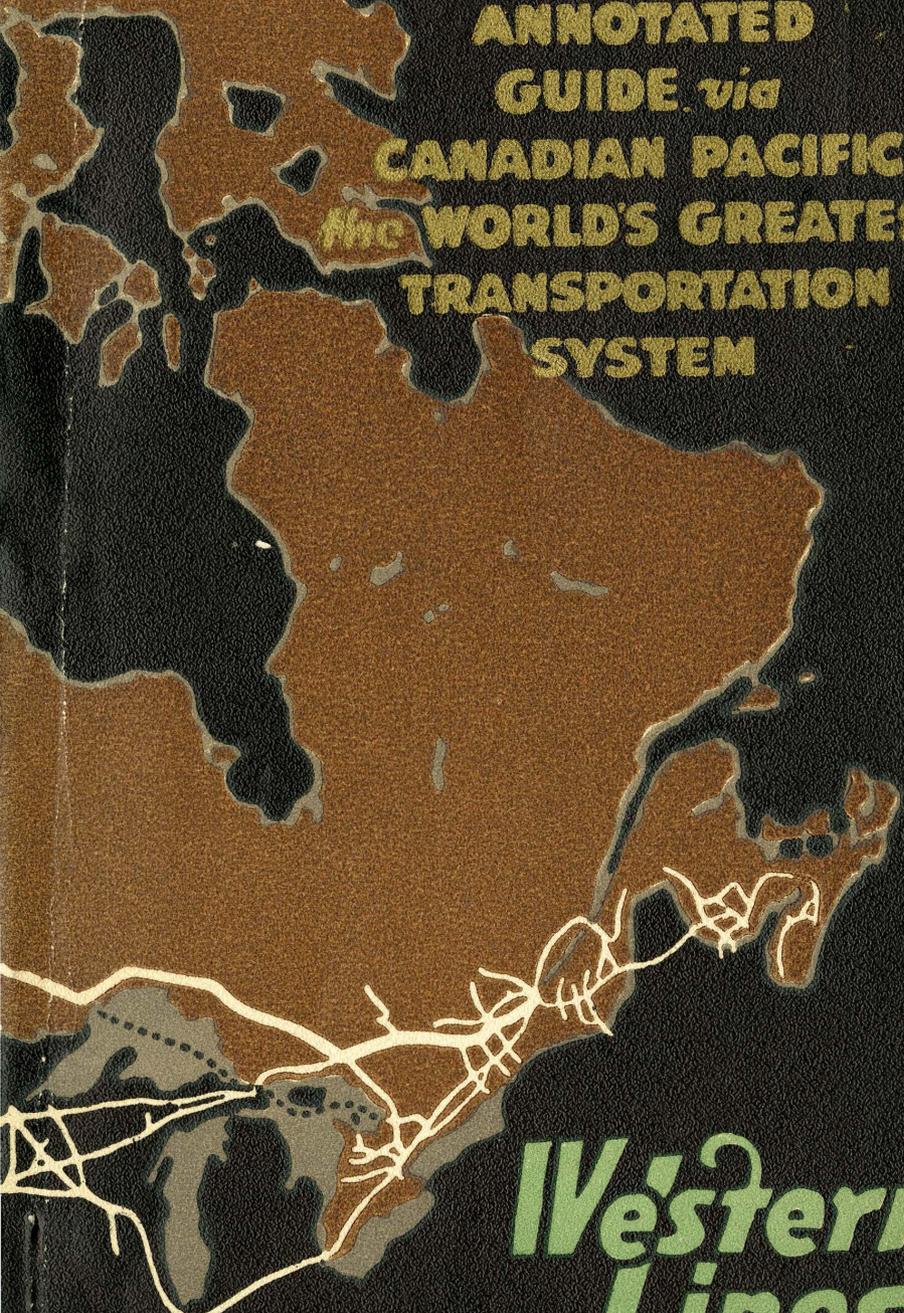


# ACROSS CANADA

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



**Western  
Lines**

# 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.



# Across Canada

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

## WESTERN LINES

*First Issued in 1887*  
*This Edition Revised to 1925*

Canadian Pacific Railway  
MONTREAL

# Across Canada by Canadian Pacific

**T**HE Canadian Pacific Railway is the world's greatest transportation system.

With a total length, including lines owned and controlled, of over 20,100 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 vacation 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 stimulative as indicating the potentialities of this great Dominion.

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*"Across Canada" is written as though the reader were travelling westward, but it can be used equally as easily in the reverse direction. At the head of nearly every page, in italic type (like this) is a list of stations and a general description of that section of the country; one has but to turn to the later pages, and to read the station names upwards instead of downwards, to trace the journey eastward instead of westward.*

Below this general description is a more detailed story of the important cities, towns, or sights that are embraced within that section—set in roman type, like this.

The story of the main line, between Winnipeg and Vancouver, is interrupted at two or three appropriate places to admit description of branch and other lines, but can be picked up a few pages later. Secondary main lines, for example, are thus interposed. Branch lines are sometimes found in smaller type at the foot of pages, sometimes, according to importance, in the body of the book.

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"Across Canada"—which is also called "The Annotated Time Table"—is issued in two parts, Western Lines and Eastern Lines. Copies 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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## Condensed Guide to the Canadian Pacific Rockies

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Winnipeg—Canadian Pacific Station and Royal Alexandra Hotel

## Winnipeg

Winnipeg is Canada's third largest city. Greater Winnipeg has a population of 283,100, the city itself of 199,500. La Verendrye, the first white man to set foot in Winnipeg, arrived in 1738, and built Fort Rouge, now part of the city. In 1806 Fort Gibraltar was built by the North-West Trading Company; in 1822, when the North-West Company amalgamated with the Hudson's Bay Company, that fort was rebuilt and named Fort Garry. In 1835 Governor Christie rebuilt Fort Garry in stone. Though this was an important trading centre for the Western plains, the population of Fort Garry, as late as 1871, was only two hundred and fifteen.

Winnipeg is beautifully situated at the junction of the Red and Assiniboine Rivers. The city is handsomely built, one of the most notable structures being the provincial Parliament Buildings; it is also the seat of the University of Manitoba and the Manitoba Agricultural College. It is a city of fine boulevards and parks, many golf courses, and summer and winter sports of all kinds.

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 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 situated in Winnipeg, and the railway has also the two largest train yards in the world. One yard has 121 miles of track. The second is even larger, as it includes seventy tracks with a total mileage of 165 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 Canadian Pacific owns large areas of good agricultural land, and has a comprehensive colonization policy for facilitating the settlement of practical farmers.

**An Industrial Centre** Since the advent of cheap hydro-electric power in 1911, Winnipeg has made remarkable strides as an industrial centre. Nine hundred industrial plants are now located there, with 23,000 employees and an annual output of \$135,000,000. During the war period the city constructed a \$16,000,000 aqueduct (*capacity 100,000,000 gallons daily*) which carries pure, soft water from Indian Bay, a portion of Lake of the Woods. 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

<p>Winnipeg Fort Garry Selkirk Matlock Whytefold Ponemah Winnipeg Beach Gimli Riverton</p>	<p>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 mills, and several factories. Matlock, Whytefold, 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, lumbering, and dairy farming. Gimli is a growing holiday resort.</p>
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### Winnipeg to Arborg: 76 miles

<p>Winnipeg Stony Mountain Stonewall Teulon Komarno Arborg</p>	<p>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 farther, 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 lumbering becomes one of the principal industries of the territory. Arborg, the terminus of this line, serves a flourishing country to the north and west.</p>
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### Winnipeg to Emerson: 65 miles

<p>Winnipeg St. Boniface Niverville Otterburn Arnaud Dominion City Emerson Minneapolis St. Paul</p>	<p>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 transhipped 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 (<i>population 1,100</i>) is the border point where we enter the United States.</p>
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Winnipeg Beach

## The Prairie Provinces

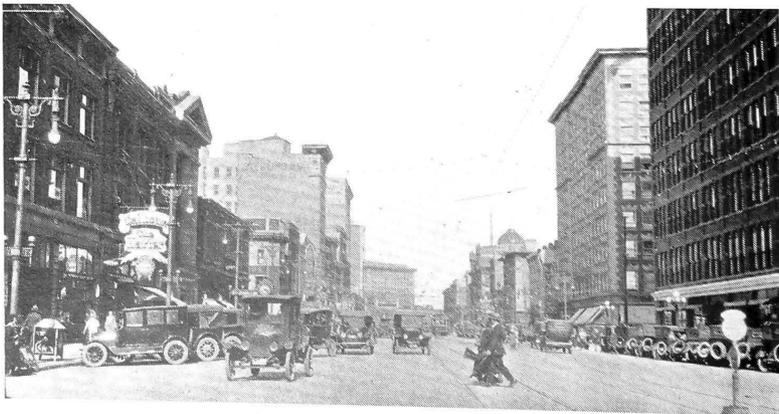
*The three prairie provinces—Manitoba, Saskatchewan and Alberta—contain a land area of 466,000,000 acres. Of this amount, the conservative estimate has been made that at least 200,000,000 acres are first-class agricultural land that will raise the finest of crops. At the present time, scarcely more than 35,000,000 acres are actually under cultivation, and the population of this vast area is only a little over two million and a quarter. 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 railways. It will be seen, therefore, how far the absorp-tion power of Western Canada for population is from being exhausted.*

*From the head of Lake Superior to the Rocky Mountains there is an increase in altitude of over three-quarters of a mile. All the way across the prairies, practically, our train is climbing up this long ascent. Between Winnipeg and Calgary, a distance of 832 miles, it climbs 2667 feet—and then there is the sudden barrier of the mountains, with almost 1900 feet to the Great Divide.*

Between Winnipeg and the foothill country west of Calgary lies a vast prairie region, with soil as wonderful as its sunshine, with possibilities as limitless as its horizons. Generally speaking, the surface of Western Canada is covered with a thin veneer of glacial material, which has given to the soil of the prairies its wonderful richness and fertility. For hundreds of years it was wilderness territory, over which roamed at will huge herds of buffalo and scattered tribes of Indians. The last half century, however, has witnessed in this country a most remarkable transformation. Now it is dotted with splendid farms, thriving settlements, and well-established towns and cities, which have developed with astonishing rapidity to meet the needs of the highly prosperous agricultural regions around them.

Though, frequently, for miles at a stretch, the country appears to be as level as a billiard table, there are also large areas of rolling, well-treed country excellent for mixed farming. The valleys of the two great prairie rivers, the Assiniboine and the North and South Saskatchewan, are of this character. So, too, are the beautiful valleys of the Qu'Appelle and the Cypress Hills districts. Bush country with scattered lakes and many ponds is frequent, the latter abounding with wild ducks, geese and prairie chicken.

Valuable mineral deposits are general. The greater part of Alberta and large areas in Saskatchewan and Manitoba are apparently underlaid with coal, in seams comparatively near the surface, and easily mined. Deposits of fine brick-making and building clays are also frequent. Extensive gas areas and wells producing oil of a high grade are being developed in Southern Alberta; and salt lakes—several of which are utilized for commercial production—are found in both Alberta and Saskatchewan.—*Continued on next page.*



Winnipeg—Portage Avenue



Threshing in Manitoba

## Winnipeg to Calgary: 832 miles

(For Map, see page 9)

Going west, read station names downward. Going east, read upward.

<i>Winnipeg</i>	<i>The country from Winnipeg to Brandon is for the most part a well-settled area, with comfortable farm homes and large barn buildings. It is a first-class mixed farming region, renowned for the prize cattle which it raises—the home, in fact, of several world-championship herds. In the Portage Plains, where the country appears to be level for miles at a stretch, considerable hay is grown and a large dairying industry has been developed. The Assiniboine Valley parallels the railway throughout this part of the line, and the river may be seen at several points, prominently marked by the line of trees along its course. Lake Manitoba, one of the larger and finer prairie lakes, lies north of the line, the eastern end of the lake being within a few miles of several of the stations near</i>
<i>Rosser</i>	
<i>Marquette</i>	
<i>Reaburn</i>	
<i>Poplar Point</i>	
<i>High Bluff</i>	
<i>Portage la Prairie</i>	
<i>Bagot</i>	
<i>MacGregor</i>	
<i>Sidney</i>	
<i>Carberry</i>	
<i>Camp Hughes</i>	
<i>Chater</i>	
<i>Brandon</i>	

*Portage la Prairie. It is a popular summer resort, with many cottages and camps. Fine fishing and duck shooting may be obtained along its shores. Marquette is the home of the Indian tribe of that name. Reaburn is the half-way point between Montreal and Vancouver.*

**Portage la Prairie** (Population 7,000, altitude 858 feet) 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, fifty-six miles west of Winnipeg; and has large flour mills, brickyards, and other industries, while in addition to its local water supply the power lines of the Manitoba Power Commission have been strung into the city from the Winnipeg River, 125 miles distant.

**Carberry** (Population 1,000) is a prosperous town, with a surrounding country reminiscent of the Portage Plains.

**Branch Lines** Portage to Edmonton (see page 24).

MacGregor to Varcoe and Forrest, with connections to Lenore, Rapid City, Oak Rive., Hamiota, Miniota and Minnedosa.

### The Prairie Provinces—Continued

The people of Western Canada are characterized by remarkable energy and enterprise. The cities are modern in every particular; modern methods of agriculture have been adopted generally; rural communities have established telephone service, good roads, fine public schools and churches, and community organizations for social intercourse and co-operative effort. Universities, agricultural colleges and normal schools have been established in all the provinces, and splendid high schools in all the larger towns. Industrial development is already well under way, the abundance of coal and the water power possibilities of the larger rivers promising great expansion in this direction.

**Manitoba** *The province of Manitoba, with an area of 251,000 square miles, first became famous for the quality of its wheat. The term "Manitoba Hard" has long been the standard of excellence wherever grain is ground into flour. Its wheat crop now exceeds 60,000,000 bushels per year. Of recent years the discovery of various minerals in northern Manitoba has considerably added to the possibilities of the province. In industrial development its progress has been rapid. Its capital, Winnipeg, is now the third city of Canada in size, with a population of over a quarter of a million—and this since 1870, when it was practically only a village, the trading centre of the Red River settlement.*

**Brandon** (*Population 16,400, altitude 1,204 feet*) is situated in the centre of one of the richest agricultural and live stock territories of Manitoba. A railway divisional point and an important commercial centre, it serves 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 homelike city with many charming streets. It has a unique central heating system for business premises.

**Branch Lines** Brandon to Minnedosa.

Brandon to Estevan—This important branch line runs in a southwesterly direction towards the international boundary which it then parallels for a considerable distance. This line connects the network of branches that laces together the southern regions of Manitoba and Saskatchewan. At Souris it crosses the Winnipeg-Regina loop line (see page 27) and at Napinka the Southern Manitoba branch from Winnipeg (see page 27). Estevan is the junction with the Soo Line (see page 23). The Souris fields, centring around Bienfait, produce a lignite coal finding its principal market in Saskatchewan and Manitoba: the Dominion Government, in conjunction with the two provincial governments concerned, have erected a million-dollar briquetting plant to improve the grade of coal.

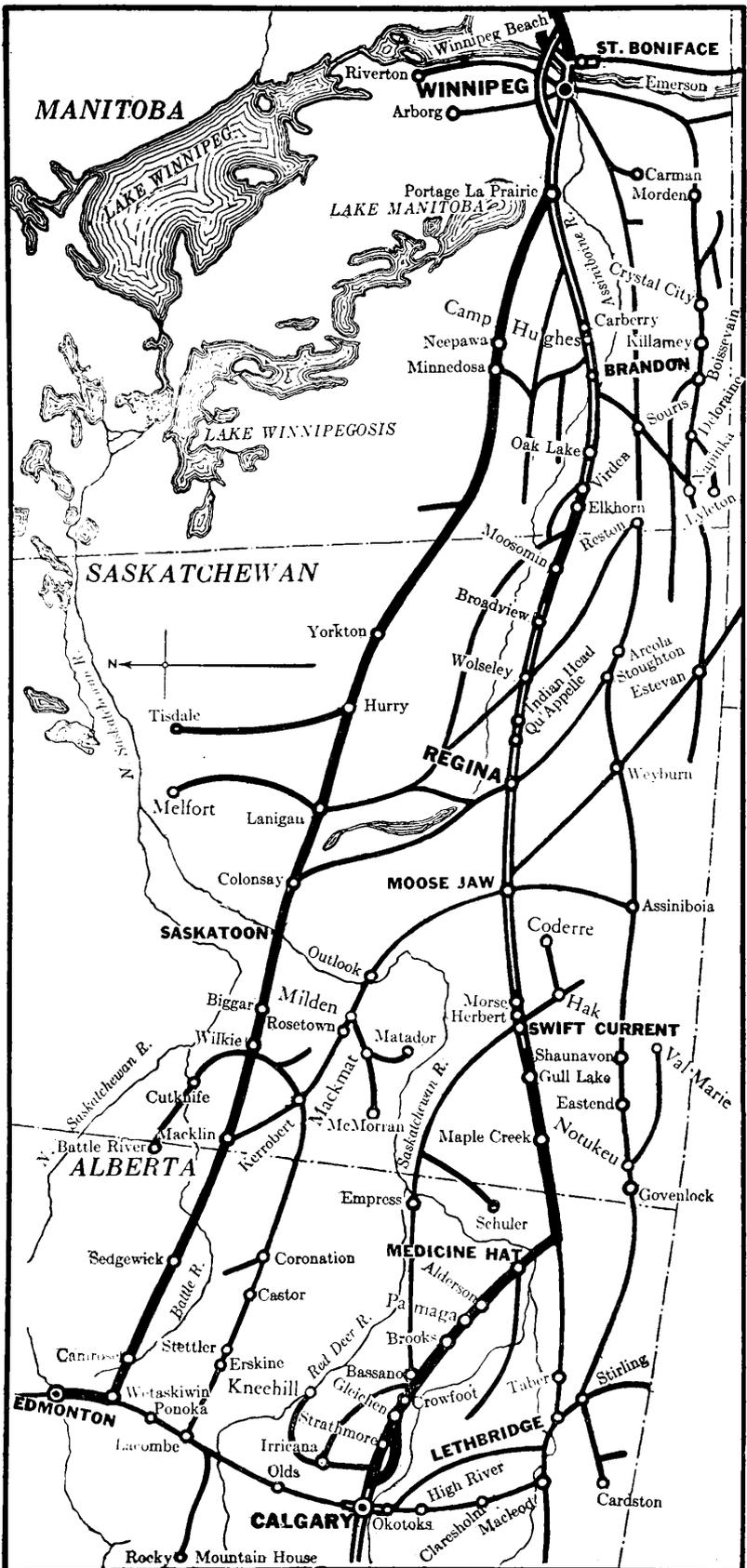
Brandon to Saskatoon—This branch runs north-west, through a number of very prosperous towns well-built-up and doing a large local business drawing from a tributary country well-settled with enterprising farmers. In tributary territory are lakes and local summer resorts, good shooting and plenty of sports. At Lanigan the branch joins the Winnipeg-Edmonton line (see page 24).



Reaping on the Prairies

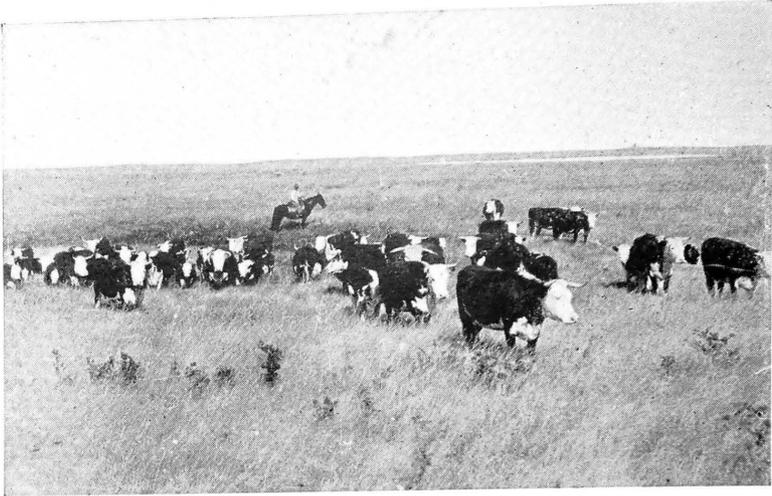
Brandon





Indicates Double Track

WINNIPEG TO CALGARY



Cattle Ranching in Saskatchewan

Going west, read station names downward. Going east, read upward.

*Kemnay* About ten miles west of the town of Qu'Appelle, where the railway crosses the end of the Qu'Appelle Valley, the highest point on the line between Winnipeg and Moose Jaw is reached. Eastward to Brandon the hills fall gradually away, over a stretch of two hundred miles. This section of country is one of the most picturesque in Eastern Saskatchewan, its numerous lakes and woods providing a most attractive setting to a very productive area. Westward to the Regina Plains the drop from the hill country is made within twenty-five miles, and is consequently much more abrupt than that on the eastern slope. The various towns are well-built-up, with good buildings, grain elevators, stock yards and other facilities definitely associated with agricultural interests. Oak Lake has fine prairie chicken and duck-shooting in its vicinity. Virden is a flourishing town with a population of 1600. Elkhorn has an Indian industrial school. Fleming is the border town between the two provinces.

**Moosomin** (Population 1,200) is a large progressive town, the oldest in Saskatchewan and the centre of a fine dairying country. To the south is the Moose Mountain country. Broadview is the end of the Manitoba operating district of the railway and the beginning of the Saskatchewan District. Near the town is Lake Elcapo, with good boating.

**Wolseley** (Population 1,200) is a very prosperous town, the junction of a line to Southern Saskatchewan.

**Indian Head** (Population 1,530), an old-established and prosperous town, has an experimental farm and a forestry farm.

**Qu'Appelle** is a pretty town twenty miles south of 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.

**Branch Lines** Wolseley to Reston, through a prosperous grain and stock country, well-settled with good business towns dotted through an area that produces huge quantities of grain and other products yearly (see page 27).

Going west, read station names downward. Going east, read upward.

*Oakshela* Saskatchewan, with an area of some 251,700 square miles, is pre-eminently the wheat province of Canada. More than 50 per cent of the annual production of this crop for the entire Dominion comes from Saskatchewan, which on several occasions has secured world championships. In other phases of agriculture, too, the province occupies a very important place—notably in cattle-raising and dairying. There are substantial lignite deposits in the southern regions, where mining has been carried on for a number of years, besides large clay deposits. Amongst the industries of Saskatchewan, flour-milling is perhaps the chief.

**Regina** (Population 40,000, altitude 1,896 feet) is the capital and largest city in the province of Saskatchewan and one of the most important distributing centres west of Winnipeg. The Parliament Buildings, which face the placid Wascana Lake, are very handsome. Fine exhibition buildings are also located here. It is a modern city, with well-paved streets, fine parks, large educational institutions and splendid buildings. Several large mail order houses, numerous wholesale concerns and manufacturing plants are established in a model industrial district planned by the city, and served by spur tracks and other industrial utilities. A huge oil refinery, extending over fifty acres, has also been built here at a cost of over \$1,000,000.

The city owns and operates successfully well-equipped water works, street railway, and light and power utilities.

Regina was formerly the capital of the North West Territories, and 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.

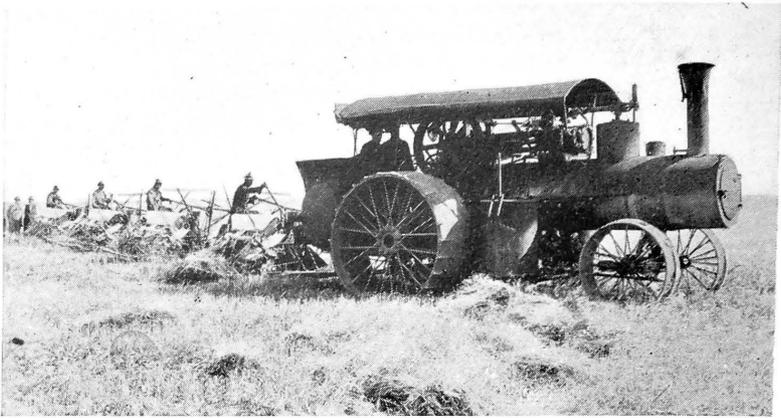
**Branch Lines** Regina to Saskatoon. Covering a portion of the great summer pleasure grounds of the people of Southern Saskatchewan, this line runs north-west to Saskatoon. Regina Beach, on Last Mountain Lake and within easy reach of Regina, affords good fishing and shooting. North of the lake, open prairie land succeeds, well-cultivated and well-settled, with numerous prosperous towns. At Colonsay the traveller joins the Winnipeg-Edmonton line (see page 24).

Another route to Saskatoon is by a branch from Euston, connecting with the Brandon-Saskatoon line (see page 8) at Bulzea.

Regina-Winnipeg via Arcola (see page 27).



Regina—Provincial Parliament Buildings



Reaping by Tractor

Going west, read station names downward. Going east, read upward.

