we leave the Fraser River.

From Westminster Junction, a branch runs to New Westminster, 8 miles away. This city, with a population of 17,000, is an important one, the headquarters for the salmon-canning industry as well as the site of several large sawmills. Steamers ply regularly between here and Victoria.

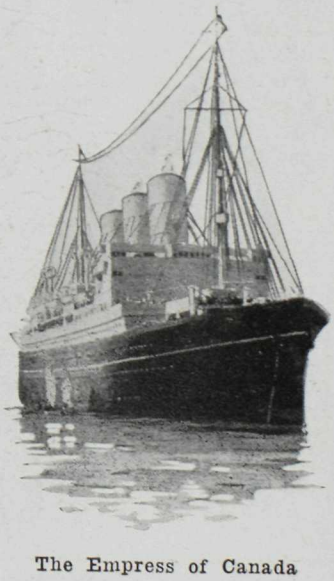
Port Moody Barnett Hastings Port Moody, at the head of Burrard Inlet, was once the terminus of the Canadian Pacific Railway. We follow the south shore of the Inlet, enjoying its picturesque features, pass Hastings, formerly a watering place, and at last find ourselves in Vancouver.

Vancouver Vancouver (*population 175,000*), the terminal of the Canadian Pacific transcontinental rail lines and its trans-Pacific steamship routes, is the largest commercial centre in British Columbia. It has an excellent harbor nearly land-locked and fully sheltered, facing a beautiful range of mountains that are tipped with snow the year around. Two peaks, silhouetted against the sky, and remarkably resembling two couchant lions, are visible from almost any point in the city and harbor, which has been appropriately called "The Lion's Gate".

In and around Vancouver are immense lumber and shingle mills. Mining, lumbering, farming, shipbuilding and shipping, with a vast Oriental business, form the reason of the city's phenomenal growth and prosperity. From a forest clearing thirty-seven years ago it has become one of the principal cities and most important seaports of the North Pacific Coast.

The magnificent Hotel Vancouver, operated by the Canadian Pacific Railway, is the finest hotel of the North Pacific, with 490 guests' bedrooms. Wonderful views of the Strait of Georgia can be obtained from the roof garden of this hotel.

Vancouver is most picturesquely situated on Burrard Inlet. Surrounding it are beautiful environs of varied character. All kinds of water sports are available, and are encouraged through a mild climate and extensive bodies of water. There are many bathing beaches, parks, boulevards, automobile roads and paved streets. The roads around the city are famous for their excellence, and there are many fine drives, varying from an hour to a day in time. Amongst them may be mentioned Stanley Park—one of the largest natural parks in the world, a primeval forest right within the city limits and containing thousands of Douglas firs and giant cedars of a most amazing size and age. The park is encircled by a perfect road. The "Marine Drive" takes the visitor through the best residential parts of the city, including Shaughnessy Heights and Point Grey, thence to the mouth of the Fraser River, with its fleets of salmon trawlers, and back along the coast. Capilano Canyon, a gorge of great natural beauty, in North Vancouver, is reached by a recently completed road. The Pacific Highway, including Kingsway, runs through Vancouver, connecting up with the main American roads of the Northwest.



The Empress of Canada

Vancouver has four good golf courses. Guests of the Hotel Vancouver have special privileges at the Shaughnessy Heights Golf Club.

There are numerous fine bathing beaches around Vancouver, the most easily reached of which are English Bay and Kitsilano—both on street-car line. The scene at English Bay, which lies at one entrance to Stanley Park, on a sunny afternoon, is one of great animation. Burrard Inlet, English Bay and the North Arm are excellent places also for boating. Vancouver boasts of one of the finest yacht clubs on the Pacific Coast, which extends a hearty welcome to members of recognized yacht clubs. The North Arm is an ideal place for picnics and moonlight excursions.

Within easy reach of Vancouver there is wonderful shooting to be had. Grouse, duck, teal, mallard, snipe, pheasants, and partridges are plentiful in season. Lulu Island, Sea Island, the North Shore and Seymour Flats are all within an hour of the hotel. It is extremely doubtful whether there is another city on the Pacific Coast where such a variety of fishing can be obtained. In season, salmon, spring, cohoe, and tyee, steelheads, Dolly Varden, rainbow, cut-throat and sea trout are plentiful. Arrangements have been made by the Hotel Vancouver with the Vancouver Fishing Association to obtain daily reports as to the runs, and the services of an experienced fisherman can be obtained by guests of the hotel to conduct them to the various fishing centres. Fishing tackle, bait and flies are easily obtainable in the city.

Vancouver is the port of the trans-Pacific services of the Canadian Pacific Steamships, which maintain regular services to Japan and China. This well-known fleet consists of four magnificent passenger ships, of which the "Empress of Canada (21,500 tons), and the "Empress of Australia" (21,850 tons) are the largest. A large proportion of the silk trade of the Orient passes through Vancouver, and the Canadian Pacific "Silk Train" is perhaps the most famous freight train in the world. From Vancouver the steamers of the Canadian-Australasian Line ply to Honolulu, Fiji, New Zealand and Australia. Various Canadian Pacific steamer services along the British Columbia coast run from Vancouver. *For journey to Victoria, Alaska, Seattle, etc., see page 132.*

Hotel Vancouver

Lethbridge

CROW'S NEST PASS ROUTE

Medicine Hat to Nelson: 466 miles

Altitudes shown in feet

Medicine Hat *Alt. 2181*
Dunmore " *2399*
Bow Island " *2612*

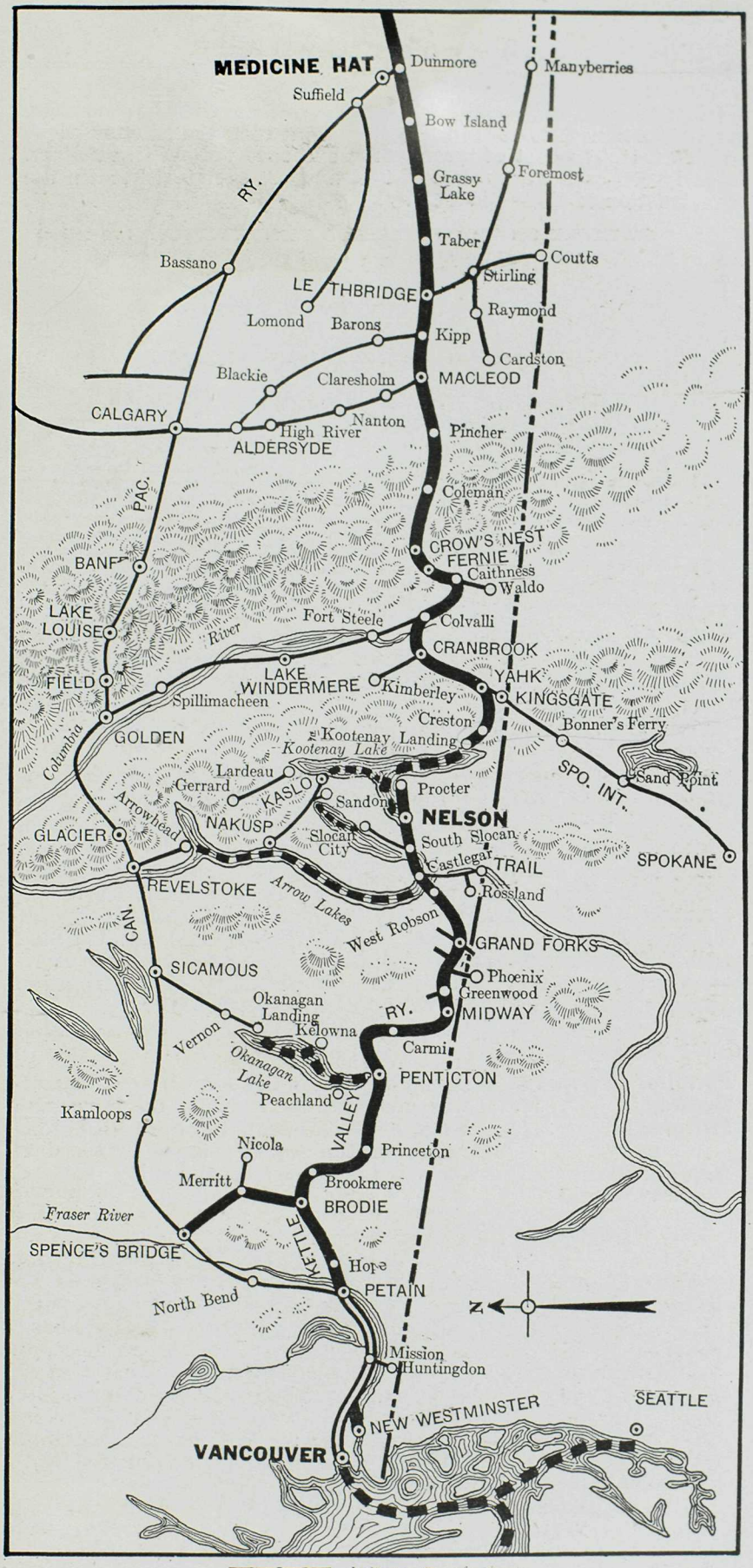
From Medicine Hat, the Crow's Nest Pass branch runs south of the main line to the rich farming districts of Southern Alberta, the coal mining regions of the Crow's Nest Pass, and the gold, copper and silver lead mines of Southern British Columbia. The completion of this road was notable from an engineering standpoint for the celerity of construction and the skill shown in overcoming numerous serious obstacles. Leaving the main line at Dunmore, the route is almost due west. North of Bow Island is a great natural gas area, from which the city of Calgary and other communities en route are supplied with gas through a pipe line some 170 miles in length. In this field there are wells producing from one and a quarter million to twenty-nine million cubic feet of gas per day. Gas has also been found and is being drilled for at Barnwell, 35 miles farther on, and at Monarch, beyond Lethbridge.

Burdett *Alt. 2568*
Grassy Lake " *2644*
Taber " *2663*
Coaldale " *2821*

The Canadian Pacific Railway owns an irrigation block of some 120,000 acres in the Lethbridge territory, settled largely with American farmers, who have made it one of the most prosperous agricultural communities of Western Canada. Improved farms in this locality have changed hands at $150.00 and upwards per acre. It is a great alfalfa growing district, and the beautiful table-land area around Coaldale will be especially noticed. Farmers living outside the irrigation area are bringing about an extension of the canals to cover many thousands more acres, and the time is not far distant when all this south country that is capable of irrigation will be served by the ditch.

Lethbridge *Alt. 2976—(Population 14,500)*, is an important commercial city with five parks (one of which faces the station), electric light and power, and splendid buildings. Situated on the Old Man River, it is a C.P.R. divisional and junction point. It is a prosperous wholesale as well as an agricultural centre. The city has seven coal mines within five miles, producing a high grade lignite coal that has a market extending as far east as Winnipeg. Two of these, the Galt Mines, operated by the Canadian Pacific, are right at the city limits. The industries of Lethbridge include flour milling and the manufacture of macaroni, while the wool shipments are larger than those of any other point in Canada. A Dominion Experimental Farm is located here for dry and irrigated farming experiments.