*Grand Coulee* Between Regina and Moose Jaw are the Regina Plains, a splendid stretch of grain-growing country, extending  
*Pense* well to the north and nearly down to the international  
*Pasqua* boundary. Toward the south may be seen the dark blue  
*Moose Jaw* line of the Dirt Hills, the western boundary of the plains.

This is a prosperous well-settled farming district producing great herds of sheep and cattle and large quantities of butter. It is noted for crops of uniform quality and high yield.

To visit this country when the grain is ripe and full is a never-to-be-forgotten experience. The play of wind and sunlight on the far reaches of ripening grain, which stand shoulder high across the plains, is a "magic touch" which transforms them into a billowy ocean of burnished gold; and the wealth and the beauty and the mystery of that picture linger long in one's memory.

**Moose Jaw** (Population 22,000, altitude 1,779 feet) is an important divisional point and one of the principal transportation centres of Western Canada. 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 side-light of an episode of pioneering days. The finest stock yards 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 Canadian Pacific Railway has recently completed the erection of a magnificent new depot, administration block, power house, etc., at a cost of approximately a million dollars. The city has cheap electric power and has fifty or more wholesale houses which serve several smaller cities and a large number of towns and villages.

#### Branch Lines. Moose Jaw to Lethbridge

*Moose Jaw* From Moose Jaw a branch runs south-westerly towards  
*Expanse* the international boundary to Assiniboia, and then turns  
*Assiniboia* abruptly to the west. The region through which we pass is  
*Gouverneur* well-settled, and is already a heavily producing one.  
*Shanavon* Assiniboia (population 1,400) is a divisional point with  
*Eastend* large elevator capacity, abundant lignite coal within  
*Notuken* seven miles, clay deposits, sand and gravel in the imme-  
*Govenlock* diate vicinity and the centre of a rich grain-growing district.  
*Manyberries* The country south and west of Assiniboia is good rolling  
*Lethbridge* 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 1,500) is the principal town of the territory, and is developing an important coal mining industry in its vicinity. 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 large 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 32).

**Branch Lines** From Assiniboia to Weyburn and Stoughton (see pages 23 and 27).  
From Notuken to Bracken.

### Moose Jaw to Macklin

**Moose Jaw** This important branch line runs north-westerly from  
**Eyebrow** Moose Jaw to Macklin, on the Winnipeg-Edmonton line  
**Outlook** (see page 24), passing through the rich agricultural regions  
**Milden** of Western Saskatchewan. After climbing up a grade to a  
**Rosetown** plateau, it enters a long stretch of fertile prairie country  
**Kerrobert** extending to the Alberta boundary, and watered by the  
**Macklin** 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. Rosetown is a convenient point for the rich area known as the Goose Lake country. Kerrobert (population 1,200) is an important town, and a railway divisional point with some district government offices. From it we continue through the same kind of a country to Macklin, whence train can be taken either west to Edmonton or east to Saskatoon and Winnipeg.

From Milden south-westerly a new branch 62 miles long has been built towards Empress, and another branch south from this towards the Saskatchewan River.

**Branch Lines** From Milden south-westerly towards Empress (under construction).

### Moose Jaw to Chicago

Via Weyburn, Estevan, Portal, Minneapolis and St. Paul (see page 23)



**Moose Jaw**



Horse Ranching on the Prairies

Going west, read station names downward. Going east, read upward.

*Caron* Settlement has not yet spread itself over all the available  
*Parkbeg* lands between Moose Jaw and Swift Current. The country  
*Chaplin* is rolling, though here and there magnificent vistas of level  
*Morse* plain appear, with thousands of acres of good arable land,  
*Herbert* both cultivated and uncultivated. Frequently, old buffalo  
*Rush Lake* trails may be seen, scarred and pitted on the prairie by  
*Swift Current* their "wallows." In the late eighties great piles of buffalo  
 bones were stacked up, adjacent to the railway, for trans-  
 portation to the towns to be made into fertilizer. But now practically  
 the only reminders of the huge herds of buffalo that roamed the prairies fifty  
 years ago are at Banff and Wainwright, in government enclosures.

Caron supplies Moose Jaw with part of its water supply. Morse and  
 Herbert are growing towns, with large tributary agricultural districts.  
 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.

**Swift Current** (Population 3,500, altitude 2,432 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. It is a divisional point, 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 mer-  
 chandise, reaching practically to the international boundary. A  
 government experimental farm and meteorological station are located  
 here.

**Branch Lines** Swift Current to Blumenhoff, Neville and Vanguard. A new branch line  
 is under construction, easterly from Wymark.

#### Branch Line

*Swift Current* From Swift Current a branch runs north and then west, as  
*Java* a cut-off between this point and Bassano, on the main line  
*Prelate* (see page 17). This branch crosses the South Sas-  
*Leader* katchewan River at Empress, east of which the river is  
*Empress* joined by the Red Deer River, running north-west and  
*Princess* acting during part of its course as the northern boundary  
*Rosemary* of the Canadian Pacific Irrigation Block. The country  
*Bassano* is a typical prairie one, of good promise and excellent  
 settlement, with many growing towns. A new branch is  
 under construction from Leader 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.

Leaving Empress, we run through a sparsely settled country until  
 we strike the Irrigation Block near Princess. 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.

Going west, read station names downward. Going east, read upward.

*Seward* At one time this was a purely ranching country, but to-day, although great herds of cattle may be seen in many places, it is rapidly settling with first class farmers. Many of the small towns have sprung into active existence within the last few years. To the south are the Cypress Hills, a country valuable because of the commercial timber and extensive clay deposits which it contains. The hills increase in height as the range travels westward, until an elevation of 4,790 feet is reached. Gull Lake was at one time the jumping-off point 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 a once troublesome Indian chief.

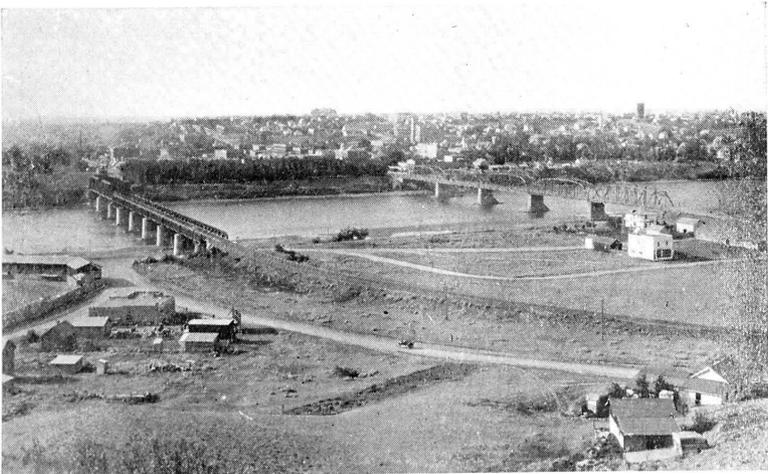
**Maple Creek** is a prosperous and well-built town of some 2,000 inhabitants, in a good mixed farming country. South, towards the Cypress Hills, are some interesting small irrigation projects.

**Walsh** is the first town we pass in Alberta. Running downhill to Medicine Hat, we notice the huge clay banks that are being developed, first class bricks being the product.

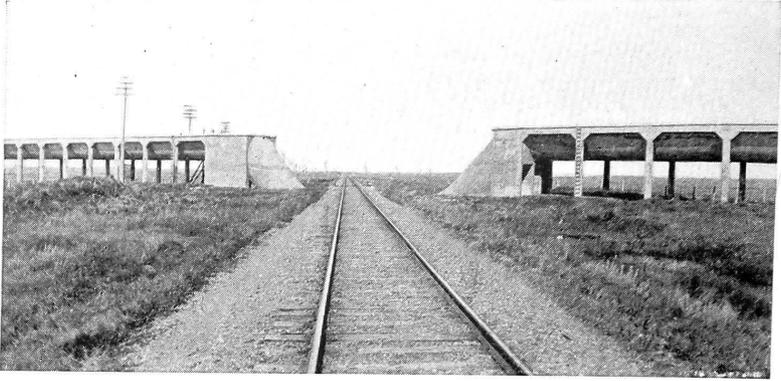
**Medicine Hat** (*Population 10,500, altitude 2,181 feet*) is the city that Rudyard Kipling once called "the town that was born lucky, with all hell for its basement." His allusion was to the famous natural gas wells. The first well was drilled in 1903; since that date 22 wells have been put down, to a depth averaging from 1,000 to 1,200 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 and heating, its cost being 3½-6 cents per thousand cubic feet for manufacturing purposes and 25 cents per thousand cubic feet for domestic purposes. The gas is used also for producing electric light. The largest clay products plant in Canada is situated at Medicine Hat, which is also a large flour milling centre, its three mills having an output of 5,500 barrels per day.

Redcliff, a near neighbor of Medicine Hat, has also a splendid supply of natural gas; glass, brick and other manufactures are established here.

**Branch Lines** Medicine Hat to Lethbridge, the Crow's Nest Pass, Nelson and Vancouver (see page 81).



Medicine Hat



The Brooks Aqueduct

Going west, read station names downward. Going east, read upward.

<i>Redcliff</i>	<i>Alberta, with an area of over 255,000 square miles, is the most</i>
<i>Bowell</i>	<i>western of the prairie provinces. Its principal asset is</i>
<i>Suffield</i>	<i>agriculture; long famed as the producer of large quantities of</i>
<i>Alderson</i>	<i>beef stock, it has now become a great mixed farming region,</i>
<i>Kininvie</i>	<i>producing both wheat and dairy products. Two-thirds of its</i>
<i>Tilley</i>	<i>population are directly or indirectly connected with the land.</i>
<i>Bantry</i>	<i>At the same time, it has immense reserves of bituminous and</i>
<i>Brooks</i>	<i>some anthracite coal, as well as gas, oil, lumber and fisheries.</i>
	<i>Milling and meat packing are amongst its principal industries.</i>

*At its western side it changes its characteristics—for it heaps up there to form the immense ranges of mountains that interpose their giant barrier between the prairies and the Pacific Coast.*

**Canadian Pacific Irrigation Block** Just west of Kininvie 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 one of the largest individual irrigation projects on the continent, and is divided into two sections. Work was completed some years ago on the western section, and the greater part of the land in that area has been settled. The eastern section, extending from Kininvie to Bassano, is now being settled.

**Brooks Aqueduct** Near Brooks there will be noticed a long aqueduct crossing the railway track almost at right angles. At the railway, on account of insufficient clearance overhead, it is carried underneath the track by means of an inverted syphon. This is one of the important structures of the Irrigation Block, the Brooks Aqueduct. The necessity having arisen of carrying water from the reservoir, Lake Newell, across a long flat valley, a reinforced concrete flume was constructed, 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 water section.

Brooks is the operating headquarters for the eastern section of the Irrigation Block. Thirty miles north, in the "Bad Lands" of the Red Deer River, are found the famous Dinosaur and other fossil remains, regarding which an interesting pamphlet has been published. Tourists who desire to visit this valley may secure information from the Canadian Pacific office at Brooks.

**Bassano Dam** The source for the water used in the eastern section of the Irrigation Block is at the Horseshoe Bend Dam, three miles from Bassano on 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

**Branch Lines** Suffield to Lomond, skirting in part the Bow River and running through a territory of which a large part is being put under irrigation.

Going west, read station names downward. Going east, read upward.

*Cassils* There is not the same necessity for irrigation in this region  
*Southesk* as there is in most "dry" regions of the United States,  
*Lathom* but the advantage of irrigation to Southern Alberta is that it  
*Bassano* increases the crop yield and ensures a crop every year. These  
*Crowfoot* irrigated lands have already fully demonstrated their ability  
*Cluny* to produce many profitable crops, such as that very paying  
*Gleichen* fodder crop, alfalfa, to say nothing of vegetables and small  
*Namaka* fruits. From many points in this district the Rockies are in  
*Strathmore* full view—a magnificent line of snowy peaks extending far  
*Langdon* along the southern and western horizon. Note also the  
 numbers of Indians seen around many of the stations; these  
 are from the Reservation near Crowfoot, occupied by the Blackfoot tribe.

of canals and distributing ditches, over about 1,800 square miles of fertile prairie country, irrigating approximately one-third of that amount. Altogether the structure has a total length of nearly 8,000 feet, being made up of two main parts—a reinforced concrete spillway, 720 feet in length, with 24 electrically-operated gates, which permit of the free passage of the river at highest flood, 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 3,800 cubic feet of water per second at a depth of eleven feet, through headgates which form an integral part of the main structure.

**Gleichen** a prosperous town that is the centre of a fine wheat growing district, has an Indian hospital and 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. For several miles west of Gleichen the railway traverses the Irrigation Block, and the canals and ditches are crossed at several points.

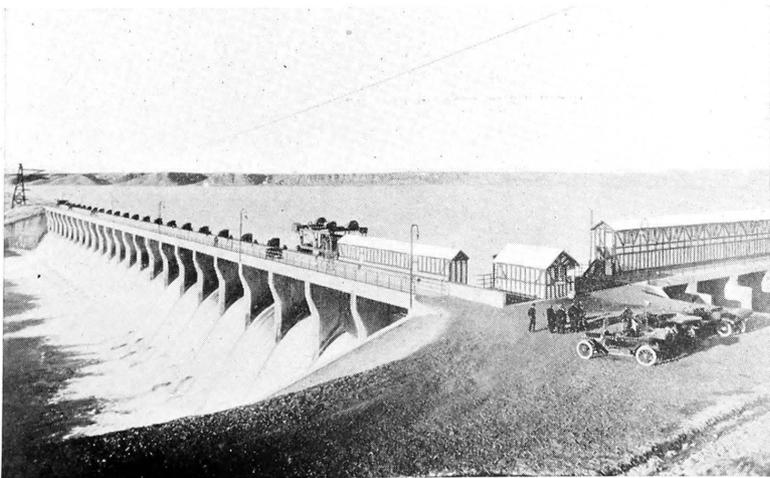
**Strathmore** is the headquarters of the western section of the Irrigation Block, which irrigates 220,000 acres. It has a large Canadian Pacific Supply Farm, providing from its own production, and by purchase from surrounding farmers, the western dining car system and hotels of the company with cream, butter, eggs, poultry, vegetables and other commodities.

**Branch Lines** Bassano to Empress (see page 14).

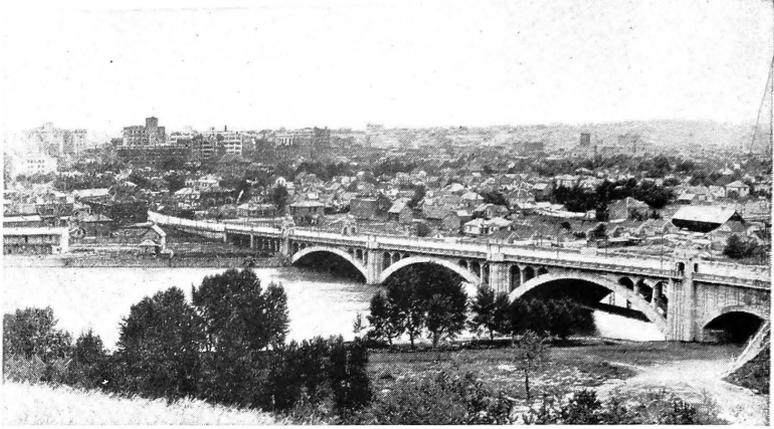
Bassano to Irricana.

Gleichen to Shepard cut-off via Strangmuir, Carseland and Dalemead.

Langdon to Kneehill, in the Drumheller coal fields, with a connection from Irricana to Bassano.



The Bassano Dam



Calgary

Going west, read station names downward. Going east, read upward.

*Shepard* Here we have reached the end of the prairies proper, and are  
*Ogden* on the edge of the foothills, which climb up gradually towards  
*Calgary* the Rockies, which are now within plain sight. Calgary's  
 two rivers, the Bow and its tributary the Elbow, almost  
 encircle the city.

**Ogden** is the location of the immense Canadian Pacific construction and repair shops.

**Calgary** (Population 75,000, elevation 3,438 feet), largest city of Alberta and the most important between Winnipeg and Vancouver, is the business centre of this southern part of the province. Founded only forty years ago, it is now a flourishing industrial, agricultural, and educational centre, with fine buildings and many manufacturing establishments. It is well supplied with clay and building stone deposits, and is close to immense developed coal areas and large developed water powers. A 2,500,000-bushel Dominion Government terminal elevator is located here. Amongst the important industries of the city are meat packing, flour-milling and oil refining.

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 Canadian Rockies. At the east end of the platform is the building of the Natural Resources Department of the Canadian Pacific Railway, which administers 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 thirty-five years for payment of the cost of the land, after a first payment of seven per cent has been made. This method has been the means of creating many fine homes and contented settlers.

Calgary has municipally owned water works, electric light and power systems and street railway and asphalt paving plants. Natural gas is piped from Bow Island at very cheap prices. The city has some beautiful parks and many golf courses, including a municipal course.

Tributary to Calgary is a most prosperous agricultural, beef-raising and ranching district, in area some thousands of square miles, and by virtue of the nutritious and abundant grasses growing throughout this territory, cattle raised are of excellent quality. Grain and vegetables produced in this district are also very fine.

Transcontinental westward journey continued on page 30.

**Branch Lines** Calgary to Edmonton (see page 28).  
 Calgary to Macleod and Lethbridge (see page 29).

## Soo Line

## Chicago to St. Paul and Minneapolis: 460 miles

*Chicago* This is the United States connection with the Canadian Pacific. Chicago, the second city in size and importance in the United States, is left in the evening, for a fast, comfortable run on the Soo Line to the "Twin Cities."  
*Waukesha*  
*Fond du Lac*  
*Milwaukee*  
*Oshkosh* The line to Milwaukee branches off from the main line at Rugby Junction, through sleepers being operated daily between Milwaukee and the Twin Cities. Waukesha 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 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.

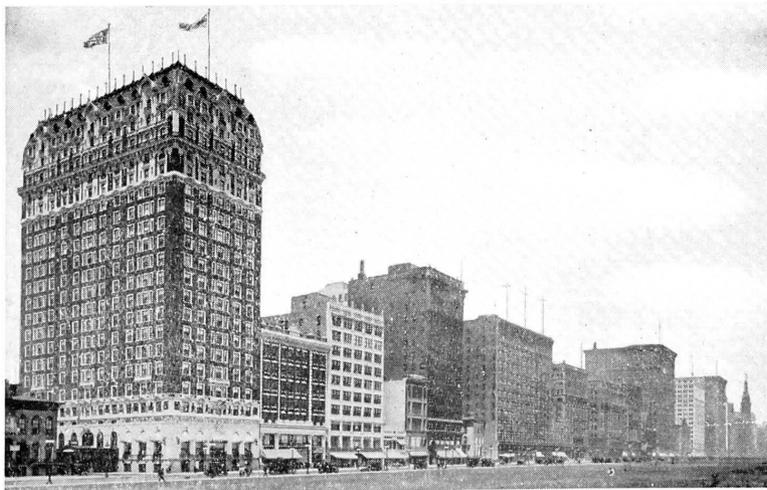
There are many thousands of beautiful lakes along the right of way through the entire state, and many are well-known as ideal summering places because of the fine summer homes and the well-appointed summer hotels which are built along their shores. The clear crystal waters of these lakes are well-stocked 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.

Passing through the beautiful Wisconsin country to the Minnesota state line, the St. Croix river is spanned by a mighty bridge. Minneapolis and St. Paul are reached the following morning.

## Soo Line

## St. Paul to Winnipeg: 464 miles

*St. Paul* 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. This belt is not comparatively wide through the first hundred miles  
*Minneapolis*  
*Brooten*  
*Glenwood*  
*Alexandria*  
*Parker's Prairie*



Chicago—Michigan Avenue

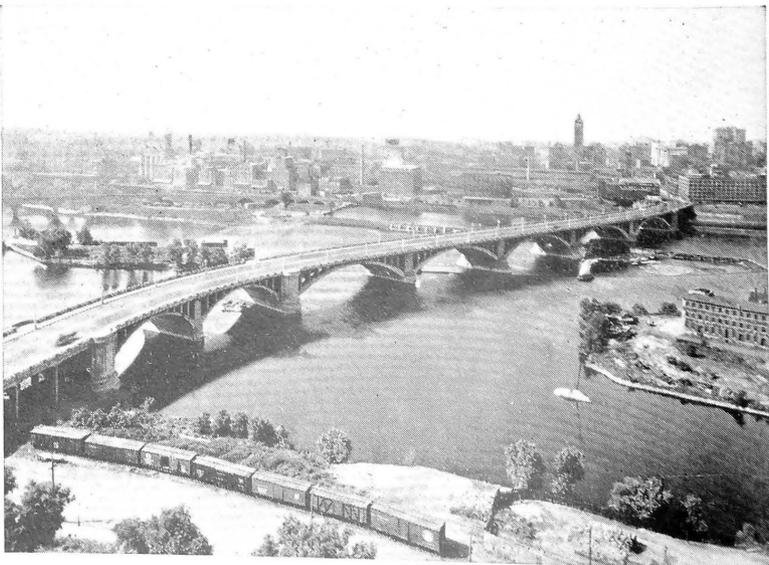
*Henning**Detroit**Ogema**Mahnomen**Thief River Falls**Emerson**Winnipeg*

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 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 becomes more park-like, with slightly rolling surface, where prosperous farming has heightened the charm of the scenery.

**St. Paul** 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 700,000 population. St. Paul is the capital of the State of Minnesota and the older of the "Twins." It is the terminus of nearly all the railway lines in the Northwest and an important jobbing centre.

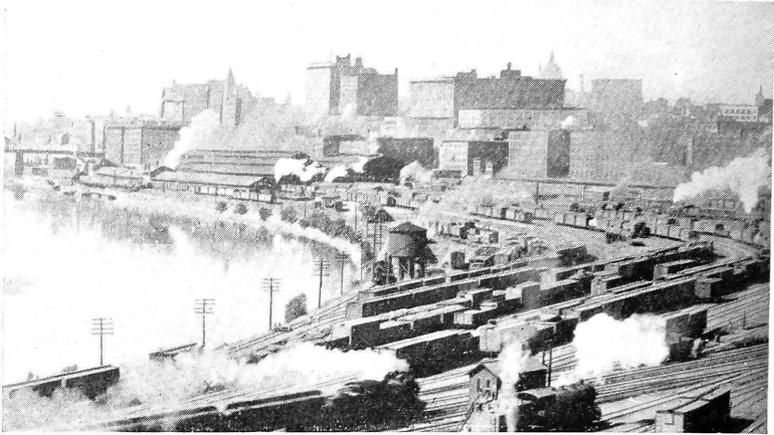
**Minneapolis** is younger, but larger, than St. Paul. Its principal advantage was primarily the immense water power developed by the falls of St. Anthony, aggregating 40,000 utilized horse power, employed almost wholly in the manufacture of flour. Minneapolis, due to the presence of these mills, is 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.

From Alexandria northward to the White Earth Reservation there is a succession of well-tilled farms, of beautiful groves, and of picturesque sheets of sparkling spring water. The country supports many business centres. Richville and Dent 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 only sparsely populated. 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 Trans-continental Journey beyond, see page 5*).



Minneapolis





St. Paul

## Soo Line

## St. Paul-Minneapolis to North Portal: 562 miles

Going west, read station names downward. Going east, read upward.

*St. Paul* The country along the Soo-Pacific line running west from  
*Buffalo* Minneapolis to the International Boundary line between  
*Maple Lake* North Dakota and Canada may for convenience be split into  
*Annandale* three divisions. The first, running slightly north-west to  
*South Haven* Elbow Lake, passes through the lake country. Here the  
*Kimball* settlement is comparatively old: having passed through  
*Paynesville* the early period of farming when the farmer depended  
*Brooten* upon a single crop, the settlers have learned the practical  
*Glenwood* importance of diversification. Not only wheat, oats, barley,  
*Elbow Lake* but corn and other crops receive their share of attention.  
*Fairmount* This is one of the richest dairy sections of the state. Every  
*Hankinson* little community has its creamery, or milk station, and the  
*Enderlin* inhabitants are correspondingly prosperous and progressive.  
*Valley City* The second division may be called the great wheat belt of the  
*Carrington* North-west, running from Elbow Lake, in western Minne-  
*Fessenden* sota, to Harvey, in the north-central part of North Dakota,  
*Harvey* passing through the Big Bend country of Richland county,  
*Minot* through Hankinson, Enderlin, Valley City, Carrington and  
*Kenmare* Fessenden. The development of mixed farming is well under  
*Flaxton* way in this district. At Hankinson fruit raising experiments  
*Portal* have resulted in establishing a fine apple orchard, which is the  
 basis of considerable fruit-growing throughout North Dakota.

The third natural division of the country 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 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, Montana.

Almost every station in Minnesota 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 North-west are on this line. Buffalo, Maple Lake, Annandale and Glenwood are particularly famous, Glenwood being the location of a new State fish hatchery; South Haven, Kimball, Paynesville and other towns, also, are receiving increased attention and a corresponding appreciation from summer visitors. At all 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 the Minnesota lakes are famous.

## Canadian Pacific Railway

## North Portal to Moose Jaw: 167 miles

Going west, read station names downward. Going east, read upward.

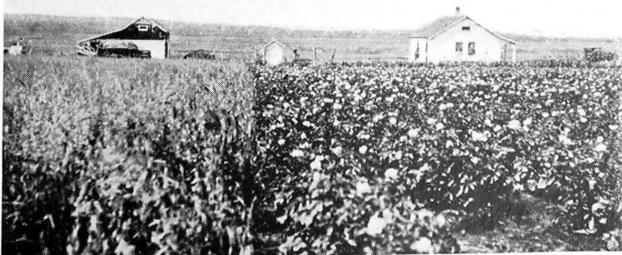
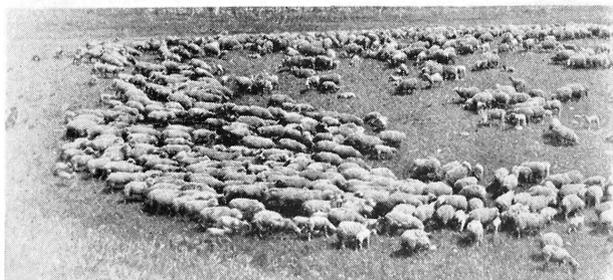
*North Portal* Portal is on one side of the international boundary between Canada and the United States, and North Portal on the other. Here also we leave the metals of the Soo Line, and continue our journey on those of the Canadian Pacific, running in a north-westerly direction towards the main transcontinental line. We enter an interesting territory of large coal deposits, with many operating mines, and very extensive clay areas supplying material to numerous brick plants. Investigation has been carried on for some years with a view to improving the coal measures of the district, to enable a higher grade of domestic coal to be sold. Several briquetting plants have been constructed, which are to be followed by by-products plants. Towards the north is a very fertile area known as the Soo Line country, flanked on the west by 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.

**Estevan** is a flourishing centre with a population of some 2,500, carrying on a considerable business with the numerous communities near by, and the centre of the mining region.

**Weyburn** (Population 3,800) is another very important point and the centre of a very prosperous community.

**Branch Lines** Estevan to Neptune.  
Estevan to Winnipeg, via Deloraine (see page 27), or to Brandon (see page 8).  
Weyburn to Stoughton and Winnipeg (see page 23).  
Weyburn to Assiniboia and Lethbridge (see page 13).

**Main Line** The main line is reached at Pasqua, seven miles beyond which is Moose Jaw (see page 12).



A Western Canadian Farm. (Above) Sheep Raising on the Prairies

## Winnipeg to Edmonton: 848 miles

(For Map, see page 9)

Going west, read station names downward. Going east, read upward.

*Winnipeg* Generally speaking, the main line of the Canadian Pacific Railway means the transcontinental line between Vancouver and Montreal. However, that portion of the system over which the through trains between Edmonton and Winnipeg are operated is really a main line also, the railway cutting across the three great prairie provinces to serve the rapidly developing communities north of the transcontinental line.

*Portage* Level grain plains productive of the finest crops cover the greater part of the area. The route, as far as Portage la Prairie, is that of the main line; thence it turns more north-westerly, across the Portage Plains. This is an old and well-settled district, with many important business centres.

*Gladstone* Following this is considerable bush country, with scattered lakes and many ponds, abounding with wild geese, turkeys, ducks and chickens. On the larger and finer of these lakes some summer resorts have been established. Between Binscarth and Churchbridge, the province of Saskatchewan is entered.

*Neepawa*

*Minnedosa*

*Shoal Lake*

*Birtle*

*Binscarth*

*Bredenburg*

*Saltcoats*

*Yorkton*

*Sheho*

*Foam Lake*

*Wynyard*

*Lanigan*

*Sutherland*

*Saskatoon*

*Neepawa* (Population 1,900) and *Minnedosa* (Population 1,500) are both important farming centres, charmingly located. *Minnedosa* is the headquarters of the Northern Judicial District.

*Yorkton* (Population 5,500) is one of the principal points of this territory, surrounded by a large well-situated area of grain growing and dairy country, and with an important wholesale business.

*Saskatoon* (Population 32,500, altitude 1,596 feet) 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 a day. The Dominion Government has here an interior terminal elevator with a capacity of 3,500,000 bushels, taking care of storage of grain and relieving 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.

**Branch Lines** Minnedosa to Brandon.

Binscarth to Inglis, in the direction of the Riding Mountains.

Sheho to Tisdale.

Lanigan to Melfort.

Saskatoon to Brandon (see page 8); Saskatoon to Regina and Moose Jaw (see page 11).



Portage la Prairie

Going west, read station names downward. Going east, read upward.

<p><i>Perdue</i> <i>Biggar</i> <i>Wilkie</i> <i>Unity</i> <i>Macklin</i> <i>Provost</i> <i>Hardisty</i> <i>Sedgewick</i> <i>Killam</i> <i>Daysland</i> <i>Camrose</i> <i>Wetaskiwin</i> <i>Leduc</i> <i>Edmonton</i></p>	<p><i>Between Saskatoon and Edmonton are located many flourishing small towns. All of these have sprung up within the last twenty-five years, having developed with astonishing rapidity to meet the needs of the agricultural regions around them. At every station may be seen elevators and stock pens, giving evidence that the country is prosperous, well-settled and productive of stock as well as grain. Ranching activities are more frequent in the Alberta part of this district, where the country is park-like, with alternate open and wooded spaces, well-watered and with excellent grasses for feed. The province of Alberta is entered at Hayter. In this section will be found some of the "Ready Made Farm" districts which have been so successfully created by the Canadian Pacific in many parts of Western Canada, especially with people from the Old Country. By this scheme farms were prepared, ploughed and fenced, and houses built before the new settlers took possession.</i></p>
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The University of Saskatchewan is situated at Saskatoon, on the opposite side of the North Saskatchewan River and reached by a very handsome bridge.

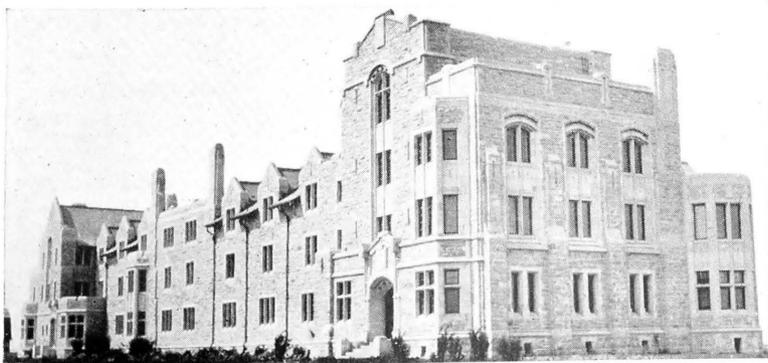
**Biggar** (Population 2,000) is one of the most important towns between Saskatoon and Edmonton. **Wilkie** (Population 1,000) is a divisional point. At **Hardisty** the Alberta District of the Railway commences, and the Saskatchewan District ends.

**Sedgewick** surrounded by beautiful farming country, was the site of one of the earliest of the "Ready Made Farms" colonies.

**Camrose** (Population 2,500) 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.

**Wetaskiwin** (from the Indian name "Hills of Peace") is on the through line running from Calgary to Edmonton (see page 28). It is a city of some 2,500 inhabitants, backed by a good country and a developed lumber industry to the west. The city and surrounding country are underlaid with natural gas.

**Branch Lines** Wilkie to Cutknife.  
 Wilkie to Kerrobert (see page 13) and Kelfield.  
 Macklin to Kerrobert.  
 Wetaskiwin to Calgary (see page 28).



Saskatoon—University of Saskatchewan

**Edmonton** (*Population 59,000, altitude 2183*), 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 Canadian Pacific 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 fur trading post in 1795; the magnificent buildings of the Province of Alberta are now located near 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 almost 2,000 tons per day.

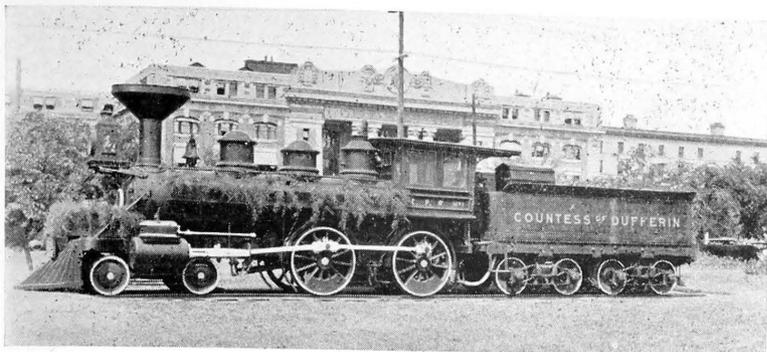
There are many points for summer vacation within easy reach, including the very fine Lake Wabamun, which is well patronized during the summer months. Sixty miles west of the city, at Rocky Rapids, there is large water power available for development.

### Edmonton, Dunvegan & British Columbia Railway

The Edmonton, Dunvegan and British Columbia Railway, extending northwestward from Edmonton to Grande Prairie (407 miles) with a branch from McLennan to Peace River and Berwyn (71 miles), is now being operated by the Canadian Pacific Railway. Edmonton is located at approximately the centre of Alberta. North of the city is a fine open stretch of country known as the Grande Prairie. Still farther north is the famous Peace River country which, while still in the early stages of its development, has seen rapid settlement within the past few years. Some of the most fertile regions of this north country are rendered accessible by the E.D. & B.C.



Edmonton—Provincial Parliament Buildings



"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 9)

*Winnipeg* 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. This region produces large crops, and on every side big herds of cattle and dairy stock are to be seen.

*Headingley* The country is well-treed and there are numerous lakes in the district. The succession of fine towns and villages and the large well-built farm buildings indicate the prosperous character of the country. Souris (population 1,800) is beautifully situated on a small river, and carries on a large business. Arcola (population 600), is a progressive town with a pretty summer resort named Fish Lake.

*Starbuck*

*Elm Creek*

*Treherne*

*Glenboro*

*Souris*

*Reston*

*Carlyle*

*Arcola*

*Kisbey*

*Stoughton*

*Francis*

*Regina*

Regina—see page 11.

**Branch Lines** Elm Creek south to Carman, a town of 1,600 population and great prosperity. Souris to Brandon and Estevan (see page 8).  
Reston to Wolseley (see page 10).  
Stoughton to Weyburn (see page 23).

## Winnipeg to Napinka: 221 miles

(For Map, see page 9)

*Winnipeg* Another very important branch line into Winnipeg is that which runs due south and then west, paralleling the international boundary at a not very great distance. This region is one of close population and large production, the Red River Valley being noted for its fertile soil. In parts the country is like a table-land. It is well-treed and pleasing to the eye, and also supports large herds of fine dairy stock. Successful apple-growing experiments have been made in this district.

*Morris* The towns are all fairly large and have a big trade. Morden (population 1,000) is a flourishing centre, with a Dominion Government Experimental Farm nearby. Crystal City is a popular summer resort. Killarney has a particularly lovely lake, with good fishing and boating, and is also a well-patronized summer resort. The town has a population of some 1,200, and an experimental fruit farm. Boissevain (population 1,000) is a prosperous centre situated in the heart of a fine wheat-growing district, with a summer resort close by. Deloraine is another highly prosperous town.

*Winkler*

*Morden*

*Manitou*

*Wood Bay*

*Pilot Mound*

*Crystal City*

*Killarney*

*Boissevain*

*Deloraine*

*Napinka*

**Branch Lines** Rosenfeld to Altona and Gretna, connecting at the border with the Great Northern Railway.

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

Boissevain to Lauder, on the Brandon-Estevan line (see page 8).

Deloraine south-westerly to Lyleton.

Napinka to Brandon and Estevan line (see page 8).



Dairy Cattle in Alberta

## Calgary to Edmonton: 194 miles

(For Map, see page 9)

*Calgary*      *Between Calgary and Edmonton runs an important branch line which serves 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 north of Calgary the line skirts the extreme western boundary of the Canadian Pacific Irrigation Block. Along this part of the line the character of the country is very similar to that along the main line east of Calgary—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 in size towards the north. In the northern section near Edmonton the trees are almost continuous.*

**Calgary**—see page 18.

**Olds** is the location of 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. A splendid big game country lies sixty miles west of Olds. Mountain sheep, goat, moose, grizzly bear and deer are among the possibilities.

**Red Deer** (*Population 2,500*) 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.

**Lacombe** (*Population 1,300*) 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.

**Ponoka** is the site of the provincial hospital for the insane.

**Wetaskiwin**—see page 25.

**Edmonton**—see page 26.

**Branch Lines** Red Deer to Rocky Mountain House, 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 Rocky Mountain House we cross the North Saskatchewan River; westward a road lies to the Brazeau coal fields, in the foothills of the Rockies.

Lacombe to Kerobert, where the branch joins the line running north-westerly from Moose Jaw to Macklin (see page 13). 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 500*), another branch runs north 19 miles to Lorraine.

Lacombe to Hoadley (L. & N. W. Ry.)

## Calgary to Lethbridge: 126 miles

(For Map, see page 9)

**Calgary** From Calgary an important branch line runs south to Lethbridge, through a very prosperous agricultural country, with well-developed and flourishing towns. Large natural gas deposits abound. Midnapore is the site of a well-known Carmangay orphanage and Old People's Home founded by Father Lacombe, one of the most famous pioneers of the West. Okotoks, in the Turner Valley, is an oil-field which has been producing a high grade gasoline since 1916 and where large natural gas deposits abound.

**Lethbridge**—see page 81. A through service is maintained, via Lethbridge, from Calgary to Spokane, Wash. (see page 86).

## Calgary to Macleod: 108 miles

**Calgary** This is the same route as that immediately previous, as far as Aldersyde. Between here and Macleod the line runs through an old-settled country that extends right back to the Porcupine Hills, which for a considerable part of the journey are a striking feature of the western horizon. These hills are very rolling and, generally speaking, offer exceptionally high grade pasturage, particularly for winter feeding. There are many fertile valleys and benches in them, making irrigation practical, and they are full of the very finest springs of high grade water. In the foothills are large coal measures and indications of iron ore deposits; many valuable clay deposits are found, and also a first-class building stone.

**High River** 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, the "E.P.," near here.

**Claresholm** is the location of one of the provincial agricultural schools.

**Macleod**—see page 84.



Calgary—The Palliser Hotel



Indian Camp at Morley

### Calgary to Field: 136 miles

Altitudes of these stations will be found in Condensed Guide on page 47.

Going west, read station names downward. Going east, read upward.

*Calgary* Westward from Calgary we enter the most wonderful region of  
*Brickburn* Canada—the Canadian Pacific Rockies, which interpose their  
*Keith* giant bulk between the provinces of Alberta and British  
*Glenbow* Columbia. The Rockies were first seen several miles east  
*Cochrane* of Calgary, but the finest distant view was that obtained from  
*Radnor* the roof garden of the Palliser Hotel. Now we leave the city  
*Morley* and the hotel behind. From Calgary to Banff the railway  
*Seebe* climbs 1,100 feet in eighty miles. 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.

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. The long transverse valleys of this foothill country are the old grooves down which came the spent glaciers from the higher mountains. Here, and through nearly the whole eastern slope of the Rocky Mountains from the Great Divide, the railway follows the tumultuous course of the glacial-green Bow River—part of one of the greatest river systems of America, subsequently becoming a tributary of the South Saskatchewan River, which eventually flows into the Saskatchewan and drains into Lake Winnipeg.

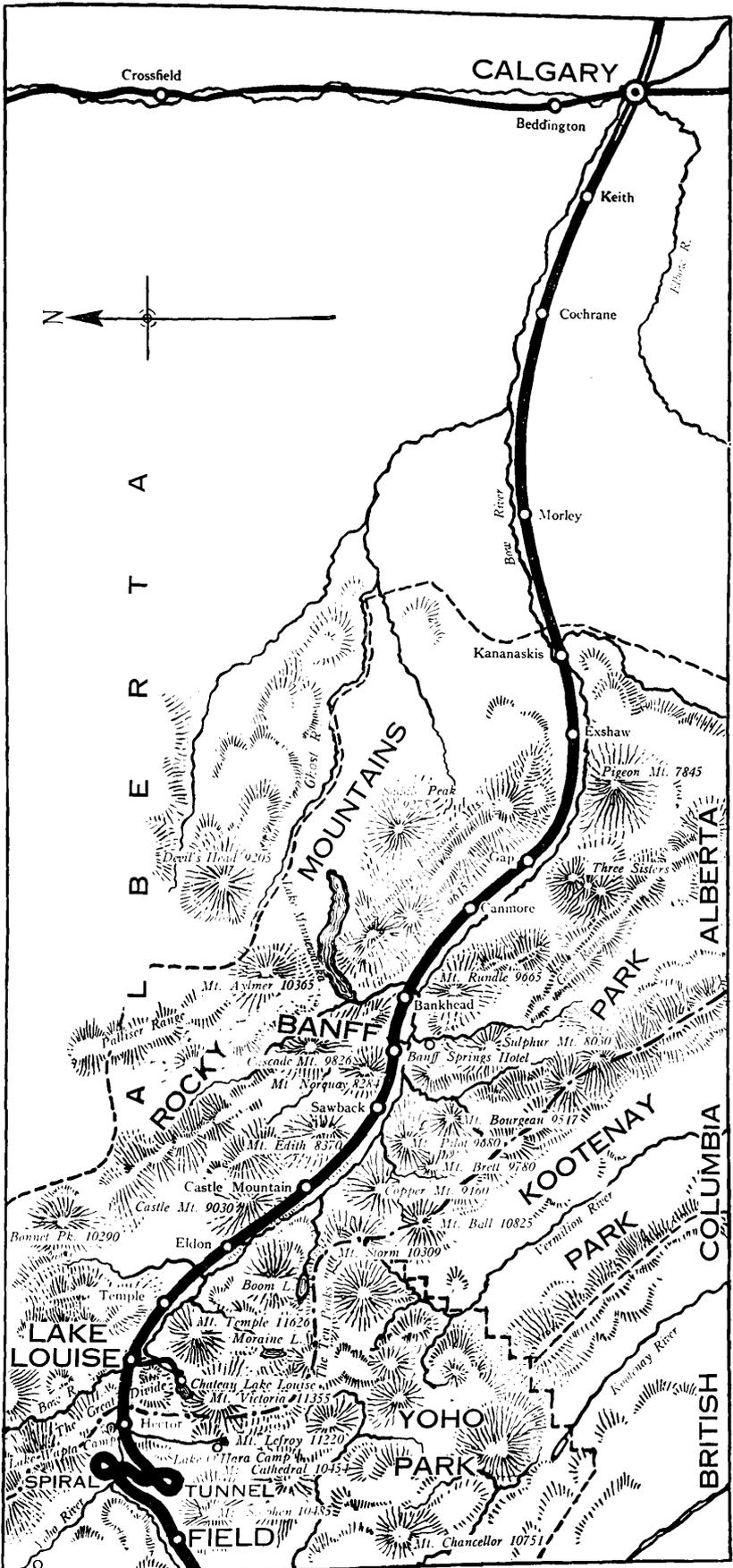
Calgary—see page 18.

*Cochrane* is one of the principal points in the ranching country. Ascending the Bow River from here, and gaining the top of the first terrace, a full view of the Rockies is obtained at last.

*Morley* is the modern home of the Stoney Indians, once a very warlike race but now the most industrious of red men. The foothills are full of Indian lore. The whole district was conceived as a great giant; hence there are the Knee Hills, the Hand Hills, the Elbow and the Ghost Rivers, and other names equally picturesque. Kananaskis Falls, on the Bow River, were named after a mythical Cree chief, the word meaning “a tall straight pine with branches near the top.”

*Seebe* is the site of two hydro-electric power plants which supply Calgary with its electrical power. The lower plant was completed in 1911, the upper one in 1915. The latter can be seen from the

(Continued on page 32)



 Indicates Double Track

**CALGARY TO FIELD**

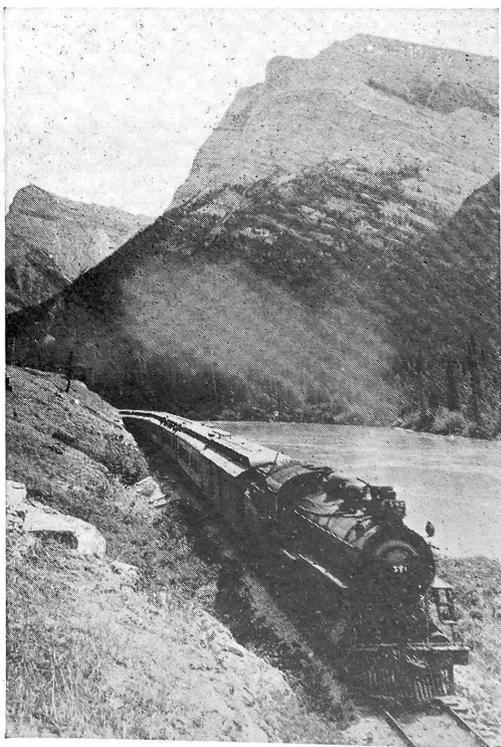
Going west, read station names downward. Going east, read upward.

**Kananaskis** Nature has thrown up the Canadian Pacific Rockies on so vast a scale that the human mind can with difficulty grasp their greatness, except by some comparison. The "Trans-Canada Limited," fastest Canadian Pacific train, takes twenty-three hours to pass from Cochrane, at the entrance to the Rockies, to Mission, where it enters the coastal plain. The simplest parallel is that of the Swiss Alps, which throw their giant barrier between Italy and France. Two of the best known railway routes across the Swiss Alps are the St. Gothard and the Simplon. It takes an express train five hours to travel from Lucerne to Como, or from Lausanne to Arona. When, therefore, Edward Whymper, the hero of the Matterhorn, described the Canadian Pacific Rockies as fifty Switzerlands thrown into one, this certainly was no exaggeration. The Canadian Pacific Rockies stretch from the Gap practically to Vancouver—nearly six hundred miles of Alpine scenery. Snowy peaks, glaciers, rugged precipices, waterfalls, foaming torrents, canyons, lakes like vast sapphires and amethysts set in the pine-clad mountains—these have been flung together in unparalleled profusion on a scale which Europe has never known.

Seebe (continued)

railway. These two plants, with the sub-stations and transmission lines, represent an investment of about five million dollars. Generators with a capacity of 31,000 horse power are installed in these power houses, supplying a current of 55,000 volts which is transmitted over two high tension transmission lines to the city of Calgary. A supply of 4,000 horse power at 12,000 volts is also transmitted to the cement mill at Exshaw. The upper dam consists of a solid concrete structure 600 feet in length, capable of discharging 40,000 cubic feet of water per second. The company has completed a third transmission line to the city of Calgary, to meet the growing demand for power.

Kananaskis marks the eastern boundary to Rocky Mountains Park.



The Gap

Exshaw has a large Portland cement mill, with 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.

The Gap Two almost vertical walls of dizzy height, streaked and capped with snow and ice, where the mountains look almost impenetrable, form what is known as the Gap. On the north is the Fairholme Range, the prominent peak being Grotto Mountain (8870 feet), while on the south is the Goat Range, with Pigeon Mountain, Wind Mountain and the Three Sisters. The peaks in the Fairholme Range are fantastically broken; the ones opposite are massive snow-laden promontories, rising thou-

Going west, read station names downward. Going east, read upward.

**Canmore** Canada has a magnificent system of fifteen National Parks, **Bankhead** of which eleven are in Western Canada. Of the latter, four of **Banff** the most important are traversed by or lie adjacent to the Canadian Pacific Railway, while two others can be reached conveniently from it.

*Rocky Mountain Park, largest of these six, is bounded on the west by the interprovincial boundary between Alberta and British Columbia, and on the east by, approximately, the first big ranges of the Rockies. It has an area of 2,751 square miles, its greatest length being about one hundred 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, with 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. Of the many beautiful lakes within the Park, the principal are Louise, Moraine, Minnewanka, Hector, Spray, Kananaskis and Bow Lakes.*

### The Gap *(continued)*

sands of feet and penetrated by enormous alcoves imprisoning all the hues of the prism. Hundreds of thousands of years ago, in some huge upheaval toward the end of the Cretaceous Age, these mountains were lifted up; some sections were thrust high in the air, others remained almost as level as before. Others were tilted more or less toward the west, and still others bent and crumbled under the tremendous pressure from the sides. We see to-day only the colossal fragments of the original thrusts. It is by the Gap that the Canadian Pacific enters the first real ranges of the Rockies.

**The Three Sisters** A profile so striking that it is easily distinguishable is formed in the southern range near Canmore by three companion peaks known as the Three Sisters, the highest peak reaching a height of 9,734 feet.

In the same neighborhood is a curious group of pillars known as "hoodoos," some of them ten times as tall as a man and of sufficiently hard material to withstand the weatherings that have played havoc with the surrounding bank.

**Cascade Mountain** As we pass Bankhead, 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 but a stone's throw distant, is really miles away.