West of Lethbridge there has been completed by the Canadian Pacific Railway one of the most gigantic engineering works in Canada. This is the bridging of the Lethbridge and Old Man Rivers by two immense steel viaducts, one 5325 feet



Indicates Double Track

MEDICINE HAT TO VANCOUVER
Via Crow's Nest Pass and Kettle Valley Railway

in length with a maximum height above the river of 314 feet, and the other 1900 feet in length, with a height above the river of 145 feet. The cost of these works exceeded two million dollars. Nearly 650 cars were required to transport the steel used in the construction of these viaducts.

LETHBRIDGE TO COUTTS AND MANYBERRIES: 104 miles

(For Map, see page 121)

Lethbridge
Stirling
Warner
Coutts
Raymond
Magrath
Cardston

From Lethbridge a branch runs south to the International Boundary to Coutts, through the irrigated area and a fine ranching and stock country. At Stirling a branch runs from Lethbridge (65 miles), passing through a very fully developed agricultural country which was at one time a large producer of sugar beets. This territory is settled to some extent by the Mormons, who have very large agricultural interests and carry on an extensive cattle raising business.

Stirling
Foremost
Nemiscam
Pakowki
Manyberries

From Stirling we turn east along the line that now forms a through route from Lethbridge to Weyburn and the Southern Saskatchewan line (see page 82). South of Foremost a very heavy producing gas well was brought in some years ago, and is now capped awaiting development. There are several large lakes in this territory, the biggest being Pakowki Lake. It is a somewhat irregular country with large "coulees", such as Etzikom Coulee. This country is still in process of settlement, but the towns are building up as business develops.

Kipp *Alt. 3053*—Kipp, at the confluence of the Lethbridge and St. Mary's River, is an old trading point that was the scene of many a conflict between the Indians and the early white traders.

From Kipp a line runs north to Calgary, via Carmangay. (See page 90).

Monarch *Alt. 3097*
Macleod " *3109*

Monarch, another old trading post, affords on a clear day a view 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. Macleod (*population 2000*), was one of the pioneer settlements of the south and the headquarters for this territory of the famous Royal Northwest Mounted Police (now merged with the Royal Canadian Mounted Police). It is a prosperous town in a big wheat growing territory, and is a coal and lumber distribution point. Irrigation projects are contemplated in the district south of it.

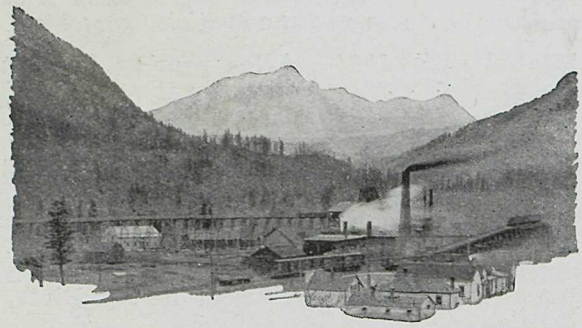
From Macleod a branch runs north to Calgary via High River (see page 90).

Pincher *Alt. 3764*
Cowley " *3834*
Hillcrest " *4114*

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 farming country. The Rockies are almost continuously in view,

Lethbridge Viaduct

rising sharp and clear out of the western horizon, while in the intervening country is a panorama of undulating plain. The numerous streams are full of trout, while farther on in the mountains the more venturesome sportsman can gratify his ambition amongst the grizzly and black bear, elk, mountain sheep and mountain goat. Four miles east of Pincher, Pincher Creek is crossed by a long bridge; in a valley to the right is an Indian Industrial School. Near Cowley is Massacre Butte, commemorating a tragic episode of the pioneering days when the settler's life was harassed by hostile Indians. From here to Crow's Nest Lake the railway follows the valley of the Middle Fork, which narrows into deep canyons and again broadens.



Mining, Crow's Nest Pass

Frank	*Alt.*	*4205*
Blairmore	"	*4228*
Coleman	"	*4305*
Crow's Nest	"	*4444*

Coal underlies a large portion of this region, and is seen outcropping in many places. Mines are in operation at several points, the Crow's Nest pass district being a very large producing one. The mountains rise in great masses on either side, entrance being gained by a narrow defile beside Turtle Mountain. Frank is a coal mining town that was the scene in 1903 of a terrible catastrophe that is still well-remembered—the "Frank Slide", when part of the mountain slid down and wiped out the town. Some of the debris can still be seen. The present town is situated some distance from the old one. Blairmore also is a prosperous mining community (*pop. 1800*).

Looking to the north-west, the first view of Crow's Nest Mountain (*9138 feet*) is obtained. This circular monolith, its base deeply tinted in purple and green, its crown capped in a dazzling mass of snow and ice, dominates the entire region. Various reasons have been advanced for the origin of the name "Crow's Nest", but the soundest is apparently that it commemorates a massacre of the Crow Indians by the Blackfeet Indians in the latter part of last century, on the spot now covered by the Frank Slide.

Ten miles westward is Crowsnest Lake (*altitude 4390 feet*), a beautiful sheet of water often called the birthplace of the prairie winds, although the frequent calmness of the lake rather belies that description. Leaving this lake, the line follows the

Crow's Nest Mountain

shore of another, Island Lake (*altitude 4409 feet*), of remarkable clearness. Immediately to the west is the summit of the Rockies and the boundary between Alberta and British Columbia. Crow's Nest Station is the end of the Alberta District of the railway and the beginning of the British Columbia District.

Michel *Alt. 3861*
Natal " *3775*
Fernie " *3306*

After passing Summit Lake the railway descends the valley of Michel Creek, and threads its way along the steep side of the mountain. Then comes the "Loop", where the line makes some amazing turns and twists, doubling back to within a stone's throw of itself at a lower level. Three miles are covered to make this distance of less than 200 feet. As the train swings off to the west again, huge rugged mountains appear on either side, and coal outcroppings, also. Michel is the junction of Michel Creek with the Elk River, which we follow to Fernie.

Fernie (*population 4500*) is a thriving mining town with an output of about a million tons per annumn. It has some seven hundred coke ovens in operation. The town is the wholesale distributing and outfitting centre for a large district and one of the more important points on the splendid government highway from Alberta to the international boundary.

Elko *Alt. 3082*
Caithness " *2847*
Colvalli " *2652*

The line passes through thickly timbered woods, fir, tamarac, and cedar growing in large quantities. After passing Morrisey Creek, we cross the Elk River on its way to join the Kootenay River. The Elk River Canyon, extending several miles and witnessing a 600 foot water drop, is wild and beautiful. Tobacco Plains, to the south, is a fertile country which is attracting settlement.

From Caithness a short branch extends to Waldo (10 miles), Colvalli is the junction point for the Lake Windermere branch to Golden, on the main line (see page 104).

Wardner *Alt. 2484*
Cranbrook " *3013*

At Wardner the line crosses the Kootenay River by a magnificent truss bridge with a swing span to allow of the passage of river steamers plying on the Kootenay. The river, which is here nearly 800 feet wide, flows south into Idaho, but returns to pour its flood into Kootenay Lake. For a while we follow its west bank, past Sand Creek Range, the Steeples, Mount Fisher and Saunders Peak.

Cranbrook (*population 4000*) is charmingly situated in a hill-girt valley, surrounded by a dense forest growth, and overlooked by the white tipped peak of Baker. It is the centre of trade for the mining interests of the locality as well as for the rapidly growing ranching industry. In the lateral valleys are fine agricultural lands that are rapidly attracting settlers. Cranbrook is the principal lumber manufacturing point of East Kootenay.

An Architectural Bridge, Spokane

From Cranbrook a branch runs to Marysville and Kimberley (19 miles). At Kimberley is the Sullivan Mine, said to be the greatest known deposit of silver-lead-zinc in the world, with $350,000,000 worth of ore blocked out. At Wycliffe is one of the largest lumbering enterpises in interior British Columbia.

Moyie *Alt. 3045*
Yahk " *2817*

Leaving Cranbrook, we take a winding course along Moyie Lake, a beautiful sheet of water ten miles long. The town is situated at the southern end, near which are the St. Eugene group of mines. Extensive deposits of galena, silver and lead ore are located here. Next the railway penetrates a thickly wooded, heavily timbered country.

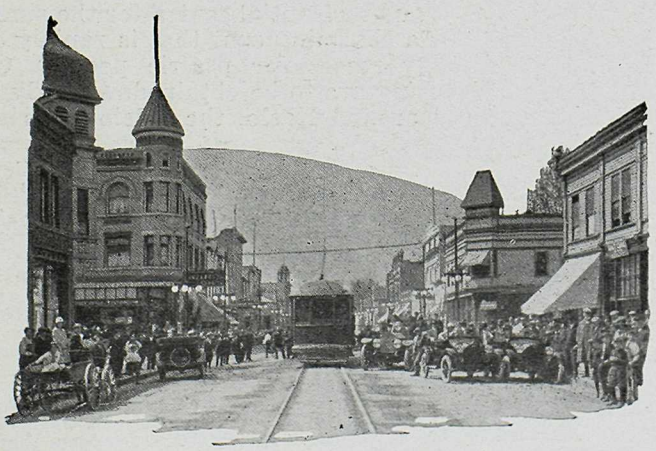
From Yahk a short branch runs south to Kingsgate, on the international boundary between British Columbia and the State of Idaho. From the latter point the system of the Spokane International Railway runs to Spokane, a distance of 151 miles. The route is along the picturesque Moyie River, the Kootenay River, and the Pend Oreille River, through the beautifully located towns of Bonner's Ferry and Sand Point. This is an important lumbering, mining, dairying, and fruit-growing district. Spokane (population 125,000) is the metropolis of the eastern part of the State of Washington, and affords access to points in the United States in all directions. A through service is maintained between Spokane and Calgary.

Erickson *Alt. 2106*
Creston " *1983*
Sirdar " *1802*
Kootenay Landing " *1768*

Now the downward course towards Kootenay Lake is commenced, the railway following Kid Creek. Near here are great iron deposits and large tracts of timber. After crossing the gorge of the Goat River Canyon, through which the river flows in a raging torrent 165 feet below the railway bridge, the fruit district of the Creston Valley is entered. This is a famous strawberry and apple-producing region, orchards having already been planted capable of producing 500 cars annually. An important undertaking at Creston is the Kootenay Flats reclamation project, which involves the reclaiming of some 77,000 acres of rich delta land in British Columbia and Idaho from the flood waters of the Kootenay River. Plans for the carrying out of the scheme are now engaging the attention of the governments concerned. A few miles further is Kootenay Landing, where we take a comfortable Canadian Pacific steamer for Nelson.