Canmore—The Three Sisters

*The Canadian Pacific Rockies comprise some of Nature's most gigantic works. In the various mountain ranges that make them up—the Rockies, the Selkirks, and the Monashee, Coast, and Purcell Ranges—there are, according to Government measurements, no less than 644 mountain peaks over 6,000 feet in height above sea level. These include only those peaks which bear names, and do not profess to exhaust the innumerable mountains that have not yet been named or measured, or that are very inaccessible from railways. Of those actually listed, there are 544 over 7,000 feet, 422 over 8,000 feet, 272 over 9,000 feet, 144 over 10,000 feet, 41 over 11,000 feet, and 4 over 12,000 feet.*

*Many of the principal mountains seen by the traveller from the train or at the most popular mountain resorts—at and around Banff, Lake Louise, Moraine Lake, Lake O'Hara, Field, Emerald Lake, the Yoho Valley, and Glacier—average a height above the floor of the valleys at their base of about 4,800 feet, or almost a mile.*

**Banff** is the administrative headquarters of Rocky Mountains Park. The town lies embowered in pine forests and lawns, in a pocket of a wide circle of pearly-grey limestone peaks. Warmed by clear sunshine and kissed by clear air, exhilarated by the glacial-green Bow River that frisks through its middle, Banff is the Mecca of tourists from all parts of the world.

**Banff Springs Hotel** The traveller seeking a holiday can find all his wants supplied at the finest mountain hotel in the world, the Banff Springs Hotel. This hotel, built and operated by the Canadian Pacific Railway, stands on a height between the foaming falls of the Bow and the mouth of the rapid Spray River. Looking from the verandah of the hotel, between Tunnel Mountain and Mount Rundle, a splendid view may be obtained of the distant snow-clad barrier of the Fairholme Range. Immediately in front is the junction of the Bow River with the Spray River, with the former making a beautiful waterfall.

**The Panorama of Banff** From the station a magnificent panorama is to be witnessed. To the north is the grey bulk of Cascade Mountain, towering above the town like a grim old idol. To the east are Mount Inglismaldie and the heights of the Fairholme sub-range. Still farther to the east the sharp cone of Mount Pechee closes the view in that direction. To the left of Cascade rises the wooded ridge of Stoney Squaw. To the west and up the valley are the distant snowy peaks of the main range above Simpson's Pass. To the left is Sulphur Mountain; to the south-east the isolated wooded bluff of Tunnel Mountain and the long serrated spine of Mount Rundle. From the Bow bridge the view is even more magnificent, for the river runs through the centre of the picture.

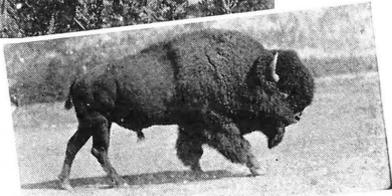
**Hot Springs** Had Banff not become famous for its beauty, it must have become famous for its hot springs, which are amongst the most important of this continent. The five chief springs have been found to have a total flow of about a million gallons a day, and issue from the ground the year round at a temperature of over 90 degrees Fahrenheit. Excellent swimming in warm sulphur water is afforded at the Upper Hot Springs (on Sulphur Mountain), the Cave and Basin Bath House, and at the Banff Springs Hotel. At the Cave and Basin the Government has erected a handsome \$150,000 swimming bath. The Banff Springs Hotel has its own beautiful sulphur pool, with fresh water pool adjoining, and with expert masseurs in attendance at the Turkish baths attached.

**Recreation** An eighteen-hole golf course, situated on the banks of the Bow River at the base of Mount Rundle, is open to visitors. Rowing, canoeing and motor-boating are available on the Bow River. There is good fishing in Lake Minnewanka, about eight miles distant.

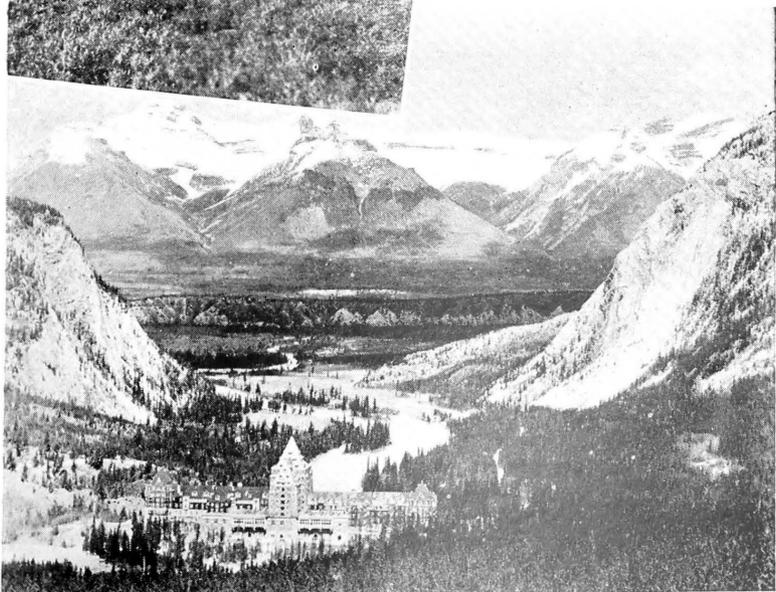
**Walking and Riding** There are a large number of beautiful trails and roads leading from Banff, offering delightful rides, drives and walks. On the east side of the Bow Falls is the road which switchbacks up Tunnel Mountain, affording splendid views of the Bow Valley and the surrounding mountains. Another beautiful walk is past the Cave and Basin to Sundance Canyon.



Cascade  
Mountain



(Above) Buffalo at Banff  
(At side) Mount Assiniboine  
(Below) Sulphur Swimming Pool,  
Banff Springs Hotel



Banff Springs Hotel and the Bow Valley

Going west, read station names downward. Going east, read upward.

*Massive Castle Mountain Eldon Temple Lake Louise* Magnificent views of the surrounding mountains are afforded between Banff and Lake Louise, the railway skirting the Vermilion Lakes and following the course of the Bow River Valley through a beautifully forested valley. Westward and to the north of Castle Mountain is the bare, rugged and sharply serrated sub-range known as the Sawback. The Slate Mountains, which appear in the foreground at Lake Louise, are a spur from this range. Far to the south are the snowy peaks that enclose Simpson's Pass; somewhat to the south-east are Pilot Mountain (9,680 feet), a landmark for trappers visible from either end of the Bow, and Hole-in-the-Wall Mountain (9,184 feet) with an interesting cavern running into the mountain for 160 feet, which has been used as a meeting place for the Masonic Lodge at Banff.

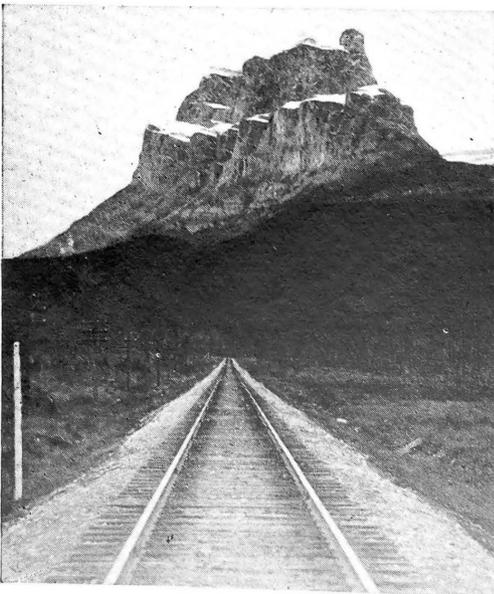
Near Eldon a wonderful array of peaks is presented. Toward the south-east may be seen Pilot Mountain, Copper Mountain, Mount Brett, and Vermilion Pass, where the continental watershed sends the Vermilion River westward into the Kootenay. Almost directly south is Storm Mountain (10,309 feet) and the snowy dome of Mount Ball (10,825 feet). Loftiest and grandest of all towers Temple Mountain.

**Castle Mountain** a sheer precipice of over 4,000 feet, named for its resemblance to a giant keep. Turrets, bastions and battlements can easily be distinguished. The mountain is eight miles long, and its highest point is 9,030 feet above sea level.

**Temple Mountain** (11,626 feet). This great snowbound mountain, whose crest exhibits precipitous walls of ice, flashing blue in the sunlight, is the most conspicuous and admirable feature of the wonderful valley. A distant glimpse can be obtained on the south of the Valley of the Ten Peaks, with the triangular-shaped Mount Deltaform standing out conspicuously.

**Banff-Windermere Road** Of great interest to automobile enthusiasts is this new automobile road, constructed by the Dominion Government and the Canadian Pacific Railway, across the Canadian Pacific Rockies. This spectacular journey through a hundred miles of the most magnificent mountain scenery of America can be commenced at either Banff or Lake Louise, the road at first being that which connects those two points. At Castle Mountain it crosses the Bow River and rises to the Vermilion Pass (altitude 5,264 feet). Here it

enters Kootenay Park. From Marble Canyon, a remarkable fissure three hundred feet deep, there is a trail to the curious Ochre beds. The road then follows the Vermilion River to its junction with the Kootenay River. Crossing the Kootenay, it leads through a beautiful avenue of virgin forest, and, ascending the Sinclair Pass between the Briscoe and Stanford Ranges, reaches Radium Hot Springs, long famous for their radium qualities. Emerging through the gap of Sinclair Canyon it meets the Columbia River and nine miles beyond the beautiful Lake Windermere.



Castle Mountain

*Kootenay Park (area 587 square miles) tucks in between the southern portions of Rocky Mountains and Yoho Parks, and comprises the Vermilion, Mitchell and Briscoe Ranges. The Kootenay River flows through its southern part, with a large tributary in the Vermilion. At the southwest end it almost touches the eastern bank of the Columbia River a little above Lake Windermere. The Banff-Windermere Road traverses the centre of this park.*

**Bungalow Camps** This drive has been rendered even more pleasant by the construction of three Bungalow Camps en route. These are Storm Mountain (26 miles from Banff), Vermilion River (50 miles), and Radium Hot Springs (91 miles). Lake Windermere Bungalow Camp, somewhat larger, will be found described on page 46.

The journey can be continued along the east side of Lake Windermere and the Kootenay River, through Canal Flats and Fort Steele, to Cranbrook. There the road connects with other highways leading south across the international boundary, thus forming the last link in the "Grand Circle Tour" to California.

**Lake Louise** Thirty-four miles west of Banff is Lake Louise. To reach the lake we must ascend another 630 feet, by means of a light gasoline railway. Turning a corner of the mountain we come suddenly into full view of the lake.

Lake Louise (*altitude 5,670 feet*), bearing the liquid music, the soft color notes of its name, into the realm of the visible, is probably the most perfect gem of scenery in the known world. "A lake of the deepest and most exquisite coloring," says one writer, "ever changing, defying analysis, mirroring in its wonderful depths the sombre forest 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."

**Chateau Lake Louise** On the shores of this beautiful lake the Canadian Pacific Railway operates the magnificent 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 marvelous kaleidoscope of color that flits across the surface of the lake.

Storm Mountain Bungalow Camp  
(At side) On the Banff-Windermere Road



**The Delights of Climbing** *It is difficult to imagine anything more fascinating than to start out in the early morning, stepping in half an hour from the perfect civilization of a luxurious hotel into the primitive glory of cliff and crag, winding waterway and frozen grandeur, to spend the day among the mountains. With a blue sky overhead, the air soft with the sweet resinous spice of the forest, and all cares left far behind, one sees only beautiful sights, hears only wonderland sounds, and for a whole long day lives close to the very heart of Nature in her most splendid mood.*

*The Canadian Pacific Rockies present to the mountain climber one of the most extensive and interesting fields of any easily accessible ranges of the world. Noted climbers make their way thither from all parts of the world. There are easy climbs, too, for the novice to graduate from—on some, indeed, he or she can ride or walk good trails almost to the summit.*

**The Panorama of Lake Louise** Encircling Lake Louise is an amphitheatre of peaks. From left to right they are Saddle, Fairview, Lefroy, Victoria, Collier, Popes, Whyte, the Devil's Thumb, the Needles, the Big Beehive, Niblock, St. Piran and the Little Beehive. At the far end of the lake, catching for the greater part of the day the full glory of the sun, their snowfields standing out in dazzling whiteness, are the glaciers that drop down from Mount Victoria and the lofty ice-crowned head of Mount Lefroy.

**Lakes in the Clouds** One of the finest and most popular excursions, either by walking or on a sure-footed mountain pony, is to the Lakes in the Clouds, nestling a thousand feet and more higher up in the mountain ranges.

The trail, leaving the west end of the Chateau, rises gradually through spruce and fir forests to Mirror Lake, thence upward to Lake Agnes. These lakes are good examples of "cirque" lakes—deep, steep-walled recesses caused by glacial erosion. The view from the edge of Lake Agnes—where a charming little rest and tea house has been established—is magnificent.

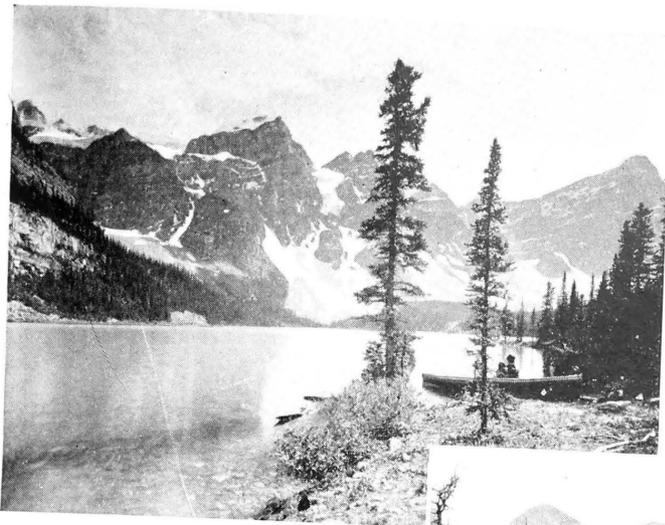
**Saddleback** Another excellent walking or pony excursion is to Saddleback. Crossing the bridge over Lake Louise creek, the trail rises rapidly on the slopes of Mount Fairview, between that mountain and Saddleback. The view of Paradise Valley and Mount Temple from this point is one of the finest in the Rockies. At the top is a tea and rest house, over two thousand feet higher than Lake Louise.

**Moraine Lake** This lovely mountain lake, in the Valley of the Ten Peaks, is 9 miles distant from the Chateau, and can be reached by automobile. The tremendous semi-circle of the Ten Peaks presents a jagged profile that makes a most majestic view. Not one of them is less than 10,000 feet in height—the highest is 11,225 feet. Moraine Lake is exquisitely tinted in color, its waters sometimes so still that they reflect every twig above its surface. On the shore of the lake is a charming bungalow camp.

**Paradise Valley** Between Moraine Lake and Lake Louise lies Paradise Valley, carpeted with Alpine flowers. Great peaks rise around it like citadel walls. The valley can be reached from the Saddleback down a steep zig-zag trail to the "Giant's Steps," and continued across the valley to Lake Annette. From the Giant's Steps a trail leads across the valley to Sentinel Pass, whence descent can be made through Larch Valley to Moraine Lake.

**Abbot Pass** From the Victoria Glacier there is a fine climb over Abbot Pass, between Mounts Victoria and Lefroy, descending to Lake O'Hara (see page 40). This should not, however, be attempted by the novice, unless accompanied by skilled guides. An Alpine hut has been erected near the summit, at an altitude of over 9,500 feet, for the convenience of climbers.

Lake Louise is one of the recognized mountain climbing centres of the Rockies, and has many good climbs, both for the novice and the experienced Alpinist. Swiss guides are attached to the Chateau Lake Louise for those who wish to visit the glaciers, climb mountains, or make some of the more strenuous trips through the passes.



(Above) Moraine Lake



(Above) Mount Lefroy



(At side) Lake Louise

(Below) Lake Louise  
and the Chateau,  
from the air

*Photograph by Department  
of National Defence*



Going west, read station names downward. Going east, read upward.

*The Great Divide*    *The twenty-mile journey between Lake Louise and Field, with its vivid and startling realization of the elevations reached, of the grades necessitated, and of the engineering difficulties encountered and overcome, leaves one breathless and amazed, full of admiration for the master minds which conceived and carried through the achievement of a transcontinental railway.*

*Between the Great Divide and Field, a distance of fourteen miles, the railway descends nearly a quarter-mile through the Kicking Horse Pass. The gradient through the pass is a particularly difficult one.*

**The Great Divide** Six miles west of Lake Louise and fourteen miles east of Field 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 Pass owes its name to an incident of exploration days in which a kicking horse figured literally.

**Wapta Camp** Wapta Lake Bungalow Camp is delightfully located just west of the Great Divide, on the far side of a beautiful lake, from Hector station. This camp, which has accommodation for about fifty guests, comprised in charming sleeping bungalows that cluster around a central dining and recreational house, is the centre for many fine excursions. Eight miles south is another and smaller bungalow camp, at Lake O'Hara—a jewel of a mountain lake in an open Alpine meadow that was once the cup of an old glacier. From here the Abbot Pass can be climbed to Lake Louise (see page 38). To the north of Wapta Lake is Yoho Valley Bungalow Camp (see page 41).

**The Spiral Tunnels** Formerly the section between the Great Divide and Field was a difficult one, the gradient being 4.5 per cent; but by two wonderful tunnels—forming one of the most notable engineering feats in existence—this difficulty 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, 3,255 feet in length; and after turning a complete circle and passing under itself emerges



Wapta Lake Bungalow Camp

## Bungalow Camps

*Bungalow camps have been established at several points in the Canadian Pacific Rockies, both to supplement the capacity of the hotels and also to provide accommodation of a somewhat different kind. These camps make a special appeal to the climber, the trail rider or the hiker; they are, on the whole, less formal than the hotels. The accommodation provided consists of separate log bungalows clustering around a large central building which serves as the dining and community house.*

*These camps are now established at Wapta Lake, Lake O'Hara, Yoho Valley, Moraine Lake and Lake Windermere; and at three points on the new Banff-Windermere automobile highway. There is a bungalow camp extension to the Emerald Lake Chalet.*

### The Spiral Tunnels (*continued*)

into daylight, 54 feet lower. (Mount Cathedral, 10,454 feet). The track then turns easterly, and crossing the river enters the second tunnel, 2,922 feet long, under Mount Ogden (8,795 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.

**Field** Towering six thousand feet higher than the little town of which roars the turbulent Kicking Horse River on its way to join the mighty Columbia. Field is the divisional point between the Alberta and British Columbia districts of the Canadian Pacific; it is also the gateway to Yoho National Park, and particularly to the Yoho Valley.

**Yoho Valley** The Yoho Valley is one of the most beautiful in the entire Rockies. It is reached from Field by one of the finest long drives in the Rockies (round trip distance twenty-two miles). The road, crossing the Kicking Horse River, follows the milky glacier-fed stream to where it joins the Yoho River, near the entrance of the valley at Mount Field, round which it swings and up the valley until some precipitous cliffs are reached. Up these it zigzags to a higher level, ending a short distance past the Takakkaw Falls.

**Yoho Valley** Near the end of the road is the Yoho Valley Camp, consisting of small rustic bungalows with a central dining room. Opposite the camp are the spectacular Takakkaw Falls, 1,200 feet high, forming one high ribbon of water descending from precipitous cliffs in clouds of foam. The accommodation of this camp is for twenty-eight.



Field—The Spiral Tunnels

**Yoho Park** (area 476 square miles) immediately adjoins Rocky Mountains Park on the west, and lies, broadly speaking, on the descending slopes of the Rockies, with the President and Van Horne ranges as its western boundary. It is a region of charm and winsome beauty, of giant mountains and deep forests, of rushing rivers and sapphire-like lakes. Its principal river is the Kicking Horse, with the Ottertail and Yoho as main tributaries; its chief lakes are Emerald, Wapta, McArthur, O'Hara and Sherbrooke. The Yoho Valley, Emerald Lake, Burgess Pass and other points are amongst the chief scenic features. The Canadian Pacific runs through the centre of Yoho Park following the Kicking Horse River.

**Upper Yoho Valley** From the camp a trail leads into the upper part of the valley, past Laughing Falls and the Twin Falls (two vast columns of water that drop almost perpendicularly), to the Yoho and President Glaciers and the Waputik ice fields. The Yoho Glacier is one of the most interesting in the Canadian Rockies, and is highly picturesque. A tea and rest house is operated at Twin Falls, and the visitor can spend the night there, visiting the glacier the next day and then returning to the Camp. Side trips can be made up the Little Yoho to one of the former camps of the Alpine Club of Canada, and the return to camp by a higher trail.

A diversion of the Field-Yoho road leads to Wapta Lake Camp (see page 40).

**Emerald Lake** An excellent motor 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. On the shore of the lake a picturesque two-storey log chalet, which with its supplementary one and two room bungalows has now accommodation for sixty people, is operated by the Canadian Pacific.

**The Yoho Pass** From Emerald Lake a magnificent trail trip on the back of a sure-footed mountain pony takes one around the lake and over the Yoho Pass (altitude 6,020 feet). From the summit an extraordinarily fine view can be obtained. Summit Lake (or Yoho Lake), small but beautifully colored, has a small rest and tea house; and thence descent is made into the Yoho Valley near Yoho Valley Camp.

**Burgess Pass** When one has reached Summit Lake, from either Emerald Lake or the Yoho Valley Camp, there is an alternative return over the Burgess Pass—one of the most magnificent of the easily accessible pony-rides in the mountains. It affords a breath-taking panorama of a sea of peaks. The trail skirts the great mass of Mount Wapta, and passing between Mount Field and Mount Burgess, drops down through wooded slopes to Field. (Altitude of pass 7,150 feet).

**Other Excursions** There are a number of other fine excursions in Yoho Park. One is a delightful drive from either Field or Emerald Lake along the Ottertail road, the round-trip distance being sixteen miles to the Ottertail Valley, up which a magnificent view of the triple-headed Mount Goodsir may be obtained. Another trip is to the 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. A very fine one-day climbing trip commences at Field, and traverses the gap between Mount Stephen and Mount Dennis, and from there to Duchesnay Pass. The descent is made to a beautiful valley under the shadow of the precipitous crags of Mount Odaray, the valley being followed until the Lake O'Hara trail is reached. (See page 40).

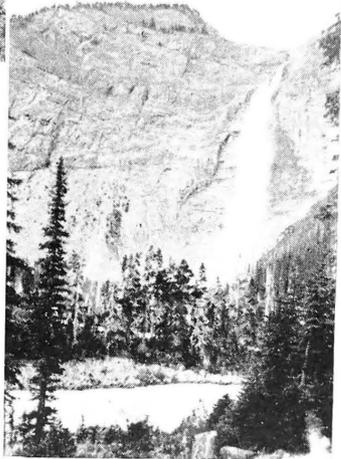


(Above) Emerald Lake Chalet

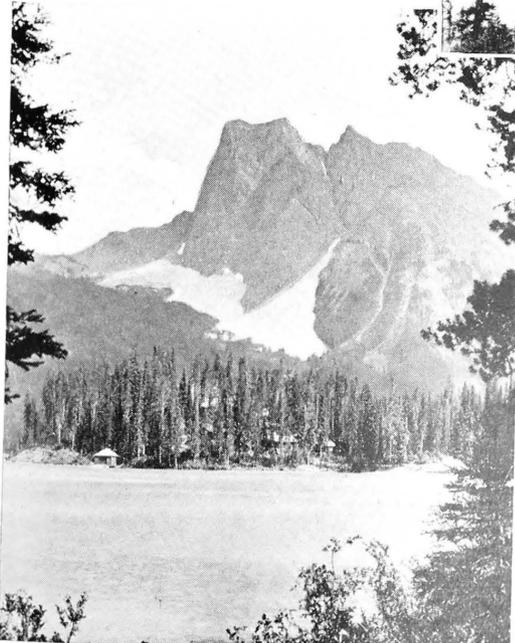


(At side) Yoho Valley Camp

(At side) Takakkaw Falls,  
in the Yoho Valley



(Below) Mount Burgess and  
Emerald Lake



## Field to Revelstoke: 126 miles

Altitudes of the stations will be found in Condensed Guide on page 47.

Going west, read station names downward. Going east, read upward.

*Field* Resuming our journey westward from Field, the route for  
*Emerald* some 35 miles is parallel to the turbulent Kicking Horse  
*Ottertail* River. The railway begins to descend steadily, until at  
*Leancoil* Golden it is nearly 1,500 feet lower. The narrow valley of  
*Palliser* the Kicking Horse divides the Ottertail Range on the south  
*Glenogle* from the Van Horne Range on the north. A vivid contrast in  
*Golden* mountain formation is evident between the two ranges. One  
 mile west of Emerald Mount Goodsir (11,676 feet) can be  
 seen on the south, while on the north we get a fine glimpse of the President  
 Range.

On the south Mounts 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. At the base of Mount Hunter the river turns abruptly and plunges into the lower Kicking Horse Canyon.

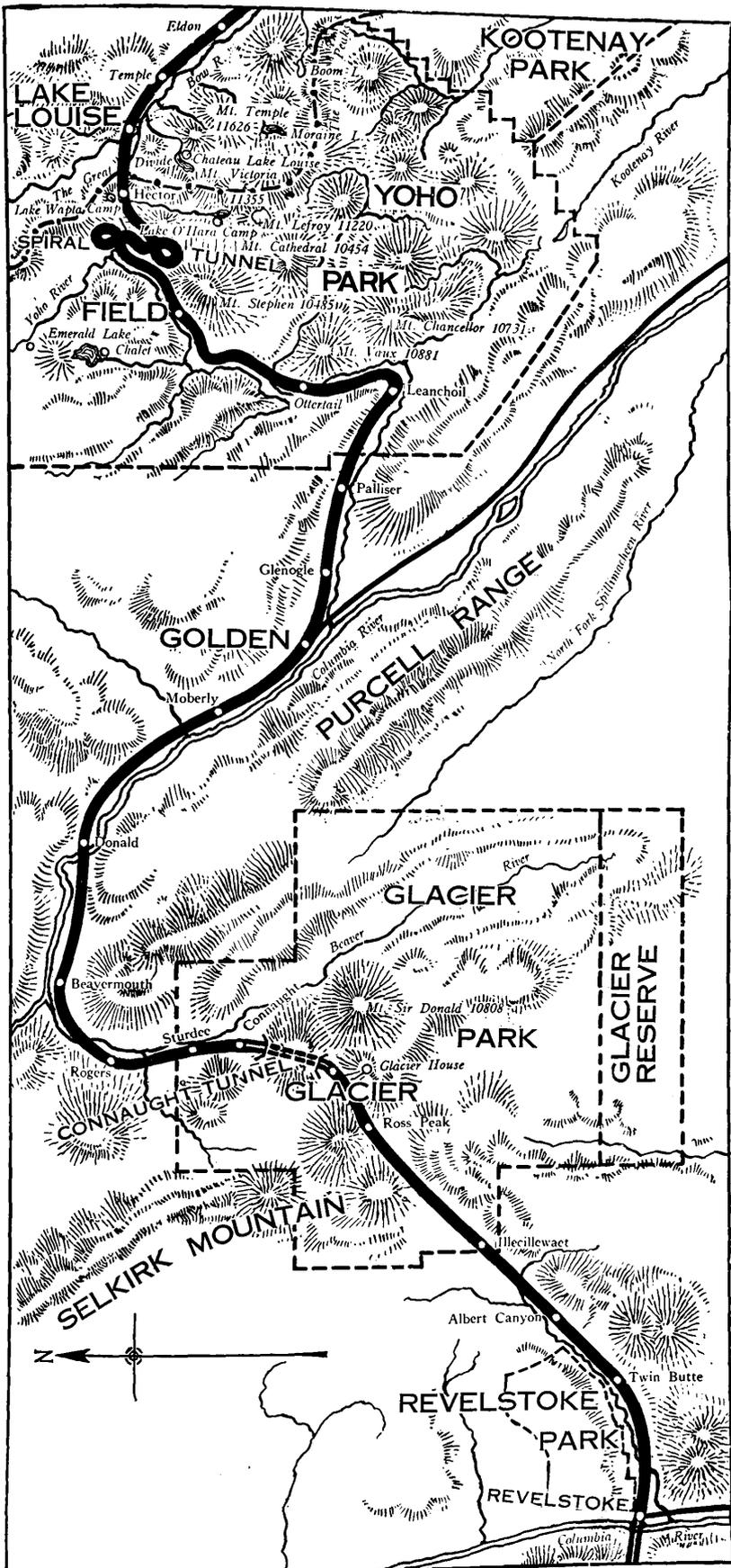
The canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical. The roar of the river as it rushes from side to side of the narrow gorge, the thunder of the train as it follows the river—pandemonium increased a thousandfold by the reverberations of the canyon walls—gives an indescribable 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.

**Golden** an interesting town with large lumbering and mining interests, commands the trade of the fertile Windermere Valley to the south.

Main line route continued on page 59



Leancoil—Mount Chancellor

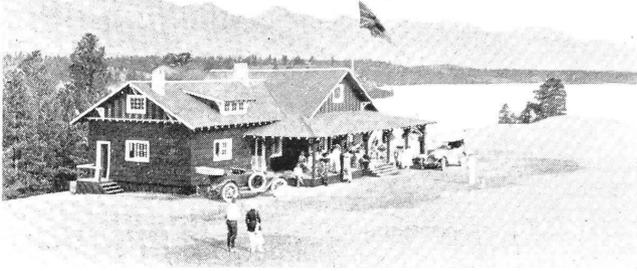
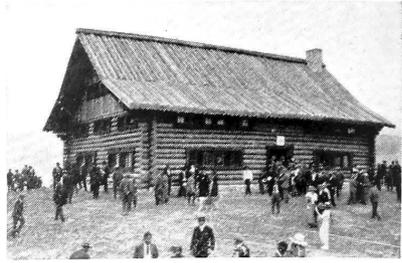


 Indicates Double Track

**FIELD TO REVELSTOKE**

(Below) Lake Windermere  
Bungalow Camp

(At side) David Thompson  
Memorial Fort



## Golden to Cranbrook: 166 miles

Golden  
Spillimacheen  
Lake Windermere  
Fort Steele  
Bull River  
Colvalli  
Cranbrook

*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 Colvalli. 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 Banff-*

*Windermere motor road (see page 36) joins the government road at Sinclair, 60 miles from Golden. 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.*

**Lake Windermere** is the station for Lake Windermere Bungalow Camp, a popular centre for excursions into the beautiful country surrounding. This camp, which has accommodation for about 50, is situated on the shore of one of the most delightful warm water lakes in British Columbia. It is the starting point for excursions up Toby Creek and Horse Thief Creek to the great ice fields of the Selkirks, notably the Lake of the Hanging Glaciers. There are curative hot springs at Sinclair and Fairmont. Bathing, riding, boating, fishing, motoring can be enjoyed on the shores of this lake, and alpine climbers can use the camp as headquarters for expeditions into the Selkirks. There is good trout fishing in nearby creeks and some of the smaller lakes.

Lake Windermere was discovered by the famous explorer, David Thompson, in 1807; and a memorial fort, reproducing his stockaded post, has now been built near the camp.

**Fort Steele** has grown up to meet the needs of the ranching and fruit-growing districts surrounding it. Lead, copper, silver, gold and iron are found in the neighbourhood.

**Bull River** is a lumbering town, with some important sawmills, and the source of power supply for the Sullivan Mines at Kimberley (see page 86). Good fishing and hunting may be obtained in the vicinity.

**Cranbrook**—see page 86.

Continued on page 59

# Condensed Guide to the Canadian Pacific Rockies as seen from the Train

By studying the following ten pages you will be able to identify, very easily, the principal points of interest.

**Mileage** First find the mileage. Mileage boards are attached to telegraph poles alongside the track.

The mileage on these boards is calculated from the divisional point. These divisional points are:

Westbound—	Eastbound—
Calgary	Vancouver
Field	North Bend
Revelstoke	Kamloops
Kamloops	Revelstoke
North Bend	Field
Vancouver	Calgary

**Always calculate westwards** from the divisional point.  
Thus, Banff is 81.4 miles  
west of Calgary—Glacier is 85.6 miles west of Field.

**Westbound** Read this table downwards, from the beginning.

The north side of the track is on your left hand if you ride with your back to the locomotive—or on your right hand if you face it.

**Eastbound** Read this table upwards, from the last page.

The north side of the track is on your right hand if you ride with your back to the locomotive—or on your left hand if you face it.

*For fuller information about any of these places, see other pages in this book.*

## Calgary to Lake Louise

North Side of Track	Mileage west of Calgary	STATION
The railway follows the valley of the Bow River, crossing to the North side of the river $7\frac{1}{2}$ miles west of Calgary.	0.0	CALGARY
The motor road from Calgary to the mountains may be seen now and again.	9.4	Keith
	22.8	Cochrane
The valley of the Ghost River enters the Bow at this point.	33.0	Radnor
Bow River.	41.6	Morley
Site of the hydro-electric plants that supply Calgary with electricity.	52.1	Seebe
A very large Portland Cement mill located here.	57.3	Exshaw
Grotto Mtn. ( <i>Alt. 8,870</i> ).	62.3	Gap
Fairholme Mountains.	67.1	Canmore
The railway crosses Cascade River just before reaching Bankhead.	79.6	Bankhead
Cascade Mtn. ( <i>Alt. 9,826</i> ).	81.4	BANFF
Mt. Edith ( <i>Alt. 8,370</i> ) is the pointed spire-like peak.		
Sawback Range ( <i>Alt. 10,000</i> ).	92.9	Massive
Castle Mtn. ( <i>Alt. 9,030</i> ) The railway follows the base of this mountain for several miles.	99.0	Castle Mountain
	106.5	Eldon
	110.6	Temple
Slate Mountains.	116.6	LAKE LOUISE
Cross Bow Valley and follow Bath Creek towards the Divide.		

---

 Calgary to Lake Louise
 

---

 Altitude  
 above  
 sea-level

 South Side of Track
 

---

3438

3565 Bow River

3760 In the foothill country; many stock ranches may be seen.

3896

4078 In the heart of the Stoney Indian Reserve, the modern home of a once warlike race.

4218

Cross the Bow River after leaving Seebe.

4260

4248 The railway enters the mountains through a narrow opening.

4296 A coal mining town.

The Three Sisters (*Alt. 9,734*).

4584

Mt. Rundle (*Alt. 9,665*).

4537 Spray Valley.

Sulphur Mt. (*Alt. 8,030*). Banff Springs Hotel. Headquarters of the Rocky Mountains Park. Hot Sulphur Baths, Motor-ing, Riding, Boating, Swimming, Golf, etc.

4592

Pilot Mt. (*Alt. 9,680*).4676 Storm Mt. (*Alt. 10,309*) and Vermilion Pass. Motor road goes South West to Lake Windermere.4828 A glimpse of Mt. Bident (*Alt. 10,109*) through gap in the Peaks.

4924 A fine view of the great peaks in the Valley of the Ten Peaks. Deltaform being conspicuous.

5050 Stop for Chateau Lake Louise  $3\frac{1}{2}$  miles distant. Mt. Temple (*Alt. 11,626*).

## Lake Louise to Golden

North Side of Track	Mileage west of Calgary	STATION
	122.2	The Great Divide
	122.7	Stephen
Mt. Bosworth ( <i>Alt. 9,083</i> ).		
Lake Wapta Bungalow Camp on north side of the lake.	124.9	WAPTA CAMP (Hector)
We pass through the Kicking Horse Pass. Upper Canyon of the Kicking Horse River.		
	130.2	Yoho
Yoho Valley.	132.4	Cathedral
Mt. Field ( <i>Alt. 8,645</i> ).		
Kicking Horse River.		
	136.6	FIELD
North Side of Track	Mileage west of Field	STATION
Kicking Horse River. Bridge giving access to roads to the Yoho Valley Bungalow Camp and Emerald Lake Chalet.	0.0	FIELD
Fine view of President Range looking back North.	4.2	Emerald
	6.2	
Van Horne Range.	8.2	Otte:tail
Two miles west of Leancoil we pass western boundary of Yoho Park.	17.0	Leancoil
Slopes of Mt. Hunter ( <i>Alt. 8,652</i> ).	22.7	Palliser
Lower Kicking Horse Canyon.		
	27.9	Glenogle
Western end of Rockies. Beginning of Selkirks.	35.1	GOLDEN
Edelweiss, the home of the Swiss guides, employed by the Canadian Pacific for climbers.		
Cross the Blaeberry River.	45.0	

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 Lake Louise to Golden
 

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 Altitude  
 above  
 sea-level

 South Side of Track
 

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5338 The highest elevation reached by the railway. Boundary between Alberta and British Columbia. Water from stream flows on East to Atlantic and on West to Pacific.

5332

5219 Cataract Creek and trail to Lake O'Hara Bungalow Camp.

Cathedral Mtn. (*Alt. 10,454*).

4724 After leaving Hector the railway descends rapidly and passes through the famous spiral tunnels, the line traversing the valley three times in order to descend gradually to the level of the Kicking Horse River.

4501 Cathedral Mtn. (*Alt. 10,454*).

Monarch silver-lead mines on slopes of Mt. Stephen (*Alt. 10,485*).

4075

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 Altitude  
 above  
 sea-level

 South Side of Track
 

---

4075 Mt. Stephen (*Alt. 10,485*) and Mt. Dennis (*Alt. 8,326*).

3899

Ottertail River is crossed.

3702

3685 The railway which runs almost North and South between here and Field, turns West. Note valley of the Beaverfoot.

3288

3008 Beaverfoot Range.

2583 The Kicking Horse River enters the Columbia, the wide valley of which is seen to the South. Golden is the gateway to the Columbia Valley and Lake Windermere Bungalow Camp.

## Golden to Revelstoke

North Side of Track	Mileage west of Field	STATION
	46.1	Moberly
	47.6	Forde
	51.6	Donald
Cross the Columbia River.	52.7	
Canyon of the Columbia.		
After leaving Beavermouth we follow the Beaver River.	63.1	Beavermouth
Beaver River Canyon.		
Gateway of the Beaver.		
	66.2	
The line is rising rapidly to the summit of the Selkirks.	68.0	Rogers
Cross Mountain Creek, 150 feet above stream.	70.9	
Cross Surprise Creek, 170 feet above stream.	74.6	
Cross Stoney Creek, 270 feet above stream.	76.4	
	76.8	Stoney Creek
	80.2	
We emerge from the Tunnel on the western slopes of the Selkirks.	85.6	Glacier
Mt. Cheops ( <i>Alt. 8,506</i> ) and road to Nakimu Caves.		
The line descends rapidly following the Illecillewaet River, crossing and recrossing it.		
	93.5	Flat Creek
At this point we pass the western boundary of Glacier Park.	98.4	Illecillewaet
A stop is made to see Albert Canyon a fine rock gorge about 150 feet deep.	105.0	Albert Canyon
Western end of the Selkirks.	125.9	REVELSTOKE

## Golden to Revelstoke

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 Altitude  
above  
sea-level

 South Side of Track
 

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2558 Dogtooth Mountains, a part of the Purcell Range.

2563 Columbia River.

2580

2433 At this point we leave the Columbia which flows North and then South in a "Big Bend" around the Selkirks.

Cross the Beaver River.

2592

3½ miles from Rogers we enter Glacier Park.

Prairie Hills across the Beaver Valley.

We enter Connaught Tunnel (5 miles long) which pierces the summit of the Selkirks.

3778 Glacier Hotel is 1½ miles from Station and is stopping place for Illecillewaet Glacier and many fine mountain trips.

 Mt. Sir Donald (*Alt. 10,808*), the pyramidal-shaped peak.

3094 Valley of Flat Creek.

2713

2226

1496 A branch line goes South to the Arrow Lakes.

## Revelstoke to Ashcroft

North Side of Track	Mileage west of Revelstoke	STATION
Shortly after leaving Revelstoke cross the Columbia River.	0.0	REVELSTOKE
The railway climbs up to the Eagle Pass which is reached here.	8.5	Clanwilliam
	14.6	Three Valley
	24.2	Taft
Note monument to commemorate completion of the Canadian Pa- cific at this point, Nov. 7th, 1885.	28.3	Craigellachie
Shuswap Lake.	44.7	SICAMOUS
The railway follows the Salmon Arm of Shuswap Lake.	63.4	Salmon Arm
The railway leaves the lake to climb over Notch Hill.	70.6	Tappen
	79.8	Notch Hill
Pass along the shores of Little Shuswap Lake.	87.8	Squilax
Follow the shore of the South Thompson River to Kamloops.	95.6	Shuswap
The North Thompson joins the South Thompson at this point, the two rivers forming the Thompson River.	128.8	KAMLOOPS

North Side of Track	Mileage west of Kamloops	STATION
	0.0	KAMLOOPS
The Thompson River widens and is known as Kamloops Lake.	8.7	Tranquille
The Painted Bluffs, brilliantly coloured rocks, are seen across the Lake.	19.7	Munro
Leave the Lake a short distance west of Savona and follow the Thompson.	25.2	Savona
The gateway to the Cariboo country	47.2	Ashcroft

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 Revelstoke to Ashcroft
 

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 Altitude  
 above  
 sea-level

 South Side of Track
 

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 1496 Mt. Begbie (*Alt. 8,946*).

The railway follows the narrow valley of the Tonkawatla River.

1820

1638 Three Valley Lake.

1225 Follow the valley of Eagle River to Sicamous.

1154 Jct. of branch to Okanagan Valley.

1159 A fine fruit district adjacent to railway.

1158

1691 From this summit the line descends to Shuswap Lake.

1288

1154

 1159
 

---

 Altitude  
 above  
 sea-level

 South Side of Track
 

---

1159

1142

1143

1163

1004

## Ashcroft to Vancouver

North Side of Track	Mileage west of Kamloops	STATION
The Black Canyon of the Thompson seen at mile 52.5.	54.7	Basque
	72.6	Spences Bridge
	85.5	Thompson
Thompson Canyon, very fine, east and west of this point.	89.8	Gladwin
At mile 93.5 note the striking pin- nacle (Botanic Crag) on the opposite side of the river.		
The Fraser River comes in from the North and joins the Thompson.	94.8	LYTTON
	103.8	Kanaka
Salmon River is crossed at mile 113.8; note fine gorge up stream.		
	116.4	Chaumox
	121.4	NORTH BEND
North Side of Track	Mileage west of North Bend	STATION
	0.0	NORTH BEND
Railway bridges span fine rock gorges at Skuzzy River (mile 5.5) and Whites Creek (mile 9.7) Between mile 9 and 10 we pass through a series of tunnels.	15.5	Spuzzum
	27.1	Yale
	41.7	Petain
	48.0	Ruby Creek
Government Experimental Farm.	58.9	Agassiz
	68.1	Harrison Mills
	87.3	Mission
	105.1	Hammond
At mile 109.7 the Pitt River is crossed		
The Coquitlam River is crossed before reaching this point.	112.5	Westminster Jct.
Reach the head of Burrard Inlet.	116.5	Port Moody
	129.0	VANCOUVER

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 Ashcroft to Vancouver
 

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 Altitude  
 above  
 sea-level

 South Side of Track
 

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892

774 Valley of the Nicola. Junction with Kettle Valley Railway.

673

758

693

At mile 101 we cross the Fraser 140 feet above the River.

613 Canyon scenery fine from mile 100 to mile 102.

568 Note the old Cariboo road on the opposite side of the valley.

493

---

 Altitude  
 above  
 sea-level

 South Side of Track
 

---

493

 From North Bend west the Canyon becomes more and more  
 impressive, reaching a climax at Hell's Gate, 8 miles from  
 North Bend.

399

220 The site of an old trading post of Hudson's Bay Company.

183 Jct. with the Kettle Valley Ry.

103 The line westward is double-tracked to Vancouver.

60

47 The Harrison River is crossed at this point.

27 A branch goes South to Huntingdon.

26 Fraser River.

34 A branch line runs southwest to New Westminster.

14

16

# Canadian Pacific

## Twenty Thousand

miles of railway in Canada and the United States—reaching the principal agricultural, industrial and commercial regions, as well as the most wonderful mountain scenery and hunting and fishing territory in the world.

## Two Fleets

of ocean steamships—the Empresses of the Pacific from Vancouver to China and Japan, and the Empresses of the Atlantic and the Monoclass Cabin Steamships from Eastern Canadian Ports to Europe.

## Thirteen Magnificent Hotels

—in the Canadian Pacific Rockies, at the Pacific Coast, on the Prairies, and in the East—Eleven delightful Bungalow Camps in the Rockies and in Ontario.

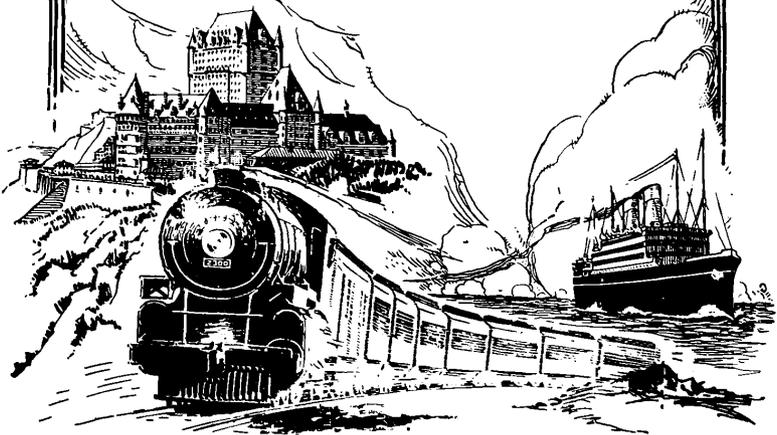
*(See back cover for list.)*

**TELEGRAPHS — EXPRESS**

(Dominion Express Co.)

## Canadian Pacific

“It spans the world”



## Field to Revelstoke (continued from page 44)

Going west, read station names downward. Going east, read upward.

**Moberly** Everything combines to make the scenery between Golden and Glacier a climax of mountain grandeur. There  
**Forde** is first the magnificent eastern thrust of the Selkirks, with  
**Donald** its glorious array of mountain peaks culminating in the  
**Beavermouth** lofty pinnacle of Sir Donald; then there are mountain  
**Rogers** torrents that tumble in splendid cascades, through the  
**Stoney Creek** narrow gorges cut deeply into the steep hillsides, the  
**Glacier** Rocky Mountain trench, flanked by the two highest moun-

tain systems of the Canadian Pacific Rockies; and the Columbia River itself, which for more than twenty-five miles parallels the railway line, and at the base of the Selkirks is a raging roaring flood, forcing its way through precipitous canyons to the high slopes along which the railway creeps.

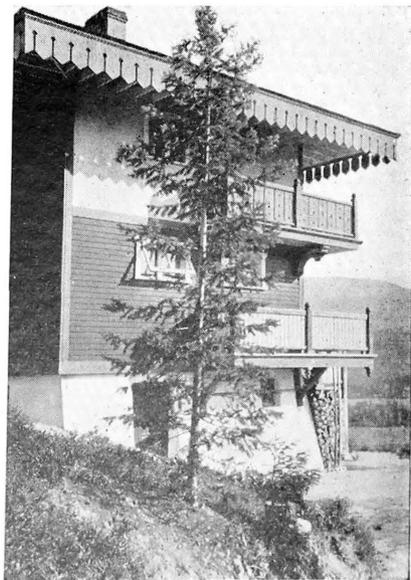
Not only is the scenery impressive, but the engineering feats are particularly remarkable, especially in the construction of bridges and tunnels. West of Cedar Creek is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture that they named the spot "The Surprise."

**Edelweiss** Just west of Golden, north of the track, is 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.

**Moberly** takes its name from Mount Moberly (altitude 7,721) one of the most prominent peaks for some miles along the river valley. About two miles west of Moberly, on the south 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.

**Beavermouth** is the farthest north station of the transcontinental route, at the base of the Selkirks.

The Columbia River, which with but one exception is the largest river on the west side of America, rises in the Upper Columbia Lake; and then, flowing through Lake Windermere, runs north-westerly. From Golden to Beavermouth it is paralleled by the railway; then we take leave of it as it makes its famous "Big Bend" round the northern spur of the Selkirks, until we meet it at Revelstoke, southward bound, through the Arrow Lakes, for the United States and its even greater majesty. The river is nearly 1,400 miles long, and drains a basin of nearly 300,000 square miles. It is the route of history, the route by which some of the earliest explorers reached the Pacific Ocean.



Edelweiss

**Glacier Park** *covering an area of 468 square miles, differs very noticeably from the other parks of the Canadian Pacific Rockies. It has an atmosphere of austere majesty and high loveliness. The Selkirk Mountains, smaller in size than the Rockies, are geologically much older; the tooth of time was already gnawing its scarred sides when the Rockies were first pushed up from the crumpled sea-bottom. With its massive peaks and giant glaciers, Glacier Park has somewhat of an air of isolation and mystery. For the visitor, it offers a remarkably delightful and exhilarating atmosphere—probably the best in all the mountains. Surrounding it, too, are some dense forests of fine trees, of great age; these will be particularly noticed on the way to Nakimu Caves.*

**Stoney Creek** The bridge which crosses Stoney Creek, 270 feet above the gorge, is the highest on the main line of the Canadian Pacific. Stoney Creek is a noisy mountain torrent, flowing in the bottom of a narrow V-shaped channel cut deeply into the steep slopes along which the railway creeps.

**Mount Macdonald** (9,482 feet), towering more than a mile in vertical height above the railway, makes a most impressive picture.

**Connaught Tunnel** 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 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 slightly over 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  $4\frac{1}{2}$  miles and dispensed with  $4\frac{1}{2}$  miles of snow-sheds. The tunnel is double tracked, and measures 29 feet from side to side and  $21\frac{1}{2}$  feet from the base rail to the crown. 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. The railway emerges from the tunnel at Glacier Station.