Kootenay Lake is a beautiful lake between two separate ranges of the Selkirks, and runs about seventy miles almost due north and south. On either side the mountains, dipping sometimes steeply into the water, at other times affording shelter to little ledges of fertile land, afford most magnificent scenery. The steamer trip occupies about four hours, with calls at a number of small settlements en route. About one-third way up the steamer turns round into the West Arm, a narrow sheet of water running in a south-westerly direction, passes Procter, a popular summer resort, also connected with Nelson by rail, and soon after reaches Nelson.

Nelson *Alt. 1781*—Nelson, with a population of 8000, and charmingly situated on a commanding eminence overlooking the West Arm, is the commercial centre of the Kootenay district and practically of the entire Southern British Columbia region. At the convergence of lake and rail systems, it is an attrac-



Nelson

tive city in which life passes very pleasantly. The people of Nelson say, in fact, that God practised first on Switzerland before making British Columbia, and compare the location of their city to Lucerne. Nelson is the centre of the "Boundary" mining district; immediately behind it is a wonderful mountain in which is located the famous "Silver King" mine from which over ten million dollars of treasure have been taken. Nelson has several sawmills that supply the prairies, and is the market place for a very large fruit region. In the neighborhood are hot springs, glaciers, great cataracts, and fishing lodges; within easy reach is excellent trout-fishing.

Through Journey to Vancouver continued on page 127.

NELSON TO KASLO: 54 miles

Nelson
Procter
Ainsworth
Kaslo

From Nelson a Canadian Pacific steamer service runs daily (except Sunday) up Kootenay Lake to the prosperous mining and fruit-farming district of Kaslo. Leaving Nelson in the afternoon the route is back along the West Arm of the Lake to Procter, and then north. The lake affords magnificent scenery — on one hand soft nd rounded landscapes, on the other deep canyons, snow-capped and timber-covered mountains, and glaciers. On the west side of the lake are the Selkirks, the highest peak of which, Mount Loki, is near Kaslo, and on the east side is the Purcell Range.

Kaslo

Ainsworth is a mining camp, the oldest in West Kootenay. Across the lake lies the famous Blue Bell mine. It is an interesting sight to see the crushed ore being floated down the lake to the smelter, most of it in this district being sent to Trail. Kaslo, at the central point of the north end of the lake, is the chief distributing point and residential centre for the surrounding mining districts. It is a charming spot that is rapidly coming to the front as a holiday resort for prairie people. Good boating, swimming and fishing are to be obtained. A fairly large amount of fruit is raised around Kaslo, the Kaslo cherries being celebrated.

KASLO TO NAKUSP: 66 miles

Kaslo
Sandon
Rosebery
Nakusp

From Kaslo a branch line runs to Nakusp, on Arrow Lake (see page 110). Striking through the deeply-eroded gorge of the Kaslo River, the line brings the traveller to Sandon, on a spur line from Parapet. Sandon is one of the most celebrated mining camps in British Columbia, as well as one of the steepest. All this country is a great silver-lead territory. From Sandon the railway runs to Rosebery, on the northern shore of Slocan Lake (see page 127), and thence over a fairly considerable grade to Nakusp.

Kaslo
Lardeau
Gerrard

From Kaslo an extension of the steamer service runs up the Lake to Lardeau, (19 miles), near the northern end, on a weekly service. From Lardeau there is a rail service (33 miles) to Gerrard, at the south end of Trout Lake.

NELSON TO ROSEBERY: 65 miles

Nelson
South Slocan
Slocan City
Silverton
New Denver
Rosebery

From South Slocan a branch runs up to Slocan City, at the lower end of beautiful Slocan Lake, a smaller brother of Kootenay Lake. From here a Canadian Pacific steamer can be taken up the lake to Rosebery. Silverton is a mining camp with a large silver-lead output. New Denver is more of a residential town, facing a glacier of considerable size and with charming orchard flowers and gardens. At Rosebery the railway line from Kaslo to Nakusp is joined (see page 126).

NELSON TO MIDWAY: 126 miles

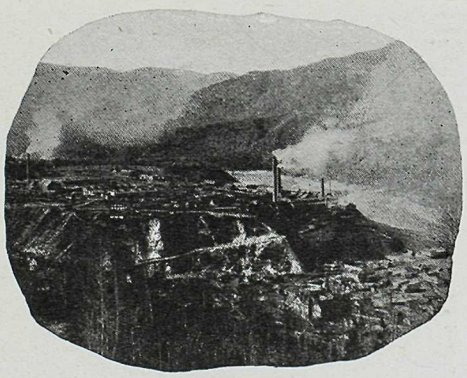
(For Map, see page 121)
Altitudes in Italics

Nelson	*Alt.*	*1769*
Bonnington	"	*1658*
South Slocan	"	*1637*
Brilliant	"	*1478*
Castlegar	"	*1418*

The southern transcontinental route continues westward from Nelson, the recently completed Kettle Valley Railway being the last link, so that a through service is now operated between Nelson and Vancouver over the C.P.R. lines as far as Midway and thence by the K.V.R. This route is a very picturesque one through the Boundary and Okanagan districts, amongst the richest and most magnificent of British Columbia.

Leaving Nelson, the railway, for about 26 miles, parallels the Kootenay River. Some four miles along, the river is crossed, and at Upper Bonnington and Bonnington there is a splendid view of these awe-inspiring waterfalls. At South Slocan is situated "The Pool", one of the most celebrated fishing-grounds in Canada, and the home of a particularly sporting variety of rainbow trout. From South Slocan a branch runs up to Slocan Lake (*see above*). From here on the orchard country is passed, in full view from the train. At Brilliant is a very interesting settlement of Doukhobors, an intensely religious Russian sect who live strictly on communistic lines. The settlement numbers about five thousand, and the excellent physical condition of their lands show them to be an intelligent agricultural people. The picturesque dress of the women working in the fields always attracts attention. At Castlegar the Columbia River is passed by a steel bridge.

From Castlegar a branch leads south to Trail (20 miles) and Rossland (32 miles). These points are located in the heart of the copper-gold belt of British Columbia. At Trail are the great smelting and refining works of the Consolidated Mining and Smelting Company, which is the largest in Canada. This smelter treats gold, silver, lead, zinc and copper ores, and turns out these metals in a refined state ready for the market. At Rossland the mines have reached a high state of development, workings being down 3000 feet, and one company has 25 miles of underground electric railway.

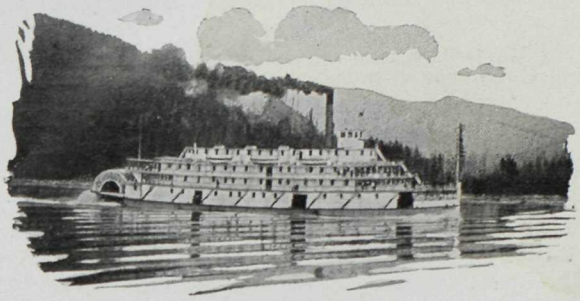


Trail Smelter

West Robson	*Alt.*	*1414*
Tunnel	"	*3240*
Farron	"	*3985*
Cascade	"	*1587*
Grand Forks	"	*1764*

From Castlegar the line follows the Columbia River, and at West Robson connection is made with the Arrow Lake steamers to Arrowhead and Revelstoke (*see page 110*). From West Robson the line climbs at 2.2 per cent. grade, in full view of the Columbia River for 23 miles.

to Bull Dog Tunnel. There is scarcely any more beautiful fifty miles of lake scenery in North America than this section through which we are passing. Through Bull Dog Tunnel the line passes under the summit west of Columbia River, but when we emerge at the west portal the character of the landscape is entirely changed, the line following a narrow gorge with towering mountains on each side. West of the summit west of Columbia River there is a complete absence of undergrowth and bushes, and many beautiful specimens of mountain wild flowers will be seen. The summit of this range is at Farron. Approaching Cascade the line runs in sight of Christina Lake, a beautiful and placid expanse of water that affords excellent bass fishing and is the site of many summer homes. At Cascade we are so close to the United States boundary that it is actually within sight. The falls of the Kettle River, just west of the station, are the source of much electric power development. At Gilpin the orchard district of the Kettle Valley, which extends some distance beyond Grand Forks, is entered. Grand Forks (*population 2000*) is the business centre of the region; it is a well-built and modern town on the bank of the Kettle River, with large copper smelting, lumbering and fruit-growing interests.



Arrow Lakes Steamer

Eholt	*Alt.*	*3096*
Greenwood	"	*2464*
Midway	"	*1914*

West of Grand Forks the line follows the north fork of the Kettle River. steadily ascending to Eholt. The surrounding scenery is magnificent; towering mountains alternate with charming vistas of small lakes, ranches, and the river. Far below the north fork branch of the Kettle Valley Railway follows the river windings to the timber and mining districts at Lynch Creek. From Eholt a branch extends to the various mines at Phoenix and its vicinity, properties, which, though not working at present, have in the past yielded enormous profits. West of Eholt the line passes Greenwood, another prosperous mining town. The entire district is highly mineralized with gold, silver and copper, many different mines and aerial tramways being in view. From Greenwood Boundary Creek is followed to Midway, which is the connecting point with the Kettle Valley Railway system.

Through the Boundary Country

THE KETTLE VALLEY RAILWAY

MIDWAY TO HOPE: 296 miles

(For Map, see page 121)

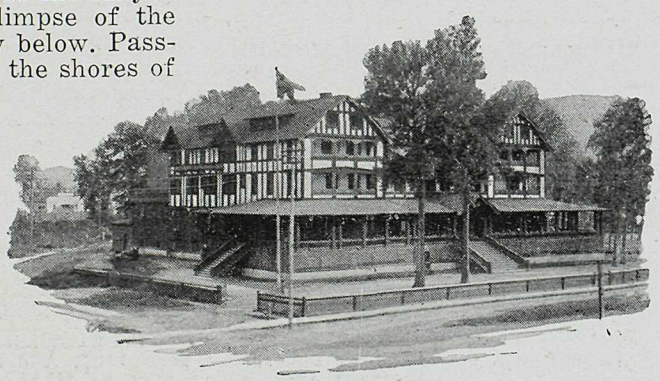
Altitudes shown in feet

The Kettle Valley Railway is the connecting link in the southern route between the prairies and the Pacific Coast. The interesting and varied characteristics and resources of the country traversed claim the attention of the traveller, whether sportsman in search of hunting grounds, fisherman longing for the haunts of the speckled trout, sturdy miner, weary business man, hardy woodsman, fruit grower, or artistic temperament who delights in the marvellous scenic attractions of the Kettle Valley line. The "Coast Kootenay Limited" operates as a through train from Nelson to Vancouver.

Midway	*Alt. 1914*	Leaving Midway, the valley of the
Rock Creek	" *1994*	Kettle River is followed to its source,
Westbridge	" *2070*	passing through rich agricultural dis-
Carmi	" *2192*	tricts where fruit and grain is ex-
McCulloch	" *4144*	tensively grown. At Carmi is con-
Chute Lake	" *3911*	siderable development in gold and sil-

ver mining. From here is a gradual ascent to the summit at McCulloch station. Within a mile and a half of this point are seven lakes, all of them abounding with trout. Bear hunting is good in this vicinity, also deer hunting in season. Descending the west slope of the mountains, the Kelowna Valley is soon seen in the distance, a panorama beautiful beyond comparison, the orchard tracts reaching from the shores of the Okanagan Lake to the foothills of the mountains, the blossoms of fruit trees mingling with the verdant green of the mountain side.