**Glacier House** At Glacier is a cosy Canadian Pacific Hotel, Glacier House. This hotel formerly adjoined the station; but when the Connaught Tunnel through Mount Macdonald was constructed, the station was moved about  $1\frac{1}{2}$  miles distant. It is connected with the hotel by a fine motor road.

**The Panorama of Glacier** The panorama from Glacier House is magnificent. To the right of the hotel, facing the lawns, is the gleaming white Illecillewaet Glacier, hanging on the side of Mount Sir Donald—the latter a naked and abrupt pyramid that rises to a height of nearly  $1\frac{1}{2}$  miles. Farther away are the sharp peaks of Mount Eagle, Avalanche, and Macdonald. Still circling round, one sees Rogers Pass and the snowy Hermit Range; at the west end of the range comes Cheops, named after the great pyramid builder of the Pharaohs, and in the foreground, and far down among the trees, the Illecillewaet River glistens across the valley. Circling back again toward the hotel, the shoulders of Ross Peak are visible over the wooded slope of Mount Abbot. A glimpse can be caught, between Ross and Cheops, of the Cougar Valley.

**The Illecillewaet Glacier** This great plateau of gleaming ice, framed in a dark forest of giant cedar, hemlock and spruce trees, scarred by immense crevasses of great depth and covering an area of about ten square miles, is about two

(Continued on page 62)



(At side)  
Mount Macdonald  
and  
Connaught Tunnel



(Below)  
Illecillewaet Glacier



(Above) Climbing at  
Glacier



(At side)  
Glacier House

*Apart from their grandeur and beauty, the Rockies have superb and everlasting snow fields and mighty glaciers. Of these, the most notable in the proximity of Canadian Pacific Hotels and the Bungalow Camps are Victoria and Lefroy Glaciers at Lake Louise, the Yoho Glacier in the Yoho Valley, the Illecillewaet Glacier at Glacier, and the Lake of the Hanging Glaciers in the Lake Windermere Valley.*

*A glacier is, broadly speaking, an accumulation of ice, of sufficient size and weight to flow down from a snow-covered elevation. It is a river flowing from a lake, only the lake is of snow and the river of ice. The thickness of the ice will vary greatly—it may be, under favorable conditions, as much as 1,000 feet.*

**The Illecillewaet Glacier** (*continued*)  
miles from the hotel, from which it can be reached by walking or riding on an excellent trail. It affords some remarkable opportunities of observing the movements and recession of glaciers. Mount Sir Donald can be reached by an extension trail from the glacier trail, and furnishes one of the most attractive climbs of the region. The return trip may be taken along the alternative trail on the east bank of the river.

**The Nakimu Caves** These curious caves, discovered in 1904, are situated on the lower slope of Mount Cheops and Ursus Major, in the Cougar Valley. A series of subterranean chambers, formed partly by seismic disturbance and partly by water, they are characterized by beautiful interior marble markings, and have been explored for nearly a mile.

Horse tally-ho's leave Glacier House during the summer season for the Cougar Valley, whence the caves are reached by foot; or the whole journey can be made by pony. A small rest house serving meals and accommodating six persons overnight is operated at the caves.

**The Asulkan Valley** Tributary to the valley of the Illecillewaet Glacier is the Asulkan Valley—one of the most beautiful mountain valleys that is to be found in the Selkirks. On either side are towering mountain slopes and precipices, exalted rock ledges from which waterfalls leap, and overhanging snow crests. A path branches from the Asulkan trail, a short distance from the first bridge, and climbs, corkscrew fashion, to Glacier Crest, commanding the Illecillewaet Glacier.

**Cascade Summer-House** An easy and delightful morning's walk is to the Cascade Summerhouse, on the lower slopes of Mount Avalanche. From this point the cascade tumbles in a series of leaps a distance of 1,200 feet. Still higher up one may go to Avalanche Crest. A magnificent view of the Bonney Ridge and glacier may be had from this point. Another very interesting trip is to the "overlook" on Mount Abbot. The trail leaves the rear of the hotel and climbs gradually up the slope to Marion Lake, a sombre little mountain tarn. Here the trail forks; one branch goes to the observation point, which is very close at hand, the other to the Abbot Alp, a beautiful upland from which one can look down upon the enormous glacier.

**Rogers Pass** Rogers Pass, the summit of the Selkirk Range as formerly crossed by the railway (*altitude 4,342 feet*), can be reached from the Nakimu Caves by a trail over Baloo Pass along the flower-carpeted and wooded valley of Bear Creek. The spectacular loop that was imperative for the train to reach the old station can be easily imagined. From here the stupendous precipices of Mount Tupper may be seen to great advantage. The return to Glacier House can be made over a direct trail from Rogers Pass, paralleling the old right-of-way.

**Climbing** Glacier is the centre for some of the finest mountain-eering country of North America. Mounts Abbot, Afton and Avalanche can be climbed without much difficulty; for the more experienced climber there are Mounts Hermit, Castor, Pollux, Tupper, Rogers, Eagle and Sir Donald. Besides the Illecillewaet and Asulkan glaciers, Glacier Park has several other glaciers, including Deville, Rogers, Bonney, Black, Bishop's, Dawson, Geikie, Swanzy, Clarke, Fox, Eagle, Tupper and Sulzer.

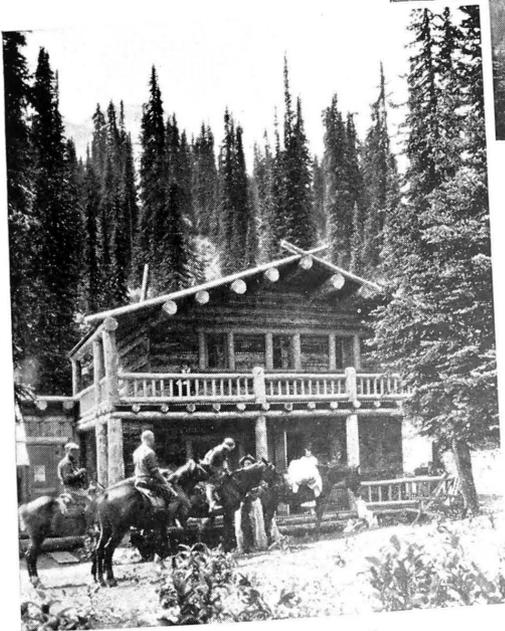
The Illecillewaet Valley,  
west of Glacier



(Below) On the Summit  
of Baloo Pass



(Above) Ross Peak



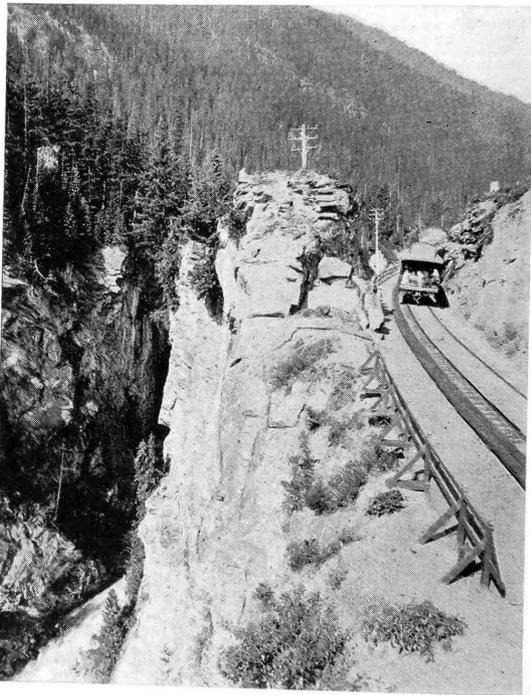
(At side) Rest House  
at Nakimu Caves

(Below) Down Bear  
Creek



Going west, read station names downward. Going east, read upward.

**Flat Creek** Between Glacier and Revelstoke lies the steep western  
**Illecillewaet** slope of the Selkirk Mountains, with their magnificent peaks  
**Albert Canyon** and impressive mountain scenery. For a considerable  
**Twin Butte** part of the journey the railway follows the Illecillewaet  
**Greely** River which, tumbling along precipitous gorges, rushing  
**Revelstoke** and foaming in splendid cascades, pours its flood from its  
 glacier source to the broad waters of the majestic Columbia  
 River, over 2,000 feet below. Here we notice how a river taking its source  
 in a glacier differs from an ordinary upland stream. The latter, as it tumbles  
 from great heights, may be foamy and tumultuous; but the water does not  
 show that peculiar milk-green colour, characteristic of a glacier-fed stream,  
 due to its sediment of glacial silt. This silt is composed of infinitesimally  
 fine particles ground from the rocks by scraping ice.



Albert Canyon

Albert is a deep  
 Canyon 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 be-  
 low, boiling angrily  
 in a narrow twenty-  
 foot flume.

Twin takes its  
 Butte name from  
 the double  
 summit nearby to  
 the left, now known  
 as Mounts Macken-  
 zie and Tilley. In  
 this district is the  
 home of the wood-  
 land or black-faced  
 caribou, the moun-  
 tain goat, and the  
 grizzly, cinnamon  
 and black bears.

Revelstoke a flourishing city, with a population of 3,500, 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  
 Lakes, and is the centre of large timber and mineral districts.  
 Revelstoke is in the heart of very fine hunting grounds, and the Alpine  
 climber will find whole worlds to conquer. In winter, a popular  
 winter-sport carnival is held here. Besides the drive up Mount  
 Revelstoke, there is also the beautiful excursion along the Columbia  
 River.

*Continued on page 66*

Mount Revelstoke National Park 100 square miles in extent, is bounded on the  
 south by the Illecillewaet River. It includes  
 not only the striking mountain from which it  
 derives its name, but also the Clach-na-Cudainn Range.

The park, altogether a mountain-top one, provides a wonderful  
 automobile trip. A road, as hard and smooth as a city boulevard,  
 has been constructed by the Dominion Government to within two  
 miles of its summit, which it will eventually reach. The road ascends

by an easy grade through a virgin forest, winding along rocky ledges and on the verge of deep chasms. The glory of the ride is the remarkable view that can be obtained all the way up of the valley below—the Selkirks to the south-east, the Monashee Range to the south-west, and the Columbia and Illecillewaet Rivers twisting like ribbons around the city.

### Revelstoke to Nelson: 184 miles

(Rail and Steamer Line)

(For Map, see page 83)

*Revelstoke* From Revelstoke a branch runs south to Arrowhead, whence a very delightful trip is made down the Arrow  
*Arrowhead* Lakes to Nelson. (See page 87.) The service down this  
*Halcyon* lake is provided by the excellent and comfortable steamer  
*Nakusp* service of the Canadian Pacific. The Arrow Lakes, lying  
*Robson West* in a long deep valley between the western slopes of the  
*Nelson* Selkirks and the Monashee Range, are formed by the Columbia Valley's broadening out on its way south. These very beautiful lakes, although virtually one, 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. There are some excellent hot springs in the hills, about nine miles from the town. 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. A branch line runs from here to Sandon and Kaslo. Along the lower lake there has been some development in fruit-growing, very fine cherries, apples and melons being produced. At Robson West rail connection is made to Nelson, or westwards to Penticton and Vancouver.



Down the Arrow Lakes

## Revelstoke to Vancouver: 379 miles

(For Maps, see pages 69 and 73)

Altitudes of these stations will be found in Condensed Guide on page 47.

Going west, read station names downward. Going east, read upward.

*Revelstoke* Between Revelstoke and Sicamous is the Monashee mountain system, the most conspicuous peak being Mount  
*Clanwilliam* mountain system, the most conspicuous peak being Mount  
*Three Valley* Begbie. Eagle Pass through which the railway crosses  
*Taft* appears to have been cut purposely for it, so deep and direct  
*Craigellachie* is it. Several lakes occur at short intervals, and in turn  
*Malakwa* force the railway into the mountain sides. Open-top  
*Sicamous* Observation Cars are attached to all Canadian Pacific  
 passenger trains through the mountains, during the summer season. These cars afford the utmost opportunities for viewing the magnificent scenery.

Revelstoke—see page 64.

**Craigellachie** Here an obelisk alongside the track commemorates the completion of the construction 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.

**Sicamous** on Shuswap Lake, 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 68)

## Sicamous to Penticton: 155 miles

(Rail and Steamer Line)

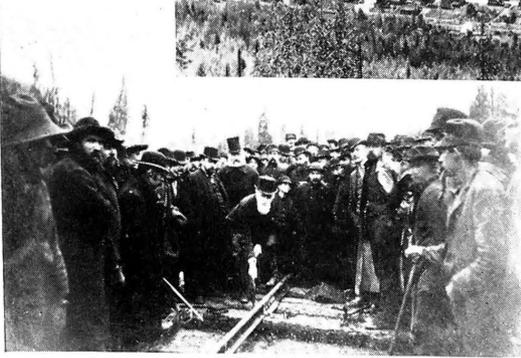
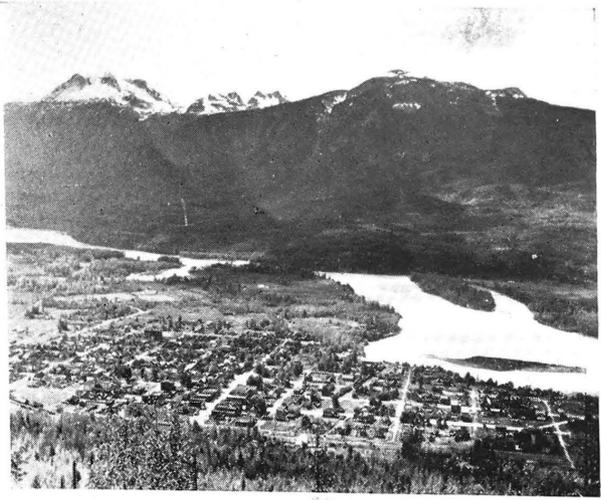
(For Map, see page 83)

*Sicamous* From Sicamous a branch runs south to the Okanagan  
*Enderby* Lake, connecting with a Canadian Pacific steamer  
*Armstrong* service to Penticton. Enderby is a progressive  
*Vernon* town in a fertile fruit-growing and mixed-farming  
*Okanagan Landing* country, with considerable dairying and also an  
*Okanagan Centre* enormous lumber output. Fishing is good and the  
*Kelowna* big game plentiful. Armstrong (population 1,000)  
*Peachland* is another flourishing town with a large central  
*Summerland* creamery and several industries, and a prosperous  
*Penticton* tributary agricultural country; it is particularly  
 noted for the production of celery. Vernon (population 4,000) is the largest town, the judicial centre, and the central distributing point of the northern Okanagan Valley. It is the headquarters of the co-operative marketing organization which controls 85% of the fruit trade of interior British Columbia. Near here is the famous Coldstream Ranch, with about 13,000 acres of fruit lands, 2,000 acres of which are under irrigation and extensively cultivated and 800 in orchards. At Okanagan Landing we board a splendid steamer for the rest of the trip.

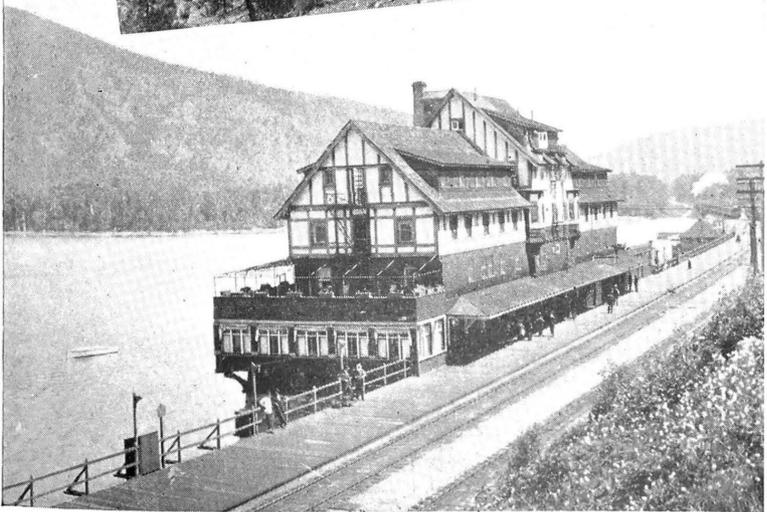
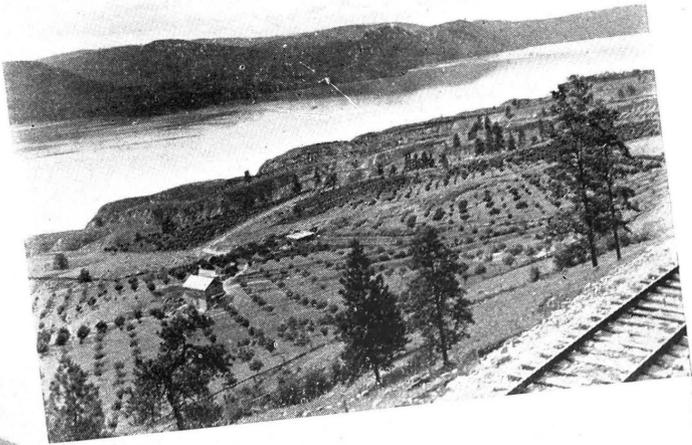
The steamer makes a number of calls down the lakes at the various landings. The journey takes about six hours. This is one of the most famous fruit-growing regions of Canada. Journeying down the lake, one sees striking examples of "bench-land" formation—orchards rising tier by tier in what look like 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 flume that carries the

(Continued on page 68)

Revelstoke



Craigellachie—Driving  
the Last Spike, 1885



Hotel Sicamous. (Above) Fruit Growing in the Okanagan Valley



## Revelstoke to Vancouver (*continued*)

Going west, read station names downward. Going east, read upward.

**Salmon Arm** *Salmon Arm and the beautiful South Thompson River, flowing from the western arm of Shuswap Lake, provide interesting and varied scenery between Sicamous and Kamloops. Lake Shuswap is a large body of water of irregular shape which, with its bordering slopes, reminds one strongly of Scottish scenery and affords wonderful fishing. It has the reputation of containing more varieties of trout and other fish—including steel-head and land-locked salmon—than any water in British Columbia.*

**Notch Hill** *is the only elevation of any considerable height along the line. Here the railway leaves the open and takes a circuitous course through the forested slopes which surround its base.*

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**Salmon Arm** (*Population 800*) is a very prosperous fruit and mixed farming community.

**Chase** (*Population 600*) 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.

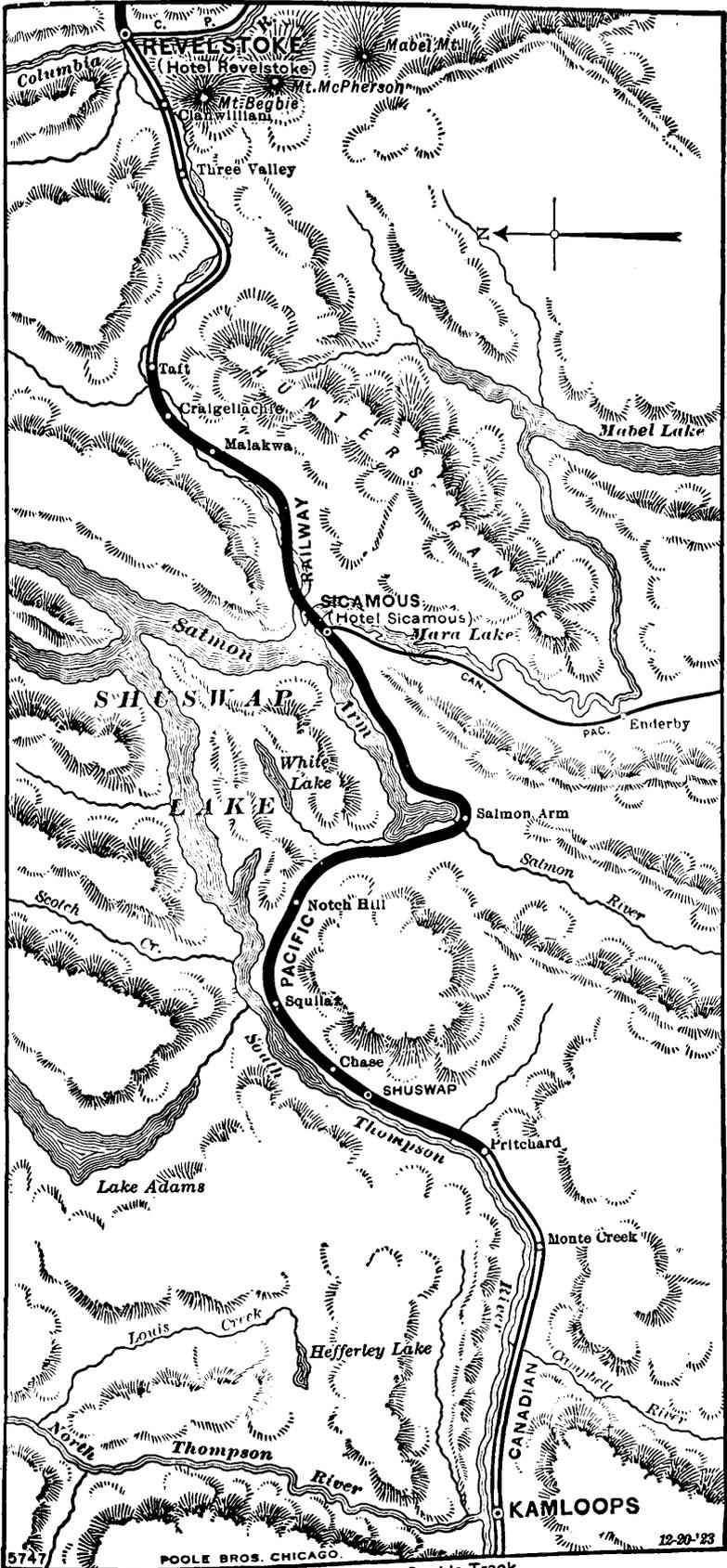
**Kamloops** (*Population 5,500*), the chief town of the interior country of British Columbia, is over a hundred years old, having originally been a Hudson's Bay post. Situated at the confluence of the North and South Thompson Rivers, both draining fertile valleys, it is a beautiful city, with a climate 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.

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**Okanagan Valley** (*continued from page 54*)

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.

**Kelowna** is an important city with a population of over 3,000. Tributary to it are some fifty thousand acres of first-class fruit lands, much of which is under cultivation. The city has several packing plants and canneries. It is a pretty point, with a park with a fine 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 91.)



Indicates Double Track  
**REVELSTOKE TO KAMLOOPS**

Going west, read station names downward. Going east, read upward.

*Tranquille* Just below Kamloops, the Thompson widens out into  
*Cherry Creek* Kamloops Lake, a beautiful sheet of water. The rail-  
*Munro* way runs along its south shore for twenty miles, and,  
*Savona* because of the series of mountain spurs projecting  
*Walkachin* into the lake, a number of tunnels punctuate this  
*Ashcroft* twenty miles. At Savona the lake ends, and we enter  
*Basque* the series of Thompson River canyons which lead  
*Spatsum* us through marvellous scenery westward to the Fraser.  
*Spence's Bridge* The Thompson is the chief tributary of the Fraser  
 River; in characteristics, however, it is much different.  
 It is not, for one thing, so rapid; and then again its banks are largely the  
 sandy hills that hedge it in.

**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 specially suitable for extensive cattle-raising. It offers to the hunter a variety and an abundance of big game.

**Basque** is near the Black Canyon of the Thompson. Here the river has not only cut through a great thickness of the overlying soil, but also cut two hundred feet into the black bed-rock. The sombre appearance of this canyon is impressive in the extreme.

**Spence's Bridge** where the Nicola River joins the Thompson, is the business centre for the Nicola Valley, a country with varied industries, such as ranching, lumbering and mining.

**Fraser Canyon** In the Fraser Canyon the scenery grows wilder



Thompson River Canyon

than ever. The great river is forced between vertical walls of blackrock, 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, and then pass through a series of three tunnels.

**Cariboo** Near  
**Road** Chau-  
 mox,  
 on the opposite side of the valley, will be noted a roadway. This is the celebrated "Cariboo Road," constructed along the Fraser and Thompson Rivers

**Branch** Spence's  
**Line** Bridge to  
 Brookmere  
 (K.V.R.) — (see page 92).

Going west, read station names downward. Going east, read upward.

<p><i>Drynoch</i>  <i>Thompson</i>  <i>Gladwin</i>  <i>Lytton</i>  <i>Chaumox</i>  <i>North Bend</i>  <i>Spuzzum</i>  <i>Yale</i>  <i>Haig</i>  <i>Petain</i></p>	<p><i>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 Fraser is navigable for steamers from its mouth to about Yale. The river, 800 miles in length, is an historic one; its name and that of the Thompson commemorate two of the earliest and most famous explorers who sought the Pacific Ocean overland from the east. In the fifties of last century it served as the avenue of approach to the rich discoveries of gold that were made in the Cariboo country.</i></p>
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in 1861-2 to reach the gold-mining regions, and for many years the only means of access up-country.