A very interesting section of this part of the line is the Canyon Creek Loops, which present some novel engineering feats and some magnificent scenery. Through the rugged rock walls at the entrance to the canyon is seen a glimpse of the fertile valley below. Passing on along the shores of Chute Lake, and down the mountain side, a view of the Okanagan Valley, "The California of Canada", suddenly bursts into sight, the placid Okanagan Lake with Lake Skaha to the south, and between them Penticton. Bordering the lake beautiful homes surrounded by orchards reach to the mountain background.



Incola Hotel, Penticton

Adra	*Alt. 3208*	Penticton (*population 4000*), with its
Glen Fir	" *2592*	mild even climate, never excessively
Penticton	" *1132*	hot or cold, beckons one to forget care

and become a child again among its fruits and flowers. Just across the street from the station is the Incola Hotel, operated by the Okanagan Hotel Company, a finely appointed hostelry. The dining room has in store a

In the Okanagan Valley

pleasant surprise—eggs, butter, cream, vegetables and fruit fresh daily from the railway's experimental farm. Facing the hotel and just across the Lake Shore Drive is the bathing beach, a most delightful fresh water beach, where bathing may be enjoyed from early spring until late autumn. The beach of pure sand slopes gradually out for several hundred feet. The Aquatic Club building is adjacent, and its privileges are available to visitors. Excellent motor roads radiate in all directions, and drives may be taken along the Lake Shore Drive to Summerland and Peachland, among the orchards, where in proper season luscious peaches, pears, apricots, apples and grapes may be gathered. To the south, around Lake Skaha, a magnificent view of the surrounding country is obtained, on to the international boundary, or to the westward over a mountain pass to the Similkameen Valley, the roads over the mountains being almost the equal of a city boulevard. Near at hand from the Incola Hotel is a nine-hole golf course. Fishing for silverside trout is good in both the Okanagan and Skaha Lakes nearly all the year around, and mountain trout are found in abundance in any of the numerous streams flowing into the lake. In a two hours' journey by train up the east side of the lake, those who are fond of deer hunting will find splendid sport in proper season.

Penticton is the southern terminus of the Canadian Pacific Railway steamers on Okanagan Lake. (See page 112). A delightful trip up the lake and return the same day may be taken on the palatial steamers "Okanagan" or "Sicamous".

West Summerland	*Alt.*	*1729*
Kirton	"	*2999*
Osprey Lake	"	*3606*
Jura	"	*3065*
Princeton	"	*2111*

Leaving Penticton, some ten miles westward we suddenly skirt the edge of the West Summerland valley, one of the most prolific fruit districts of Canada. The entrance to this valley is seemingly guarded by "The Giant's Head", a rock projection of gigantic proportions. We follow up Trout Creek through a picturesque canyon, the summit being reached at Osprey Lake, where the fisherman will find his pursuit well repaid. Following along a timbered belt for some fifteen miles and past a fertile agricultural district near Jura, the descent is made to

Princeton, a thriving little city at the junction of the Tulameen and Similkameen Valleys. Extensive coal fields are operated here.

Fourteen miles to the south is the famous Copper Mountain mining district, to which a branch line runs from Princeton.

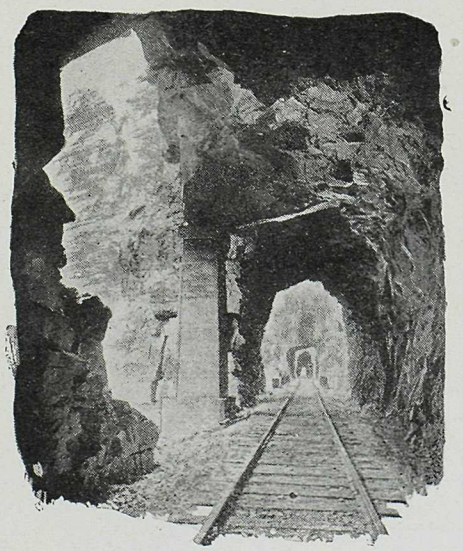
Coalmont	*Alt.*	*2574*
Tulameen	"	*2941*
Brookmere	"	*3220*
Brodie	"	*3022*

Passing on along the Tulameen River we reach Coalmont, at the junction of Granite Creek, which was the scene of much activity in placer mining in the earlier days. In this locality are deposits in more or less degree of almost every known mineral. After leaving Tulameen the train swings around Otter Lake, one of the most beautiful of British Columbia's many inland bodies of water. This lake also abounds with fish. From here we pass on through the Otter Valley, a rich agricultural district where meadows and fields form a pleasant contrast to the mountain background. Passing another summit at Brookmere, we descend to the Coldwater River at Brodie.

From Brodie a branch line of the Kettle Valley Railway, 65 miles in length, runs to Spence's Bridge, on the main line of the Canadian Pacific Railway. (See page 115). The route is through a prosperous agricultural and mining district. From this branch another, 7 miles long, runs from Merritt to Nicola.

Coquihalla	*Alt.*	*3652*
Portia	"	*1917*
Jessica	"	*1307*
Hope	"	*150*
Vancouver		

Leaving Brodie the ascent is made gradually to the Coquihalla Pass through the Cascade Mountains. Here is located Coquihalla Lake, another gem of the mountains, its water teeming with trout. The trail here begins a more abrupt descent. Following the Coquihalla River down the west slope of the Cascades, the scene changes to one of rugged grandeur; vegetation disappears, and the solid rock crags and peaks stand out in prominence as if defying the hand of man. But, typifying the supremacy of technical skill, the roadbed, as it follows down the gorge, is hewn out of solid rock. Here on a shelf on the mountain side, or there piercing a jutting promontory with a tunnel, it pursues its onward way. As we near Portia station, the character of the country again changes, the mountain peaks are higher, the tops tipped with snow and the sides covered with forests. Coming on down to Othello station, we reach the crowning achievement of scenic attraction. Just beyond this station are located five tunnels in such perfect alignment that a view is obtained directly through all five of them at once. At the portal of each tunnel the walls rise sheer for hundreds of feet, while the gap to the next tunnel is bridged by a steel span. Underneath, the Coquihalla River, now a raging torrent zigzags its way between each of the tunnels.



Quintette Tunnels, Coquihalla Canyon

Hope, the western terminus of the Kettle Valley Railway, is reached in four miles. The train crosses the Fraser River on a half million dollar steel bridge and joins the Canadian Pacific Railway, on which it travels to Vancouver. *See page 116.*

BRITISH COLUMBIA COAST SERVICES

In connection with its rail service, the Canadian Pacific operates an extensive steamship service on the Pacific Coast. The vessels engaged are nearly all "Princess" boats, of beautiful appearance and handsomely equipped. The routes comprise:

A double daily service between Vancouver, Victoria and Seattle, a beautiful trip across the Strait of Georgia and down Puget Sound. Both day and night steamers are operated, some of which proceed direct from Vancouver to either Victoria or Seattle, and some making the triangular voyage between the three cities.

A day steamer between Vancouver and Nanaimo, on Vancouver Island (*see page 140*), making two round trips daily during the summer months and one round trip daily (except Sunday) during the remainder of the year.

The Gulf Islands route. On certain days of the week (see current time table), a steamer leaves Victoria in the morning and makes a circuit of the islands in the Gulf of Georgia, returning the same evening. On other days of the week services run from Vancouver and Nanaimo.

Vancouver to Powell River, Union Bay and Comox, twice weekly. Victoria, to Vancouver, Nanaimo, Union Bay and Comox, weekly.

Vancouver to Prince Rupert, via Powell River, Campbell River, Alert Bay and Ocean Falls, weekly.

Victoria and the West Coast of Vancouver Island. The steamer sails three times a month for Quatsino and Port Alice, at the extreme northern end of Vancouver Island, making numerous calls. The West Coast is deeply indented by inlets, with mountainous and heavily wooded scenery, and glimpses of logging camps, canneries, whales, and sea-lions.

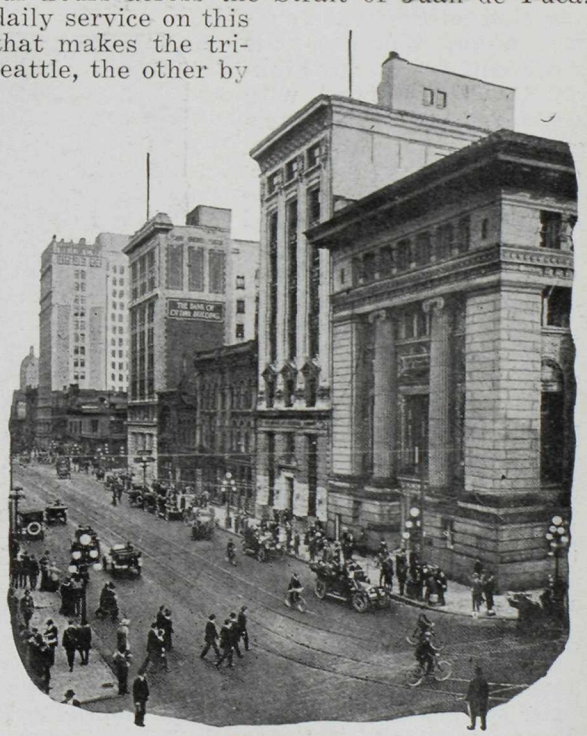
Vancouver to Alaska (*see page 136*).

VANCOUVER TO VICTORIA: 83 miles and SEATTLE: 164 miles

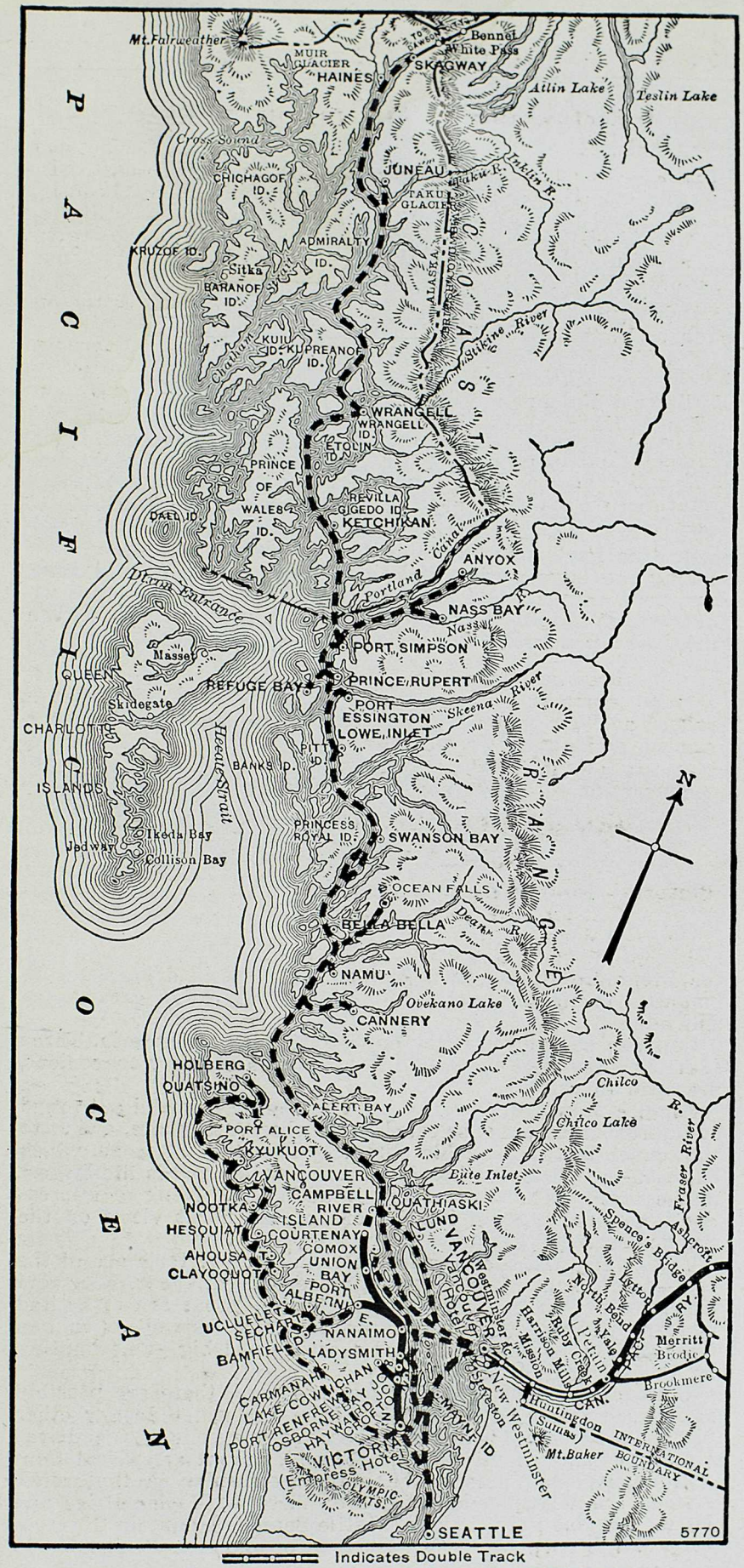
Georgia

Victoria—From Vancouver to Victoria is a pleasant sail of about four hours across the Strait of Juan de Fuca. There is a double daily service on this trip, one by day that makes the triangular route to Seattle, the other by night that goes direct.

Victoria (*population 60,000*), charmingly situated at the southern end of Vancouver Island, overlooking the Straits of Juan de Fuca across the blue waters to the snow-capped Olympic Mountains on the mainland, is the Garden City of Canada. Its delightfully mild climate makes it a favorite resort for both summer and winter. It is the provincial capital of British Columbia and



Vancouver



Indicates Double Track

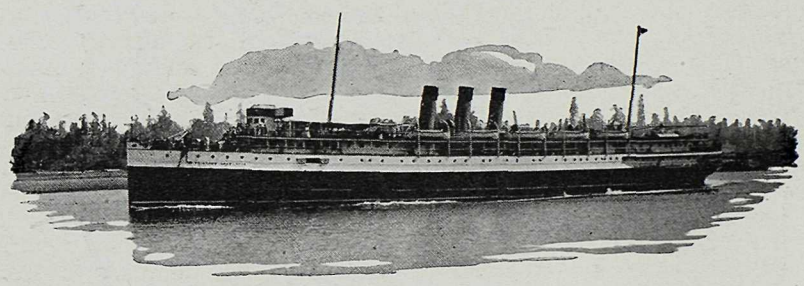
BRITISH COLUMBIA COAST SERVICE

owing to the characteristic beauty of its residential district has often been called "A bit of England on the shores of the Pacific". It is distinctly a home city, with fine roads and beautiful gardens, although its enterprising business district, composed of imposing stores and tall office buildings, speak of a rich commerce drawn from the fishing, lumber and agricultural industries of Vancouver Island. Victoria's beauty lies in its residential districts, its boulevards, parks, public buldings, numerous bathing beaches, and semi-tropical foliage. The famous strawberry growing districts of Gordon Head and Keatings are close to Victoria.

The Empress Hotel, last in the chain of Canadian Pacific hotels, overlooks the inner harbor within a stone's throw of the Parliament Buildings.

Beacon Hill Park, one of the city's public parks, containing 300 acres laid out as recreation grounds and pleasure gardens, is fifteen minutes' walk from hotel and included in all sight-seeing trips in the city. Magnificent views can be obtained from Beacon Hill across the Straits and of Olympic Mountains.

Victoria is the seat of the British Columbia Provincial Government. The Parliament Building is a handsome structure, overlooking the inner harbor. Adjoining it is the Provincial Museum, very complete and interesting, and containing a large assortment of specimens of natural history, native woods, Indian curios and prehistoric instruments. The Provincial Library, in



"Princess Charlotte"

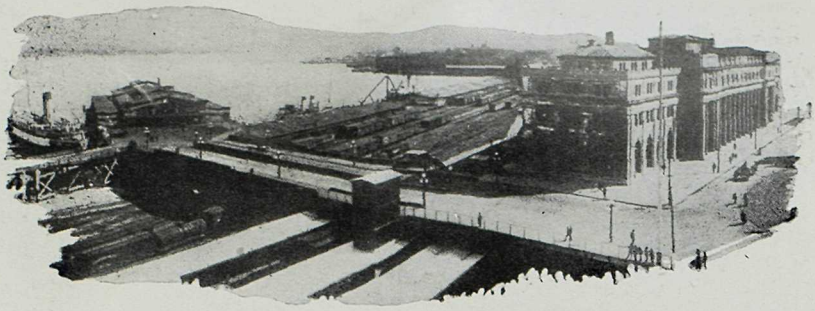
the Provincial Buildings, is one of the finest in existence. Its historical prints, documents, and other works are of great value and interest.

Golf can be enjoyed every day of the year at Victoria. Three 18-hole courses and one 9-hole course, which are very convenient, are open to visitors.

Saanich Mountain Observatory, reached by splendid auto road or interurban car, was selected as an observatory site, owing to Vancouver Island's equable climate. The new telescope, which has a 72-inch reflector, has just been installed and is the largest in the world. The observatory, in addition to being of interest itself, commands from its site one of the finest views on the Pacific Coast.

The fishing and shooting in the vicinity of Victoria are of the best—trout, salmon, pheasant, grouse, cougar, bear, deer and moose being the prizes of the sportsman. Trout are to be had at many places, and salmon fly-fishing, also, as well as salmon trolling. There is excellent bird shooting and big game hunting on the Island.

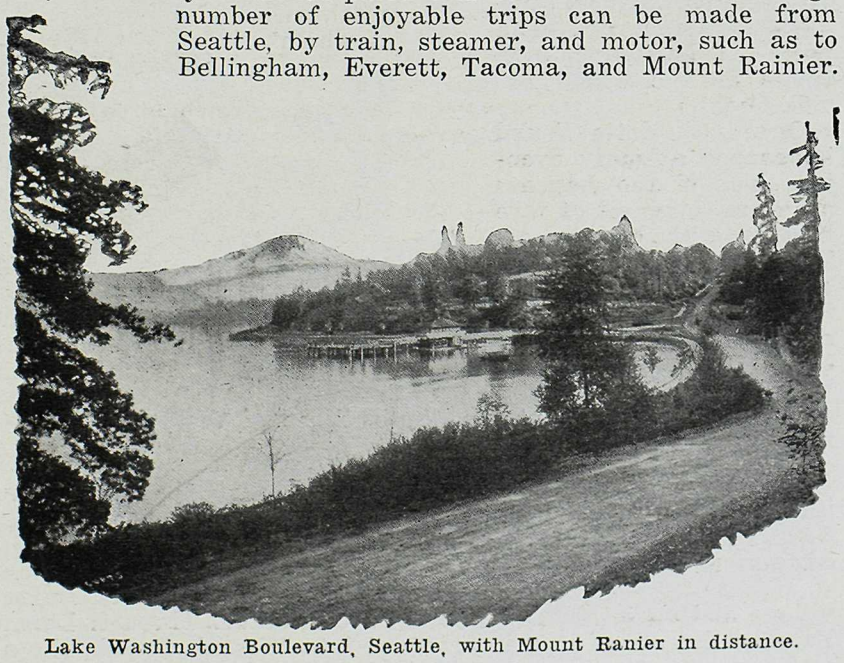
Considering the size of Vancouver Island, there are possibly more good motor trips radiating from Victoria than any other place in America. The motor roads are excellent, the drives North to Campbell River, Port Alberni, Sproat and Great Central Lakes being among the most spectacular in the world. Among the most popular trips are: Victoria, Marine Drive and Mount Douglas Park, 25 miles; Little Saanich Mountain Observatory and Brentwood, 33 miles; tour of Saanich Peninsula, 45



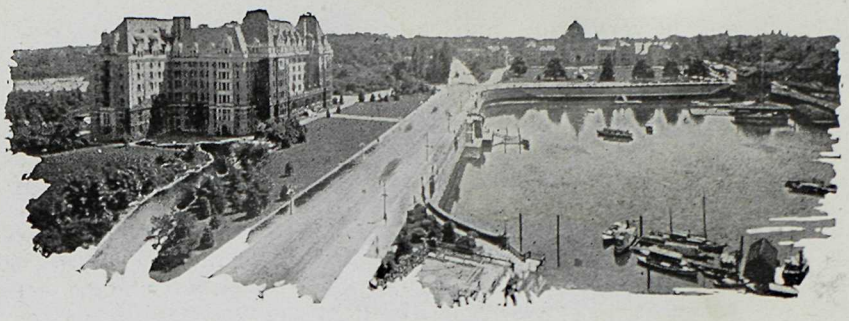
Victoria—Empress Hotel on left, Parliament Buildings in centre

miles; the famous Malahat Drive to Shawnigan and Duncan, Island Highway, 41 miles; Nanaimo, via Parksville to Cameron Lake, 40 miles, over Alberni Summit, 57 miles; the Grand Island Highway Tour—Victoria, Duncan, Nanaimo, Cameron Lake, Port Alberni, Qualicum and Campbell River, and the entire Georgian Circuit International Tour, the greatest and most complete scenic tour on the Continent.