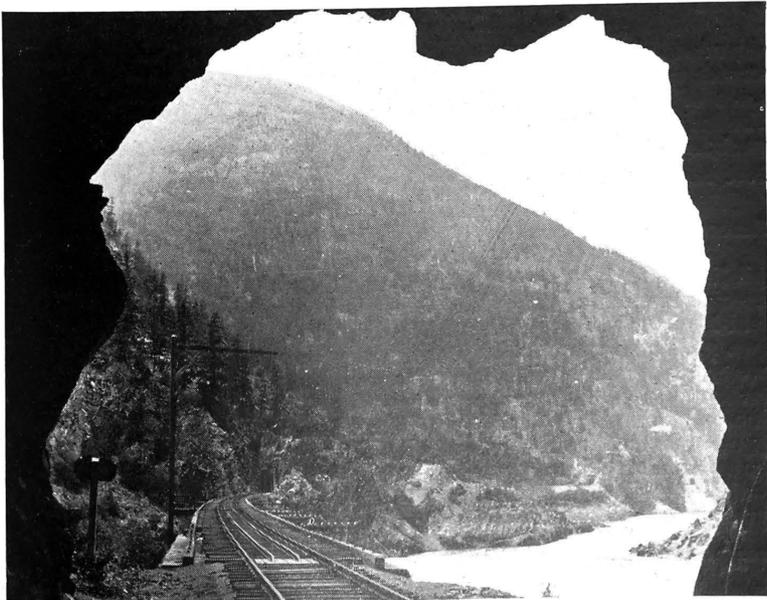
**North Bend** is a good stopping point for those who wish to see more of the Fraser Canyon than is possible from the train. Within easy walking distance there is some magnificent scenery. This section of the railway commands the admiration of all passengers for the way it has overcome apparently insuperable difficulties. For most of the journey the railway follows the canyon at a considerable height above the river bank; the track, hewn from the solid rock, also tunnels through great rock spurs.

**Hell's Gate** This famous cataract, about eight miles south of North Bend, is created by the sudden compression of the river between two jutting promontories, whence it escapes as through a bottle-necked outlet.

**Spuzzum** West of North Bend there are several fine bridges spanning rock gorges; of these White's Creek bridge is the most notable. About ten miles west of North Bend, also, is a series of four tunnels located in rapid succession.

**Yale** occupies a bench above the river, in a deep *cul-de-sac* in the mountains, which rise abruptly and to a great height on all sides. It was formerly an important outfitting point for prospectors, and of late there has been a revival of mining activities.

**Branch Line** Petain to Pentiction and Nelson (K.V.R.)—(see page 91).



The Fraser Canyon



Vancouver—English Bay

Going west, read station names downward. Going east, read upward.

*Ruby Creek*

*Agassiz*

*Harrison Mills*

*Nicoamen*

*Mission*

*Hammond*

*Westminster Jct.*

*Port Moody*

*Hastings*

*Vancouver*

*From this point westward the canyon widens out and is soon succeeded by broad level valleys with rich soil and heavy timber. Vegetation of all kinds increases; fruit orchards, lovely green meadows, and beautiful dairy cattle are seen on either side. We are almost at sea level; and so for a few miles we roll on through this meadow-like country towards Vancouver. Ruby Creek obtains its name from the garnets found in the neighborhood. A few miles beyond Nicoamen, the isolated cone that will be seen to the south is the gigantic Mount Baker, in the State of Washington. At the crossing of the Stave River, near Mission, a magnificent view can be obtained of the Fraser River. Thence we traverse the Pitt Meadows, until at Westminster Junction we leave the Fraser River and turn towards Burrard Inlet.*

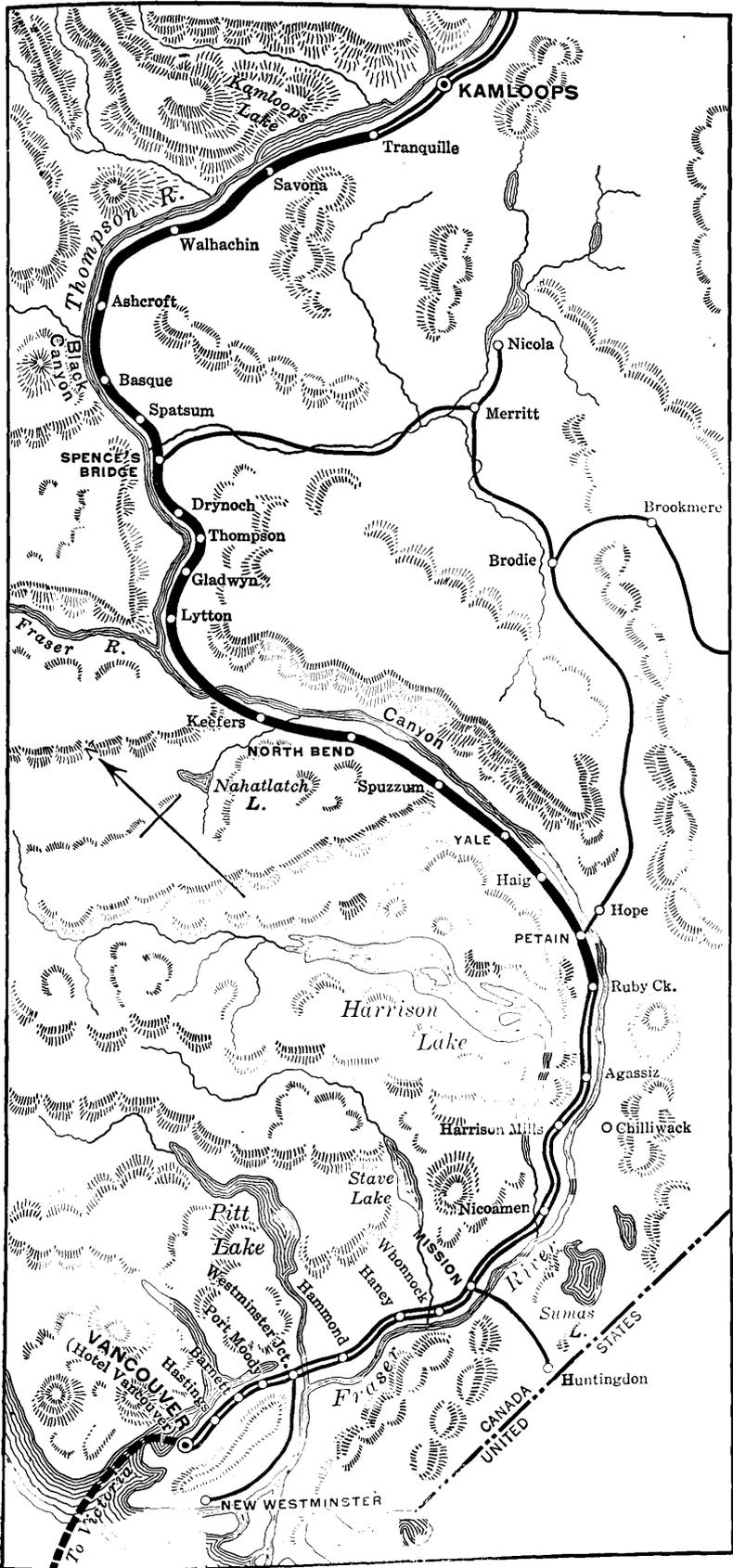
**Agassiz** has a Government Experimental Farm and is also the station for Harrison Hot Springs, sulphur springs highly regarded for their curative properties. From Agassiz there is a ferry service to Chilliwack. The Chilliwack Valley comprises over 55,000 acres of rich agricultural land and is well known for its dairying. The largest fruit canning company in British Columbia is at Chilliwack; so are the two finest equipped creameries.

**Port Moody** at the head of Burrard Inlet, was once the terminus of the Canadian Pacific Railway.

**Vancouver** Vancouver (population including suburbs 230,000), the terminal of the Canadian Pacific trans-continental 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. Two peaks, silhouetted against the sky, and remarkably resembling two couchant lions, are visible from almost any point in the city or harbor, which has been appropriately called "The Lions' Gate." The city is most picturesquely situated on Burrard Inlet, surrounded by 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. (Continued on page 74)

**Branch Lines** Mission to Huntingdon, on the international boundary.

Westminster Junction to New Westminster, 8 miles away. This city, with a population of 18,000, is an important one on the Fraser River. It has a number of large sawmills, and during the year 1924 averaged ten deep sea-going vessels per month, carrying lumber and concentrates.



— — — — — Indicates Double Track

## KAMLOOPS TO VANCOUVER

**British Columbia** *In size 356,000 square miles, the province of British Columbia differs in many regards from other sections of Canada. It is rugged and broken by mountain ranges and groups, between which lie mighty lakes of great beauty, and plains and fertile valleys of high productivity. Its proximity to the Pacific Ocean exerts a beneficent effect upon its climate, extremes being unknown. One feature of its topography is Vancouver Island, a large expanse of land separated by water from the mainland. The resources of the province include agriculture, especially fruits; but perhaps its timber and its mines account for a greater volume of production, while its fisheries are highly important.*

**Vancouver** (continued from page 72)

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

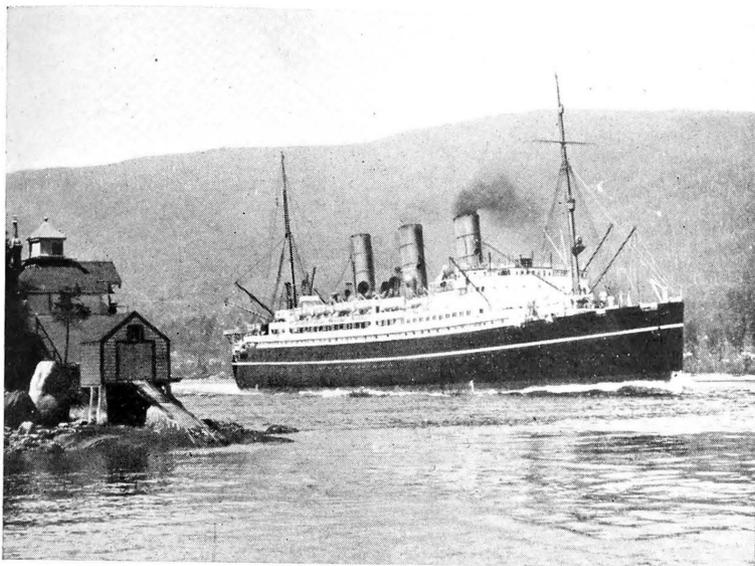
**A Busy Port** Vancouver is a highly important port. From here the well-known Canadian Pacific "Princess" steamers offer splendid service to Victoria, Seattle, Northern British Columbia, and Alaska. Canadian Pacific "Empress" steamships cross the Pacific to the Orient. The Canadian-Australasian Line runs regularly from Vancouver to Honolulu, Suva (Fiji), New Zealand and Australia.

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 less than forty years ago it has become one of the principal cities and most important seaports of the North Pacific Coast.

**Stanley Park** 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 finest 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, nine miles in length. 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 past bathing beaches and golf links.



Vancouver—The Hotel Vancouver



"Empress of Canada" entering Vancouver Harbor

*Photograph by Leonard Frank*

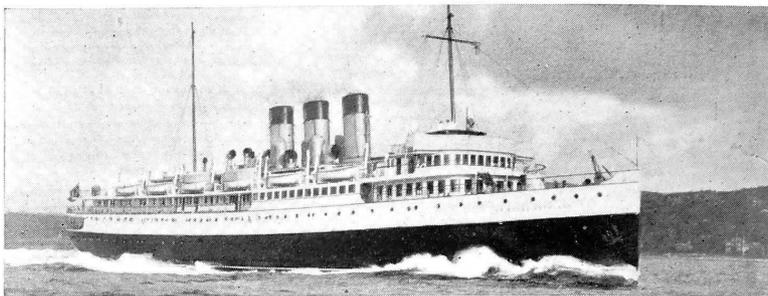
**Capilano Canyon** a gorge of great natural beauty, in North Vancouver, is reached over a good road. The suspension bridge across the canyon, 200 feet above the roaring waters, is visited by thousands of people annually. The Pacific Highway, including Kingsway, runs through Vancouver, connecting up with the main American roads of the Northwest. With the exception of about 115 miles, this road is paved all the way from Vancouver to Mexico.

**Golf, etc.** Vancouver has five good golf courses which are open to visitors. Guests at the Hotel Vancouver have special privileges at the Shaughnessy Heights Club, which is recognized as one of the best links on the Pacific Coast. There are a number of good tennis clubs. There are numerous fine bathing beaches around Vancouver. The most easily reached are English Bay and Kitsilano—both on the 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.

**Sporting** A great variety of fishing can be obtained around Vancouver. In season, salmon, spring, coho and tye, steelheads, Dolly Varden, rainbow, cut-throat, and sea trout are plentiful. Within easy reach of the city there is also wonderful shooting. 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 Vancouver.

**Steamer Trips** Some fine steamer trips can be made from Vancouver. Chief amongst them, perhaps, is the 4½ hours' trip across the Gulf of Georgia to Victoria. Then there is a particularly interesting trip to Nanaimo, a cruise amongst the Gulf Islands, and others to Comox, Powell River, etc. An excellent tour may be made by taking a "Princess" steamer to Victoria, the E. & N. train from Victoria to Nanaimo, thence back to Vancouver by steamer.

**Empresses of the Pacific** Vancouver is the port of the trans-Pacific services of the Canadian Pacific Steamships, which maintain regular services to Japan, China, and the Philippines. 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.



"Princess Kathleen"

### British Columbia Coast Steamship Services

In connection with the trans-continental rail service, the Canadian Pacific operates an extensive steamship service on the British Columbia coast as far north as Alaska. A total of 15 steamships are operated in the various services. The fleet is commonly known as the "Princess Line." The ships are of beautiful appearance and handsomely equipped.

**Vancouver-Victoria**      On what is known as the "Triangle Route"  
**Vancouver-Seattle**      between Vancouver, Victoria and Seattle,  
there is a double daily service in both  
directions. The day service takes the triangular route, via Victoria,  
to Seattle; the night service is a direct one, between Vancouver-  
Victoria and Vancouver-Seattle.

**Vancouver-Nanaimo**      During the summer months two round trips  
daily are made between Vancouver and  
Nanaimo, on Vancouver Island (40 miles). There is a regular winter  
service.

**Gulf Islands**      Regular service is established from Victoria and  
Vancouver to various ports of call on the islands of  
the Gulf of Georgia. A delightful all-day sail is provided by this route.

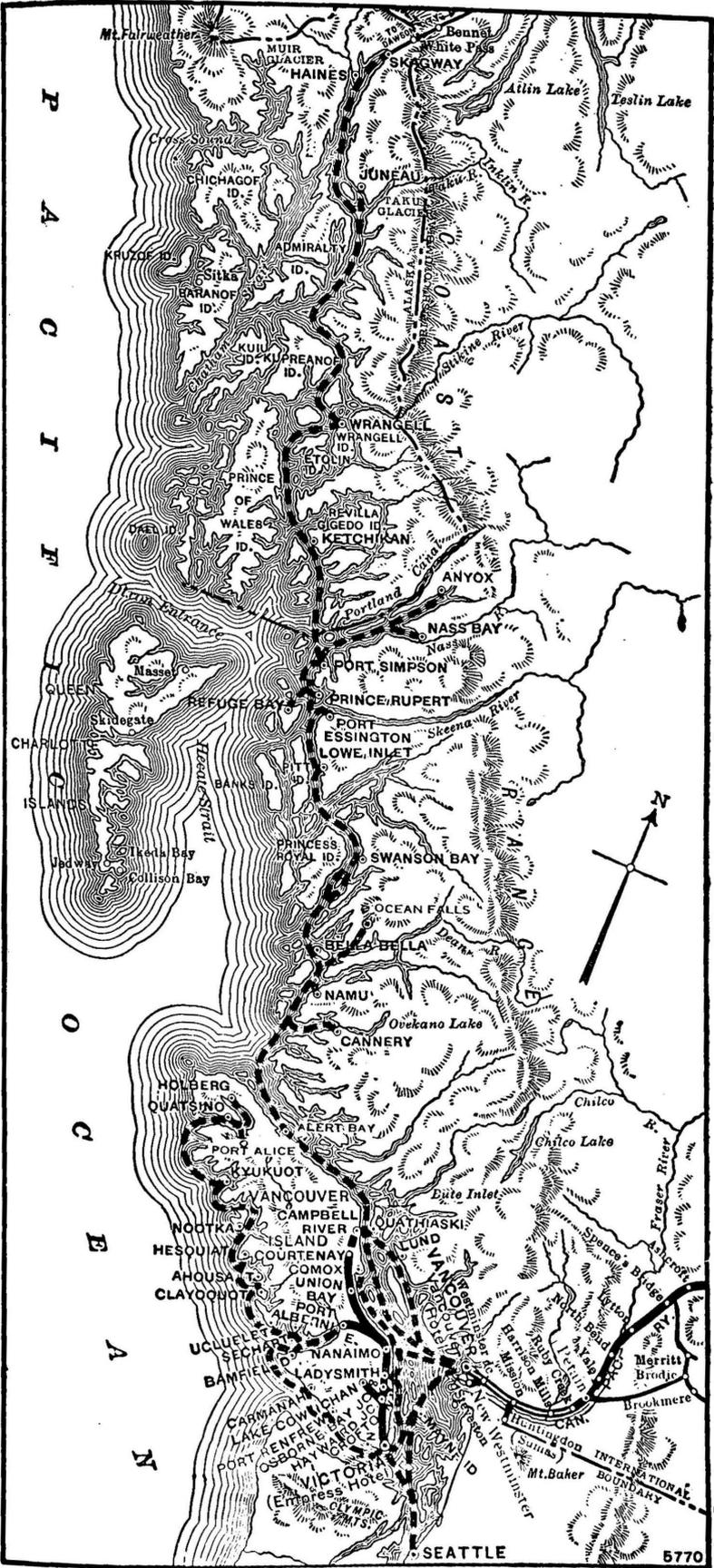
**Vancouver-Nanaimo-**      Nanaimo, Union Bay and  
**Powell River-Union Bay-Comox**      Comox are on Vancouver  
Island; Powell River is on  
the mainland, about 75 miles north of Vancouver. From Vancouver to  
Union Bay and return is a most interesting two-day trip. Steam-  
ships make two trips a week from Vancouver and one from Victoria.

**Northern British Columbia**      From Vancouver to Prince Rupert  
**Coast Service**      there is a weekly service with inter-  
mediate calls at Campbell River,  
Alert Bay, Hardy Bay, Namu, Ocean Falls, East Bella Bella, Swan-  
son Bay, Butedale, and Skeena River Canneries. Salmon canneries  
may be seen at most of the ports of call.

**West Coast of**      The West Coast cruise by the "Princess Maquinna"  
**Vancouver Island**      to Port Alice, at the extreme northern end of  
Vancouver Island, is second only to the Alaska  
trip in scenic attraction and general interest. The cruise lasts about  
a week and steamers sail on the 1st, 10th and 20th of each month  
during the tourist season. The West Coast is deeply indented by inlets,  
with mountainous and heavily wooded scenery, and glimpses of logging  
camps, canneries, whales, and sea-lions.

**Bellingham-Victoria**      An automobile-ferry service is now in operation  
**via Sidney**      between Bellingham, Wash., and Sidney,  
Vancouver Island. The "Motor Princess" has  
capacity for 50 automobiles and makes two round trips daily during  
the height of the season. The run is made in two hours and fifteen  
minutes and is a most delightful one with constantly changing views  
of island and mountain scenery.

**Vancouver to Alaska**—see page 95.



6770

Indicates Double Track

**BRITISH COLUMBIA COAST SERVICE**

## Vancouver to Victoria: 83 miles and Seattle: 164 miles

*From Vancouver to Victoria is a pleasant sail of about 4½ hours. There is a double daily service on this trip, one that leaves Vancouver in the morning, the other at night.*

*The day service, after a short lay-over, continues from Victoria to Seattle. There is also a direct night service from Vancouver to Seattle.*

*Connection between Vancouver, Victoria and Seattle is made with trans-continental trains, to and from the steamers, in both directions.*

**Victoria** Victoria (population 60,000) is charmingly situated at the southern end of Vancouver Island, overlooking the Straits of Juan de Fuca across to the snow-capped Olympic Mountains on the mainland. Its delightfully mild climate makes it a favorite resort for both summer and winter, and, owing to the characteristic beauty of its residential district, it has often been called "a bit of England on the shores of the Pacific." It is distinctively a home city, with fine roads and beautiful gardens, although its enterprising business district speaks 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 buildings, numerous bathing beaches and semi-tropical foliage.

**Empress Hotel** The Empress Hotel, last in the chain of Canadian Pacific hotels, overlooks the inner harbor, within a stone's throw of the Parliament buildings. It is an hotel of stately architecture, hospitable spirit, spacious atmosphere, and social warmth.

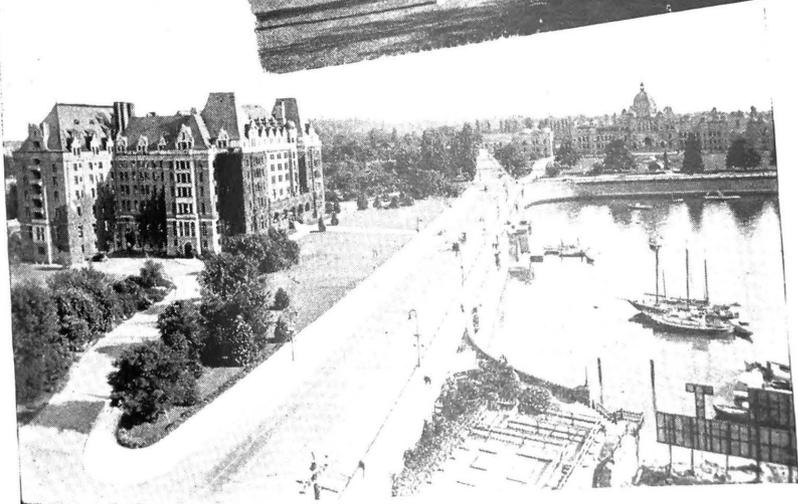
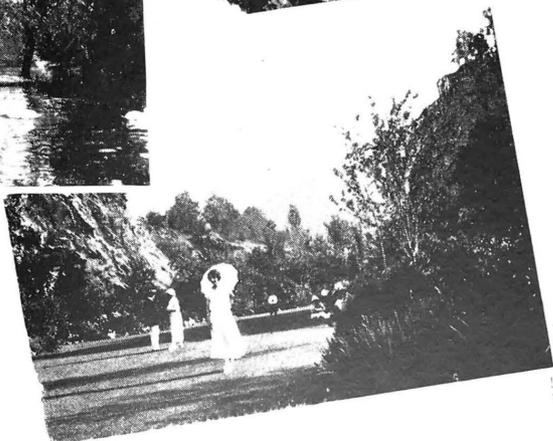
**Beacon Hill Park** One of the city's public parks, contains 154 acres laid out as recreation grounds and pleasure gardens, fifteen minutes' walk from the Empress Hotel and included in all sight-seeing trips in the city. Magnificent views can be obtained from Beacon Hill across the Straits.

**Parliament Buildings** Victoria is the capital of British Columbia. The Parliament Buildings, which rank among the handsomest in America, overlook the inner harbor. Adjoining them is the Provincial Museum, very complete and interesting, and containing a large assortment of specimens of natural history, native woods, Indian curios and pre-historic instruments. The Provincial Library contains a large collection of historical prints, documents, and other works of great value and interest.

**Brentwood** Near Brentwood, a charming resort on Saanich Inlet, about 15 miles from the city by street-car or automobile, are the beautiful and famous gardens of Mr. R. P. Butchart. In no part of America can any more diversified gardens be found than these, for besides sunken gardens there are acres of rose gardens, stretches of velvet lawns bordered with flowers of every description, and a Japanese, or fairy, garden. Visitors are admitted without charge every day.

**Saanich Mountain Observatory** Reached by automobile or street-car. The new telescope, which has a 72-inch reflector, has just been installed and is the second 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.

**Golf** Victoria can be considered as an approximation to the "golfer's paradise," for in its equable climate golf can be enjoyed every day of the year. Three 18-hole and two 9-hole courses are open to visitors, and are all convenient to the city, well kept and of fine location. Guests at the Empress Hotel have special privileges at the Colwood Club.



The Empress Hotel, Victoria  
(Above) In and around Victoria

**Sporting** The fishing and shooting on Vancouver Island are of the best—trout, salmon, pheasant, grouse, cougar, bear, deer and moose being the prizes. Shawnigan Lake, Cowichan Lake, Sproat Lake, Great Central Lake and Campbell River are amongst the most famous fishing streams of this continent. There are also excellent bird shooting and big game hunting.