Seattle— Seattle, largest city in the State of Washington, and one of the most important on the Pacific Coast, is reached by Canadian Pacific steamer from both Vancouver and Victoria, with a direct night service from the former and a day service (the completion of the triangular route already mentioned) from the latter. Seattle is a beautiful and progressive city, with a rapidly increasing population. Situated on the east side of Puget Sound, up the slopes of the hills that front the latter, it has a fine harbor accessible to the largest vessels afloat. Lake Washington, a body of fresh water about twenty miles long and three miles wide, bounds the city on the east, and is now connected with the Sound by the Lake Washington Canal, a very notable feat of engineering that has a great and important bearing upon Seattle's future. The down-town business section of Seattle has many large buildings, including the L. C. Smith Building, the highest in America outside of the Woolworth Building in New York. Seattle has a very pleasing residential section, especially in the vicinity of the University of Washington, and many beautiful parks and summer resorts. A large number of enjoyable trips can be made from Seattle, by train, steamer, and motor, such as to Bellingham, Everett, Tacoma, and Mount Rainier.



Lake Washington Boulevard, Seattle, with Mount Ranier in distance.



Vancouver Station and Harbor

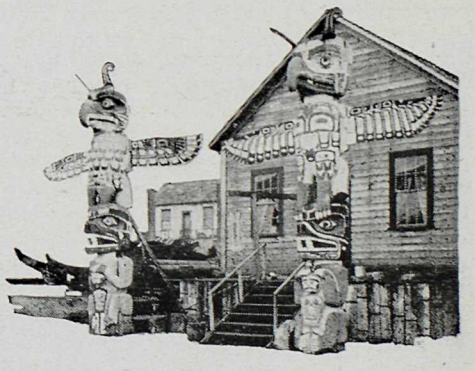
TO ALASKA

(*For map, see page 133*).

From Victoria and Vancouver a regular Canadian Pacific steamship service is maintained to Alaska by the two splendid steamers, the "Princess Alice" and the "Princess Louise". This thousand-mile, four-day trip on salt water is an entertaining one that introduces the traveller to rugged, fiord-like scenery of a type unknown elsewhere in North America. The passage is a sheltered one between the mainland and the long fringe of islands that lie off the British Columbia and Alaska Coasts.

Victoria
Vancouver
Alert Bay

Leaving Victoria at night and Vancouver the following night, the traveller has a very delightful sail out of Burrard Inlet through the First Narrows and across English Bay. Should the time of year be—as it ought, to be enjoyed to the utmost—the summer, this beginning of the trip to the Land of the Midnight Sun is most enjoyable, for in July and August it is light until nearly ten o'clock. Along about breakfast time the steamer enters the famous Seymour Narrows, one of the swiftest passageways on this coast. About noon Alert Bay is reached. This quaint Indian village is full of interest to the tourist, and the steamer stops long enough to allow passengers to 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. Here, in fact, may be seen the most complete collection of totem poles to be found anywhere on the whole Pacific Coast.



Totem Poles, Alert Bay

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.

Queen Charlotte Sound
Milbank Sound
Swanson Bay
Skeena River

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 Inlian village and an interesting mission are situated. Through Lama Passage the vessel finds its way out 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 leave every few days for the interior.

Prince Rupert Ketchikan

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 the Grand Trunk Pacific Railway. Port Simpson is passed soon after leaving Prince Rupert. 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.

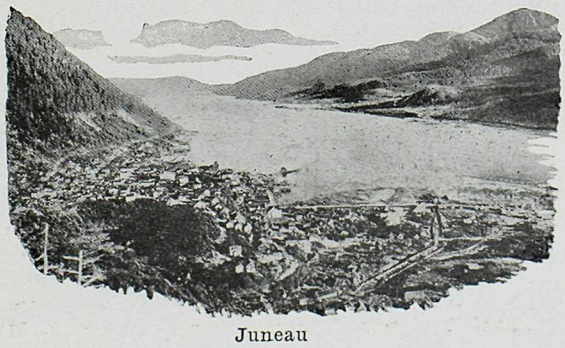
After Port Simpson the liner passes Cape Fox just as it emerges from Chatham Sound. This Cape is the extreme southeastern point of Alaska. Dixon Entrance is now passed and again the islands stand at a distance. Soon the boat proceeds up Revilla Gigedo Channel, and from there into the almost landlocked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

After that, Ketchikan, the port of entry, is soon reached and the traveller steps on to 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.

Wrangel Taku Glacier

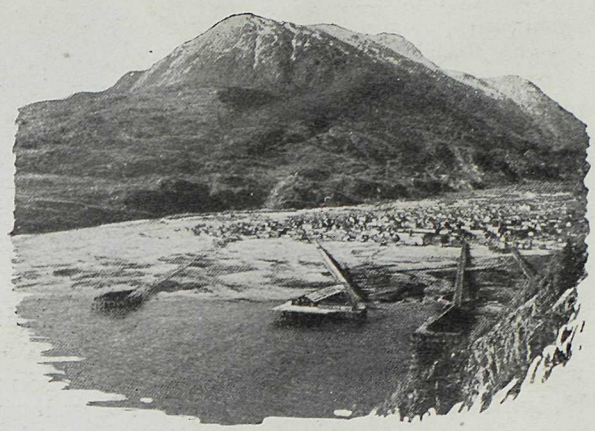
The steamer usually arrives at Wrangel Narrows in the evening, but owing to the twilights in the summer months in these latitudes, daylight is always at hand to show the way. The passage through Wrangel Narrows is one of the most interesting of the entire trip. The channel is tortuous and very narrow. 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,



Juneau

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 steamship usually makes a call at Taku Harbor to view the glacier, either on the north or southbound trip during the touring season.



Skagway

Juneau
Lynn Canal

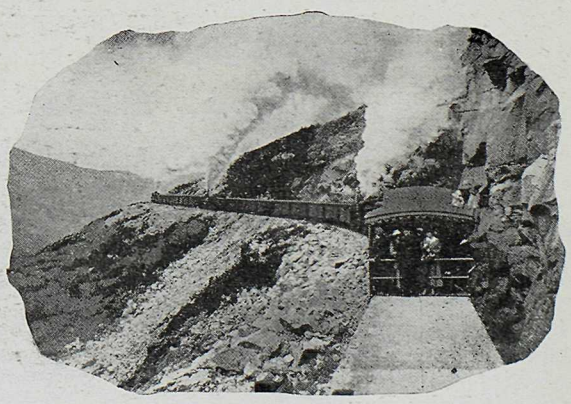
Shortly after entering Gastineau Channel, a sight of Treadwell, the famous gold mining place, is obtained. Here are located the largest quartz mills in the world, there being 900 stamps in operation day and night. Near Treadwell is Douglas Island, the residential district for the mining town. Across the channel from Douglas is Juneau, the capital of Alaska, 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 towards 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 point.

Skagway
Dawson

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 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. Over this railway route —a trip through wonderful gorges and along the



Over the White Pass and Yukon Route

brink of deep canyons, we reach White Horse, on the Yukon River. Here steamers operated by the same company carry the traveller to the famous gold-mining town of Dawson, in the Yukon Territory. From Dawson other steamers descend the Yukon River, and the Arctic Circle can actually be crossed in the utmost comfort. From Carcross, on the way to White Horse, a steamer service takes one to the enchanting Lake Atlin.

The Midnight Sun, Yukon River

ESQUIMALT AND NANAIMO RAILWAY: 198 miles

The Esquimalt and Nanaimo Railway, a subsidiary company of the Canadian Pacific, serves the rich agricultural, lumbering and mining regions along the east coast of Vancouver Island. It runs north from Victoria to Courtenay, with branches to Lake Cowichan and Port Alberni, and takes the traveller through magnificent, rugged scenery. For the sportsman this is a most attractive country, for it embraces within its territory some famous salmon-fishing waters, such as Cowichan River and Campbell River.

Victoria—Victoria will be found fully described on page 132. Leaving the station here, we pass Esquimalt, well-known for its dockyard.

Colwood—A small farming subrub of Victoria, comprising Langford Plains, on which are located the famous and picturesque Colwood Golf Links.

Malahat—The line gradually rises from Langford Plains to Malahat, which is the summit of the railway crossing the Malahat Range, and from which there is a prolonged view of Todd Inlet and the Saanich Arm. The Malahat Drive (in view from the railway) crosses this mountain, and affords a delightful trip from Victoria, giving one of the finest views in British Columbia, that of the Straits of Juan de Fuca, dotted with islands, and over the well ultivated Saanich district, with Mount Baker rising majestically some hundred miles east.

Beacon Hill Park, Victoria

Shawnigan Lake—A beautiful sheet of fresh water, with excellent fishing. Strathcona Lodge, privately operated, from which a splendid view of the Lake is obtained, affords first class accommodation.

Cobble Hill—The centre of a thriving agricultural district.

Duncan—*Population 1500.* This is the centre of a flourishing agricultural and small farming district, largely populated by retired English people, with country homes, many of the residents supplementing their income by small farming. A branch of the railway to the famous Cowichan Lakes leaves the main line one mile north of Duncan, on which line there are several sawmills, with logging operations on the lake, thirty to fifty car loads of logs per day being hauled to the East Coast of the Island for manufacture into lumber, etc.

Chemainus—One of the largest sawmills in British Columbia operates at this point, the property of the Victoria Lumber and Manufacturing Company, Limited, the capacity of the mill being over 200,000 feet per day.

Ladysmith—*Population 3300.* Located on Oyster Bay. Principally a mining town, and headquarters for the Extension Mines, twelve miles distant, which are reached by the Canadian Collieries' coal railway.

Cassidy—Site of the Granby coal mine, property of the Granby Consolidated Mining, Smelting & Power Co., Ltd., output from 600 to 1000 tons per day.

South Wellington—Location of the old South Wellington coal mine, property of the Canadian Collieries (Dunsmuir) Limited, with an output from 600 to 1000 tons per diem.

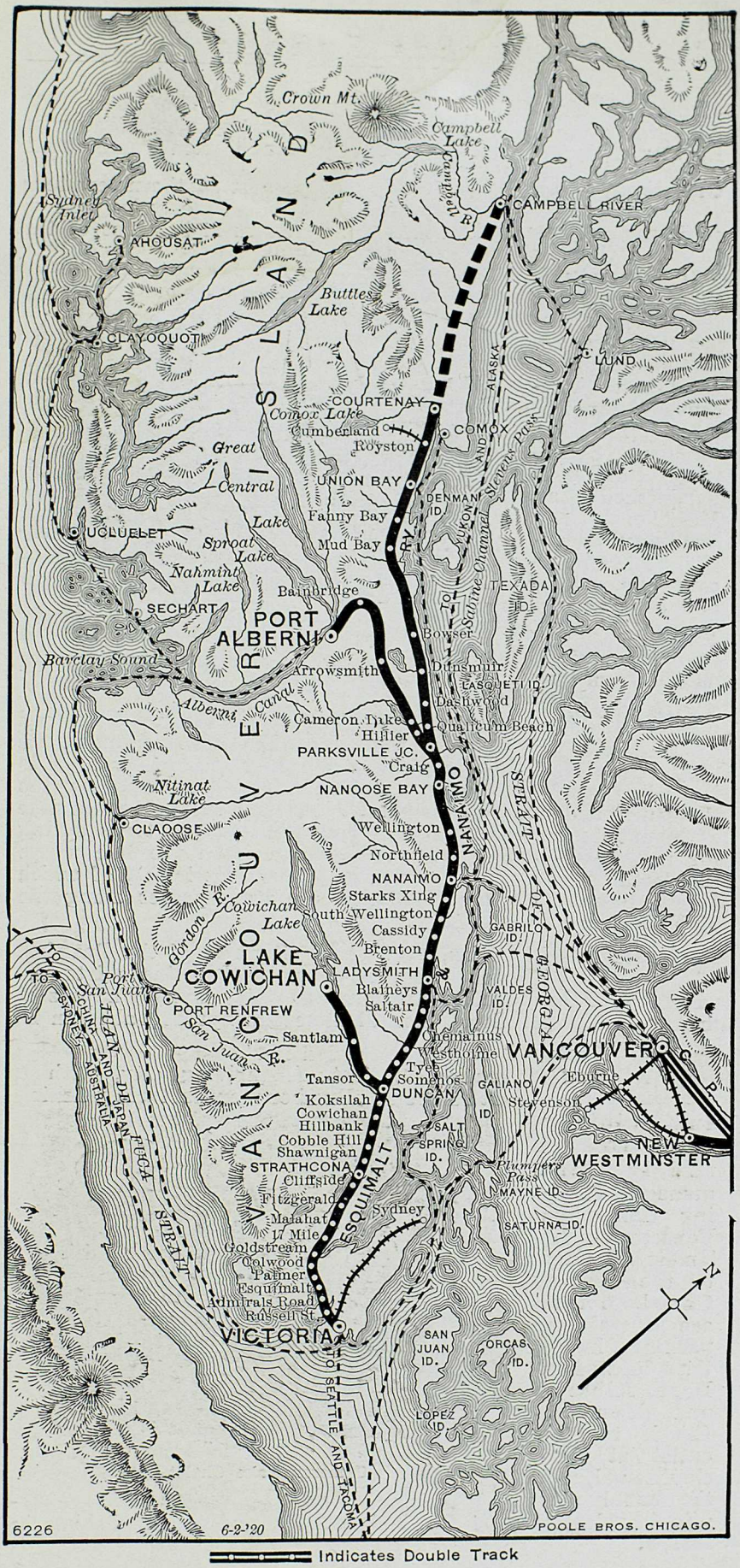
Nanaimo—*Population 12,000.* Distant 41 miles by water from Vancouver, B.C. A flourishing commercial and mining city, beautifully situated; headquarters of the Western Fuel Company's extensive coal mines, and of agricultural and herring fishing interests. The largest city on Vancouver Island outside of Victoria.

The line rises from here to Wellington a semi-terminal of the railway, from which point the railway drops to Nanoose Bay, where a beautiful view of the Gulf of Georgia is obtained, and on which bay several sawmills are located.

Parksville Junction—The centre of a substantial agricultural district. The line to Port Alberni and the West Coast of Vancouver Island, forty miles distant, deviates from Parksville Junction.

Union Bay — Shipping port for the Canadian Collieries Comox mines, which are located some 12 miles distant at Cumberland, and have an output of from 2500 to 3500 tons

Malahat Drive, Vancouver Island



Indicates Double Track

ESQUIMALT & NANAIMO RAILWAY

of coal per day. Cumberland is a thriving town of some 1200 inhabitants. Junction with the Canadian Collieries' railway at Royston, forming a means of transportation from Cumberland.

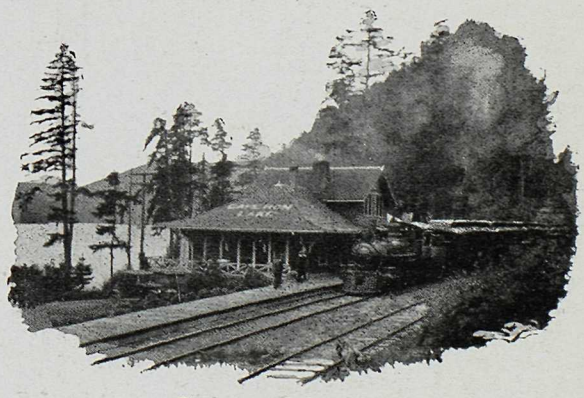
Courtenay—*Population, 1000.* The present northern terminus of the railway, and the most northerly large town on Vancouver Island, in which the agricultural business of the famous Comox Valley centres, this valley being the largest farming and most productive and promising on Vancouver Island. A large Returned Soldier Settlement has been established at Merville. There are very extensive timber interests adjacent to and through this valley, making it an attractive location for future settlers, as the timber is removed and land cleared up for settlement.

Loading Logs

Cameron Lake Chalet—Snugly located at the southern end of the Lake. Excellent fishing at the proper season of the year, and a delightful resort for tourists in limited numbers, Cameron Lake Chalet being owned by the Company, and operated privately. A trail to the timber line of Mount Arrowsmith makes a delightful day or two's outing for mountain climbers. From Cameron Lake the line skirts the foothills of Mount Arrowsmith (6000 feet high), of which a magnificent view can be had as the train passes along the high cliffs on Cameron Lake.

Arrowsmith—*Elevation, 1277 feet.* Summit of the Beaufort Range. From Arrowsmith the line skirts the west side of the Beaufort Range, from which many glimpses of the Alberni Canal, Great Central Lake and Sproat Lake can be had in the distance.

Port Alberni—*Elevation, 17 feet.* A thriving city, with a great future as a lumber manufacturing, fishing and shipping port. One of the largest areas of standing timber on Vancouver Island is tributary to the Alberni Canal. There are several fish packing industries located at Port Alberni and down the Canal to the outlet at Barclay Sound, and the canal also affords splendid sport for both salmon and "tyee" fishing in season.


Cameron Lake Chalet

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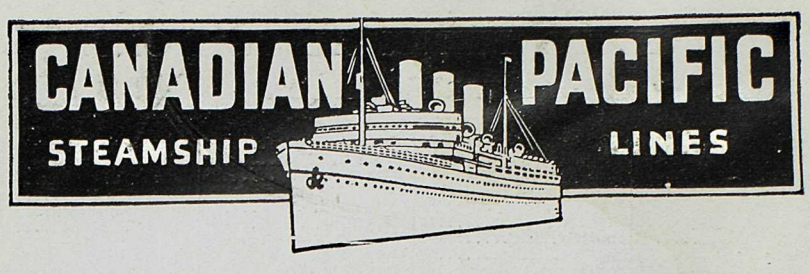

EMPRESS EXPRESS SERVICE

Quebec to
Cherbourg, Southampton, and Hamburg.
Via the sheltered St. Lawrence route

By the magnificent steamships:

Empress of Scotland, (25,000 tons)
(Largest liner in Canadian Service.)

Empress of France (18,500 tons)

Empress of Britain (15,850 tons)
(gross registered tons in each case)

London and Paris in a week; Berlin in nine days.

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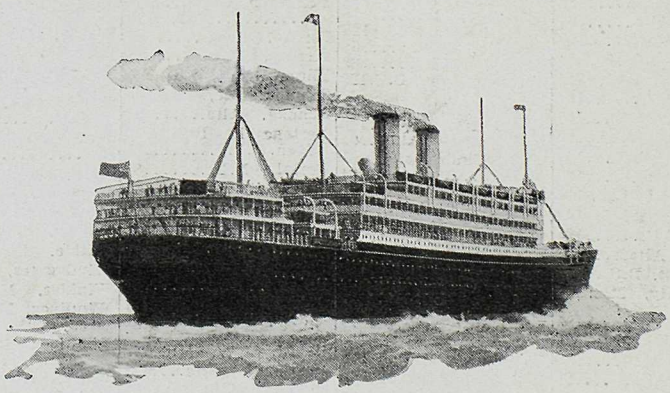
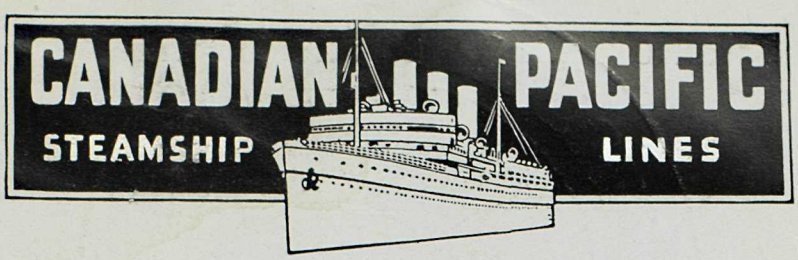
Montreal and Quebec to
Liverpool, Glasgow, Southampton, Belfast, Cherbourg and Antwerp

(Steamships sail from St. John, N. B. in winter.)

Additional Freight Services to London and Bristol.



CANADIAN PACIFIC RAILWAY
TRAFFIC AGENTS



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Vancouver via Victoria to Japan and China

by the four magnificent liners:

Empress of Canada	- -	22,000 tons
Empress of Australia	-	22,000 tons
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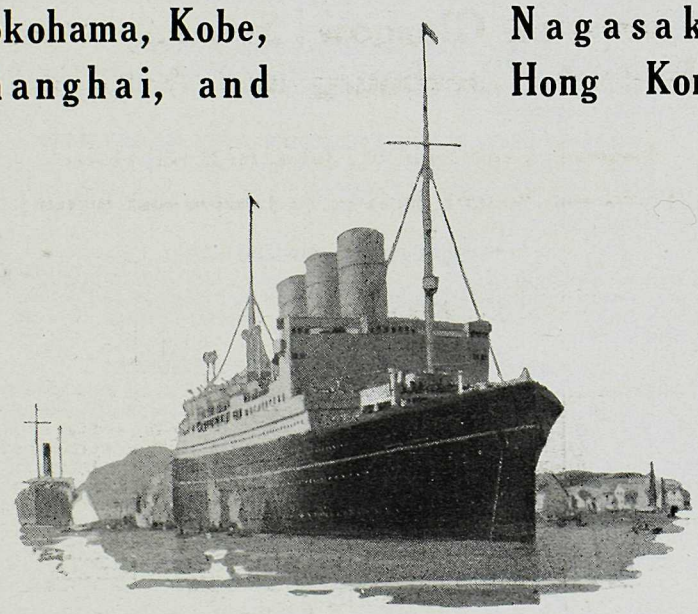
Largest, newest, finest and fastest on the Pacific Ocean.

Fortnightly sailings to

Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.



CANADIAN PACIFIC RAILWAY

TRAFFIC AGENTS

BUREAU OF CANADIAN INFORMATION

The Canadian Pacific Railway has established a Bureau of Canadian information as a branch of its Department of Colonization and Development, with the object of disseminating reliable and up-to-date information as to agricultural and industrial openings in all parts of Canada.

WESTERN CANADA FARM LANDS

The Company has yet for sale several million acres of choice farm lands in Western Canada, at low prices and on long terms of payment. In certain districts lands will be sold without settlement restrictions, but the Company is prepared to grant special concessions to those who will settle upon and develop their farms.

IRRIGATED FARM LANDS

In its irrigation districts in Alberta, the Company has irrigated lands for sale at reasonable prices and on terms extending over twenty years. Under certain conditions loans for improvements will be granted purchasers of irrigated lands in amounts up to two thousand dollars, to be repaid with land instalments.

EASTERN CANADA FARM LANDS

Lists of selected improved farms, available for settlement in Ontario, Quebec and the Maritime Provinces, with the names and addresses of their owners, may be obtained on application at any office of the Department.

INDUSTRIAL INVESTIGATION AND RESEARCH

Investigations, looking to the utilization of undeveloped natural resources and waste products and new industrial processes, are being carried on by the Research Section of the Department. Inquiries as to promising fields for investigation in this connection are invited.

INDUSTRIAL OPENINGS

Reliable information as to sites for new industries in all parts of Canada, and of special business openings in the growing towns and cities along the lines of the Canadian Pacific Railway in both Eastern and Western Canada, will be gladly furnished on request.

CANADIAN INTELLIGENCE SERVICE

Well equipped Canadian reference libraries have been established by the Department at Montreal, New York, Chicago, and London, England. These libraries contain the fullest information on all matters relating to Canada and her undeveloped resources, and are kept supplied with the latest information pertaining to new developments through the medium of a news service organized through the co-operation of the other departments of the Company's service. The information on hand in these libraries is available without charge to those interested, and inquiries addressed to any office of the Department will receive prompt attention.

DEPARTMENT OF COLONIZATION AND DEVELOPMENT, CANADIAN PACIFIC RAILWAY

MONTREAL:—C.P.R. Bureau of Canadian Information; 347 Windsor Station

CALGARY:—M. E. Thornton, Supt. of Colonization, Dept. of Natural Resources Bldg.

CHICAGO:—C.P.R. Bureau of Canadian Information, 165 East Ontario Street.

E. G. WHITE, Asst. Commissioner
MONTREAL, Que.

WINNIPEG:—J. F. Sweeting, Industrial Agent, C.P R Depot.

NEW YORK:—C.P.R. Bureau of Canadian Information, Madison Avenue and 44th St.

LONDON:—A. E. Moore, Manager, 62-65 Charing Cross.

J. S. DENNIS, Chief Commissioner,
MONTREAL, Que.

CANADIAN PACIFIC
HOTELS

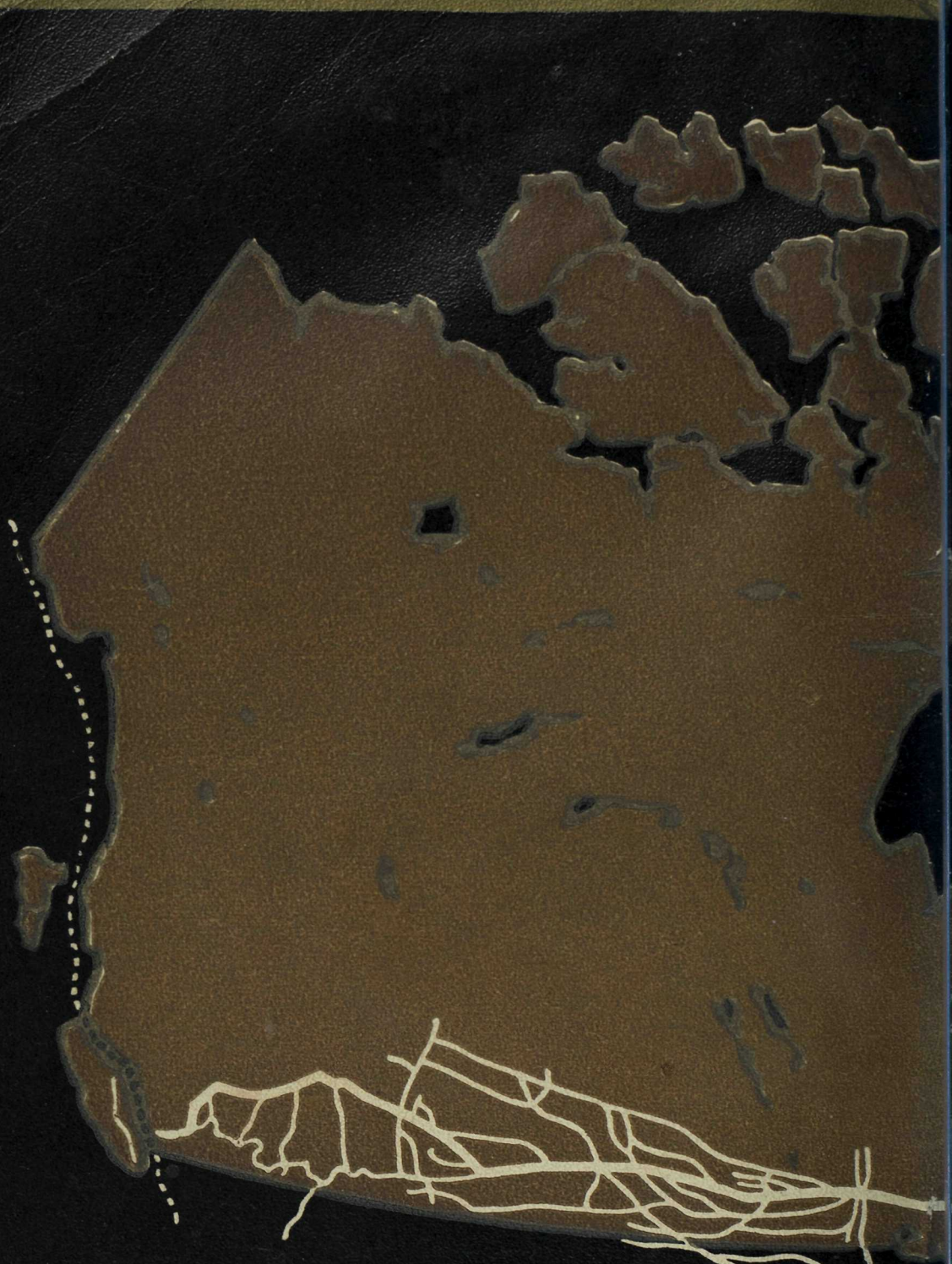
Name of Hotel, Plan, Distance from Station and Transfer Charge.		Altitude	Season	No. Rooms	Recreations
St. Andrews, N.B. The Algonquin— 1 mile—50 cents.	A	150	June 20-Sept. 30	219	Golf, Bathing, Boating, Yachting. (Passamaquoddy Bay, St. Croix River).
McAdam, N.B. McAdam Hotel— At Station.	A	445	All year	15	Hunting in Season.
Quebec, Que. Chateau Frontenac 1 mile—50 cents. (now being enlarged to twice this capacity).	E	300	All year	324	Scenic and Historical interest, Golf, Motoring (Plains of Abraham, St. Anne de Beaupre).
Montreal, Que. Place Viger Hotel— At Place Viger Station. 1½ miles from Windsor Station—75 cents.	E	57	All year	114	Historical Monuments and buildings, Mount Royal, St. Lawrence River, Golfing, Boating, Yachting, Motoring. City founded by Maisonneuve 1642.
Winnipeg, Man. The Royal Alexandra— At Station.	E	760	All year	389	Golf, Motoring, centre of Canadian West (Site of old Fort Garry).
Calgary, Alta. Hotel Palliser— At Station.	E	3425	All year	298	Golf, Motoring, Fishing (Trout).
Banff, Alta. Banff Springs Hotel— 1½ miles—50 cents.	E	4625	May 15-Sept. 30	280	Mountain drives and climbs. Golf, Bathing, Fishing (Trout) Boating, Riding (Rocky Mountains Park).
Lake Louise, Alta. Chateau Lake Louise— 3½ miles—50 cents Narrow Gauge Railway.	E	5670	June 1-Sept. 30	265	Boating, Mountain climbs, Pony trails, Fishing (Trout). Lakes in the Clouds, Moraine Lake, Glaciers
Emerald Lake (near Field), B.C. Emerald Lake Chalet— 7 miles—$1.00	A	4262	June 15-Sept. 15	60	Boating, Fishing (Trout), Pony trails to Yoho Valley, Takakkaw Falls, Riding.
Glacier, B.C. Glacier House— 1½ miles—50 cents	A	4086	June 15-Sept. 15	86	Pony trails, Climbs, Exploring, Glaciers, Great Nakimu Caves
Sicamous, B.C. Hotel Sicamous— At Station.	A	1146	All year	61	Rowing, Canoeing, Motor boats, Trout Fisning (Sicamous Lake).
Vancouver, B.C. Hotel Vancouver— ½ mile—25 cents.	E	100	All year	488	Golf, Motoring, Fishing, Steamboat excursions.
Victoria, B.C. Empress Hotel— 200 yards—25 cents	E	Sea Level	All year	278	Golf, Motoring, Yachting, Sea and stream fishing.

ANDREW ALLERTON, General Superintendent,
Canadian Pacific Hotels, Montreal.

CAMPS AND HOTELS
REACHED BY CANADIAN PACIFIC

Digby, N.S. The Pines.	E	—	June 20-Sept. 10	50	Golf, Tennis, Sea-fishing, Excursions into the land of Evangeline.
Kentville, N.S. Cornwallis Inn.	E	—	All year	100	In the heart of the Land of Evangeline.
Lake Louise, Alta. Moraine Lake Camp—	A	—	June 15–Sept. 15	...	Head of Valley of Ten Peaks. Consolation Lake. Trout fishing, pony trails, climbs, etc.
Hector, B.C. Lake O'Hara Camp—	A	6664	June 15-Sept. 15	...	Centre for exploration. Excursions to Lake O'Hara, Yoho Valley, etc.
Hector, B.C. Lake Wapta Camp--	A	5190	June 15-Sept. 15	...	Centre for explorations: Excursions to Lake O'Hara, Yoho Valley, etc.
Field, B.C. Yoho Camp—	A	5000	June 15-Sept. 15	...	Half-way house between Lake Wapta Camp and Emerald Lake Chalet. Takakkaw Falls, Laughing Falls, Twin Falls, Yoho Glacier, etc.
Lake Windermere, B.C. Lake Windermere Camp— 1 mile. (Operated by Invermere Hotel Co.)	A	2700	June 15-Sept. 15	...	Centre for Riding, Camping, Motoring, Bathing, Boating, Fishing, Excursions to the Glaciers of the Selkirks.
Penticton, B.C. Hotel Incola— Near Steamer Wharf (Owned and operated by the Okanagan Hotel Company.)	A	1132	All year	62	Boating and Fishing, Okanagan Lake. Splendid Motor Roads.
Cameron Lake, B.C. Cameron Lake Chalet. Vancouver Island.	A	604	May 1-Sept. 20	...	Fishing (Trout), Boating. Splendid forests. (Salmon fishing adjacent.)
Strathcona Lodge Stn., B.C. Strathcona Lodge, Vancouver Island.		600	April 15-Sept. 15	50	Fishing (Trout), Swimming, Tennis, Mountain Climbing, Motoring.

A—American Plan. E—European Plan.



TRANSCANADA
TRANSATLANTIC
TRANSPACIFIC