**Motoring** There are as many good motor trips radiating from Victoria as from any other place in America. The roads are excellent. Among the popular trips are: Victoria, Marine Drive, and Mount Douglas Park; Little Saanich Mountain Observatory and Brentwood; tour of Saanich Peninsula; the famous Malahat Drive to Shawnigan and Duncan; Nanaimo, via Parksville to Cameron Lake, on over Alberni Summit; 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 is the largest city in the State of Washington, and one of the most important on the Pacific Coast. It 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, Mount Rainier, the Olympic Peninsula wonderland, and to many resorts and lakes in the Cascade and Olympic mountain ranges.



Seattle



Lethbridge

## Crow's Nest Pass Route Medicine Hat to Nelson: 448 miles

(For Map, see page 83)

Figures against towns show altitudes, in feet.

Going west, read station names downward. Going east, read upward.

<i>Medicine Hat</i>	2181	<i>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. Beyond Nelson another line continues through the</i>
<i>Bow Island</i>	2621	
<i>Taber</i>	2670	
<i>Coaldale</i>	2628	
<i>Lethbridge</i>	2983	

*"Boundary" mining country, connecting at Midway with the Kettle Valley Railway to Vancouver, thus providing an alternative route between the prairies and the Pacific Coast.*

*The completion of the Crow's Nest line was notable from an engineering standpoint, both for the celerity of its construction and for the skill shown in overcoming numerous serious obstacles.*

**Bow Island** 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.

**Taber** (*Population 1,700*) is a very prosperous town that in addition to being the centre of a splendid farming country has several coal mines in operation close by.

**Irrigation Block** The Canadian Pacific Railway owns an irrigation block of some 130,000 acres in the Coaldale-Lethbridge territory, one of the most prosperous agricultural communities of Western Canada. The water for this irrigation project is diverted from the St. Mary's River, near Cardston. It is a great alfalfa growing district, and the beautiful tableland 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** (*Population 14,900*) is an important commercial city with three parks, electric light and power, and splendid buildings. Situated on the Old Man River, it is a Canadian Pacific divisional and junction point. It is a prosperous wholesale as well as an agricultural centre. The city has seven coal mines within

(Continued on page 82)



Lethbridge—Canadian Pacific Bridge

**Lethbridge (continued)**

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, while the woolshipments are larger than those of any other point in Canada. A Dominion Experimental Farm is located here for dry and irrigated farming experiments.

**Lethbridge Bridge** 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 Old Man River by two immense steel viaducts, one 5,325 feet in length with a maximum height above the river of 314 feet, and the other 1,892 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.

## Branch Lines

### Lethbridge to Coutts and Cardston

*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 west from this line through a very fully developed agricultural country which was at one time a large producer of sugar beets. This country is settled to some extent by the Mormons, who have very large agricultural interests and carry on an extensive cattle raising business.*

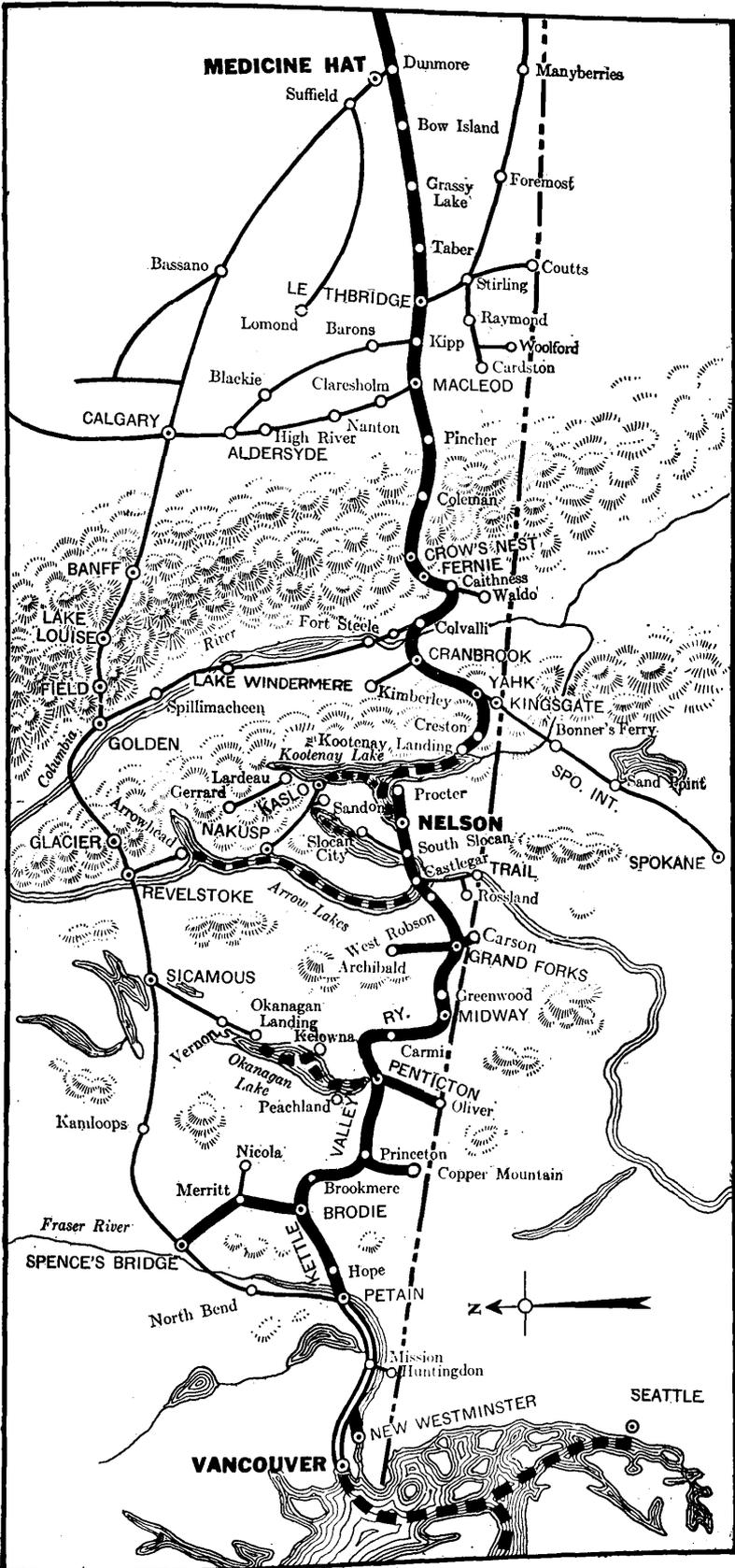
### Lethbridge to Shaunavon and Moose Jaw

*Lethbridge  
Stirling  
Foremost  
Manyberries  
Governlock  
Shaunavon  
Assiniboia  
Moose Jaw*

*This recently-completed line forms a through route from Lethbridge through the extreme southern section of Alberta and Saskatchewan, turning eastward from Stirling. Within easy radius of Foremost is a heavily producing natural gas region, now being connected with the Bow Island field. There are several large lakes in this territory, the biggest being Pakowki Lake. This is a somewhat irregular country, with large "coulees," such as Etzikom Coulee; it is still in process of settle-*

*ment, but the towns are building up as business develops.*

*At Assiniboia this line turns north to Moose Jaw (see page 12) with a branch to Weyburn and Stoughton.*



Going west, read station names downward. Going east, read upward.

<i>Kipp</i>	3059	<i>From Lethbridge westward the ascent towards the Rockies is very apparent; between that city and Crow's Nest station there is a difference in altitude of over a quarter of a mile. The character of the country also changes; from an almost flat agricultural one it becomes an undulating ranching one, and then changes to a mountainous district in which the principal industry is coal-mining. Coal underlies a large area in this region, and is even seen outcropping in many places. Mines are at operation in several points, the Crow's Nest Pass district being one of the chief producing districts of Canada.</i>
<i>Monarch</i>	3103	
<i>Macleod</i>	3116	
<i>Pincher</i>	3771	
<i>Cowley</i>	3842	
<i>Hillcrest</i>	4122	

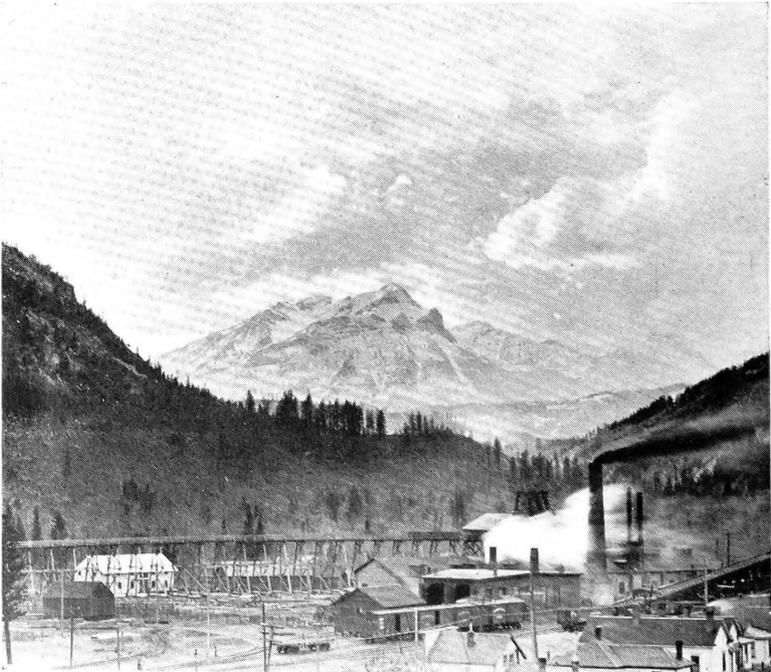
**Kipp** at the confluence of the Belly and Old Man Rivers, is an old trading point that was the scene of many a conflict between the Indians and the early white traders.

**Monarch** affords on a clear day a clear view of the Rockies, the square-topped giant to the south, almost fifty miles away, being "The Chief," which lies partly in Canada and partly in the United States.

**Macleod** (Population 2,000) the oldest town in Southern Alberta, was founded by the Royal North-West Mounted Police, and is still one of the most important posts of this famous force. Situated at the entrance of the great coal-mining and timber areas of the eastern slope of the Crow's Nest Pass, and flanked north and south by a well-irrigated country, with large cattle and grain-growing interests, it has become a prosperous and important distributing centre, with good buildings and first-class public utilities.

**Cowley** Near Cowley is Massacre Butte, commemorating a tragic episode of the pioneering days where 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.

**Branch Lines** Lethbridge to Calgary—Macleod to Calgary (see page 29).



Crow's Nest Pass—Coal Mining



Going west, read station names downward. Going east, read upward.

<i>Frank</i>	<i>4212</i>	<i>Crow's Nest Mountain (9,138 feet) is the central feature in the Pass. Its huge form thrust far above the neighboring peaks, its crown capped in a dazzling mass of snow and ice, its base deeply tinted in purple and green, Crow's Nest Mountain 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.</i>
<i>Blairmore</i>	<i>4235</i>	
<i>Coleman</i>	<i>4312</i>	
<i>Crow's Nest</i>	<i>4450</i>	
<i>Michel</i>	<i>3861</i>	
<i>Natal</i>	<i>3781</i>	
<i>Fernie</i>	<i>3313</i>	

*Crow's Nest Mountain (9,138 feet) is the central feature in the Pass. Its huge form thrust far above the neighboring peaks, its crown capped in a dazzling mass of snow and ice, its base deeply tinted in purple and green, Crow's Nest Mountain 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.*

**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** (Population 2,300) and **Coleman** (population 3,000) are both prosperous mining communities. The numerous streams in this vicinity are full of trout, while farther on in the mountains the more venturesome sportsman can gratify his ambition amongst the grizzly and black bear, mountain sheep and mountain goat.

**Crow's Nest** station is the end of the Alberta operating district of the railway and the beginning of the British Columbia district. Three miles away is Crow's Nest Lake, a beautiful sheet of water often called the birthplace of the prairie winds, although the frequent calmness of its waters rather belies that description. Half way up the north side of this lake a remarkable spring, the chief feeder of the lake, issues from a large overhung grotto in a limestone formation in Mount Sentinel. This limestone formation rests on a sandstone base, making the mountain most interesting from a geological standpoint.

**Fernie** (Population 4,400) is another busy mining town, with almost unlimited coal reserves in its vicinity, and with large coke-ovens, lumbering, fruit-growing and other industries. It is an out-fitting point for hunters going into the East Kootenay game reserve.

**Elko** is near the Elk River Canyon, a wild and beautiful canyon extending several miles with a water drop of 600 feet. Tobacco Plains, to the south, is a fertile country which is attracting settlement.



A British Columbia Orchard

Going west, read station names downward. Going east, read upward.

<i>Elko</i>	3088	<i>Magnificent scenery may be seen throughout the section between Crow's Nest and Cranbrook, extending from the crest of the Rockies to that of the Selkirks. The railway threads its way along steep mountain sides, bridges raging torrents, edges along wild and beautiful canyons or follows the course of the Kootenay, the Elk or some other of its tributaries, as they carve their precipitous courses through the huge rugged ranges piled up on either side. The Kootenay River is the principal tributary of the Columbia River, and, like that mightier river, has an international history. It rises near Lake Windermere, but flows south into the United States, subsequently re-crossing into British Columbia and forming Kootenay Lake, from which it feeds the Columbia.</i>
<i>Caithness</i>	2851	
<i>Colvalli</i>	2660	
<i>Wardner</i>	2491	
<i>Cranbrook</i>	3019	
<i>Moyie</i>	3052	
<i>Yahk</i>	2822	

**Wardner** is at the crossing of the Kootenay River. A magnificent truss bridge has been constructed here. The river at this point is over 650 feet wide.

**Cranbrook** (*Population 3,500*) 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.

**Moyie** Leaving Cranbrook, we take a winding course along Moyie Lake, a beautiful sheet of water ten miles long. The town of Moyie 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.

**Branch Lines** Caithness to Waldo.  
Colvalli to Golden (see page 46).

Cranbrook 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. One of the largest ore-concentrating plants in the world has recently been erected here. The process of reduction is comparatively new and has revolutionized the business of reducing refractory ores. At Wycliffe is one of the largest lumbering enterprises in interior British Columbia.

**To Spokane** 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 Pead 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.

Going west, read station names downward. Going east, read upward.

<b>Erickson</b>	2112	<i>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. A few miles further is Kootenay Landing, where we take a comfortable Canadian Pacific steamer for Nelson.</i>
<b>Creston</b>	1988	
<b>Sirdar</b>	1807	
<b>Kootenay Landing</b>	1775	
<b>Nelson</b>	1774	

**Creston** (Population 600) is the distributing centre for the Creston Valley. Orchards have been planted here capable of producing five hundred 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.

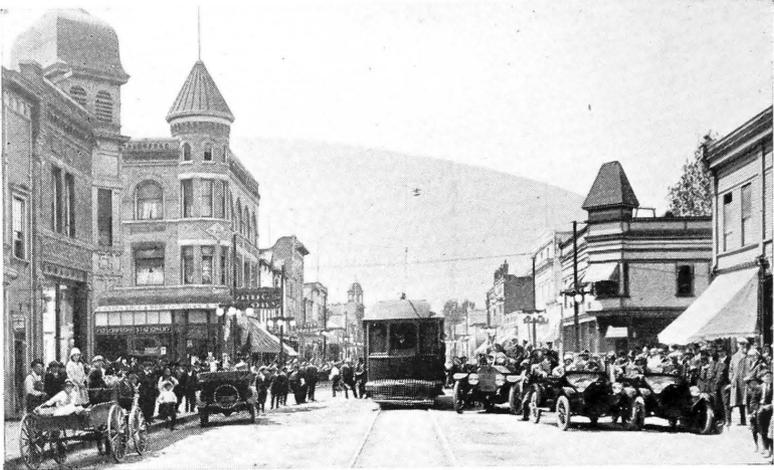
**Kootenay Lake** is a beautiful lake between two separate ranges of the Selkirks, and runs about seventy miles almost due north and south. On either side the mountains, dipping sometimes steeply into the water, at other times affording shelter to little ledges of fertile land, afford most magnificent 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** (Population 7,500) is charmingly situated on a commanding eminence overlooking the West Arm of Kootenay Lake, and is the commercial centre not only of the Kootenay district, but also of the entire southern British Columbia region. At the convergence of lake and rail systems, it is an attractive city in which life passes very pleasantly. Nelson is the centre of a very large 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 continued on page 89



Kaslo



Nelson

## Steamer Routes from Nelson

Nelson to Kaslo: 54 miles

*Nelson* From Nelson a Canadian Pacific steamer service runs daily (except Sunday) up Kootenay Lake to the prosperous mining and fruit-farming district of Kaslo. The route is from Nelson back along the West Arm of the Lake to Procter, and then north. The lake affords magnificent scenery—on one hand soft and 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.

*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* a central point on the north arm of the lake, is the chief distributing point and residential centre for the surrounding mining districts. It is a charming spot as a holiday resort. Good boating, swimming and fishing are to be obtained. The famous Kokanee Glacier is easily reached by a good road. A fairly large amount of fruit is raised around Kaslo, the Kaslo cherries being celebrated.

*Kaslo* 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.

Kaslo to Nakusp: 66 miles

*Kaslo* From Kaslo a branch railway line runs to Nakusp, on Arrow Sandon Lake (see page 65). 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 Slovan Lake, and thence over a fairly considerable grade to Nakusp.

Nelson to Rosebery: 67 miles

*Nelson* From South Slovan a branch runs up to Slovan City, at the lower end of beautiful Slovan Lake, a smaller brother of Kootenay Lake. From here a Canadian Pacific steamer can be taken up the lake to Rosebery. Silvertown 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.

## Nelson to Midway: 127 miles

(For Map, see page 83)

Going west, read station names downward. Going east, read upward.

Nelson 1774  
 Bonnington 1710  
 South Slocan 1638  
 Brilliant 1456  
 Castlegar 1450  
 Robson West 1422

*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. This route is a very picturesque one through the Boundary and Okanagan districts, amongst the richest and most magnificent of British Columbia.*

**Bonnington** 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 the very fine waterfalls.

**South Slocan** is famous for "The Pool," one of the most celebrated fishing grounds in Canada, and the home of a particularly sporting variety of rainbow trout. From here on the orchard country is passed, in full view from the train.

**Brilliant** has a very interesting settlement of Dukhobors, an intensely religious Russian sect who live strictly on communistic lines. The settlement numbers about six 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.

**Branch Lines** From Castlegar (where the Columbia River is crossed by a steel bridge) to Trail and Rossland. These points are located in the heart of the copper-gold belt of British Columbia. At Tadanac, adjoining the town of Trail, are the great smelting and refining works of the Consolidated Mining and Smelting Company, which is the most remarkable metallurgical plant in North America. 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, with over 80 miles of underground workings and many miles of electric railway.

**Robson West to Revelstoke**—see page 65.



The Trail Smelter

Going west, read station names downward. Going east, read upward.

<i>Farron</i>	3984	<i>From Castlegar the line follows the Columbia River. From Robson West 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. The summit of this range is at Farron.</i>
<i>Cascade</i>	1590	
<i>Grand Forks</i>	1705	
<i>Eholt</i>	3097	
<i>Greenwood</i>	2466	
<i>Midway</i>	1914	

**Christina Lake** 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. Here we are so close to the United States boundary that it is actually within sight.

**Grand Forks** (*Population 1800*) is the business centre of this region; it is a well-built and modern town on the bank of the Kettle River, with large farming, lumbering and fruit growing interests.

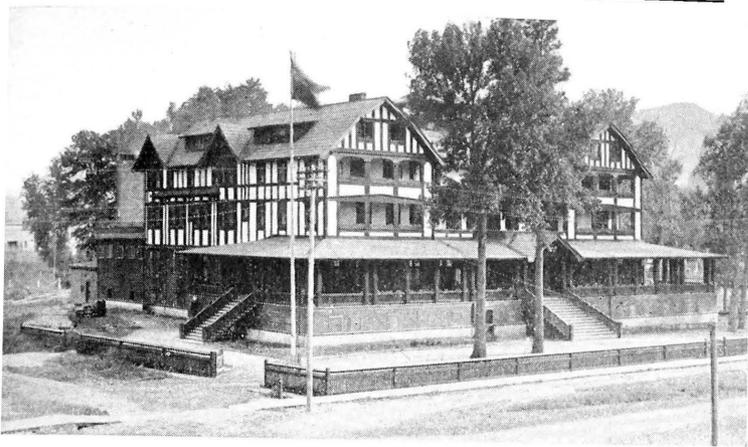
**Kettle River** West of Grand Forks the line follows the north fork of the Kettle River, steadily ascending to Eholt. The surrounding scenery is magnificent; towering mountains alternate with charming vistas of small lakes, ranches and the river. Far below, the north fork branch of the Kettle Valley Railway follows the river windings to the timber and mining districts of Lynch Creek and Franklin Camp.

**Greenwood** 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.

**Midway** From Greenwood Boundary Creek is followed to Midway, which is the connecting point with the Kettle Valley Railway system.



Through the Boundary Country



Penticton—Incola Hotel

## Kettle Valley Railway Midway to Hope: 296 miles

(For Map, see page 83)

Altitudes are shown in feet

Going west, read station names downward. Going east, read upward.

Midway	1914	<i>The Kettle Valley Railway is the connecting link 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 he be sportsman in search for hunting grounds, fisherman, miner, woodsman, or fruit-grower. The "Coast Kootenay Limited" operates as a through train between Nelson and Vancouver.</i>
Carmi	2792	
McCulloch	4144	
Chute Lake	3911	
Penticton	1132	

**Carmi** Leaving Midway, the valley of the Kettle River is followed to its source, passing through rich agricultural districts where fruit is extensively grown. At Carmi is considerable development in gold and silver mining.

**McCulloch** We are already climbing over the grade across the range, and touch the summit near McCulloch. 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 of great beauty.

**Chute Lake** 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 suddenly bursts into view.

**Penticton** (*Population 4,000*) with its mild even climate, is rapidly becoming one of the principal resorts of this region. Close to the station is the Incola Hotel, a finely appointed hostelry operated by the Okanagan Hotel Company. Facing it, just across the Lake Shore Drive, is a most delightful bathing beach, and the Aquatic Club is adjacent. Excellent motor roads radiate in all directions, including some to the beautiful orchard districts. Near at hand is a 9-hole golf course. Fishing for trout is good in both the Okanagan and Skaha Lakes.

**Branch Lines** Penticton is the southern terminus of the Canadian Pacific steamers on Okanagan Lake. (*See page 66*). A delightful trip up the lake and return the same day may be taken.

A branch of the Kettle Valley Railway has recently been completed from Penticton south into the Osoyoos Valley, a district that is fast becoming a land of thrifty settlers and beautiful homes.

Going west, read station names downward. Going east, read upward.

<i>West Summerland</i>	1729	<i>The journey through the Cascade Mountains, lying between Penticton and the Pacific Coast, provides scenery of picturesque and rugged grandeur. The solid rock crags and peaks stand out in prominence, as if defying the hand of man. But, typifying the supremacy of human skill, the road-bed is hewn out of solid rock, sometimes on a shelf on the mountain side, sometimes piercing a jutting promontory with a tunnel.</i>
<i>Princeton</i>	2111	
<i>Coalmont</i>	2431	
<i>Tulameen</i>	2561	
<i>Brodie</i>	3022	
<i>Coquihalla</i>	3652	
<i>Hope</i>	214	
<i>Vancouver</i>		

*montory with a tunnel.*

**West Summerland** The West Summerland valley is one of the most prolific fruit districts of Canada. The highest point in this section is Osprey Lake, where the fisherman will find his pursuit well rewarded.

**Princeton** Passing a fertile agricultural district near Jura, the descent is made to Princeton (*population 1,000*), a thriving little city at the junction of the Tulameen and Similkameen Rivers. Extensive coal fields are operated here, and some fourteen miles to the south is the well-known Copper Mountain mining district.

**Coalmont** at the junction of the Tulameen River with Granite Creek, 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, coal mining being now the principal industry.

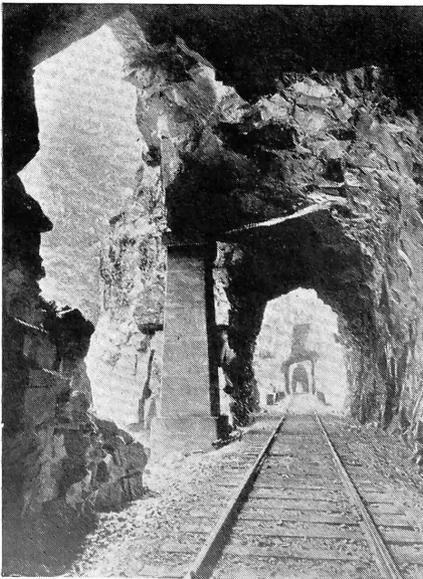
**Tulameen** is near Otter Lake, one of the most beautiful of British Columbia's many inland bodies of water. This lake, also, abounds with fish. From here on we pass through the Otter Valley, a rich agricultural district where meadows and fields form a pleasant contrast to the mountain background.

**Coquihalla** The ascent is now made gradually to the Coquihalla 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 a remarkable engineering achievement. Just beyond this station are located five tunnels, in such perfect alignment that a view is obtained

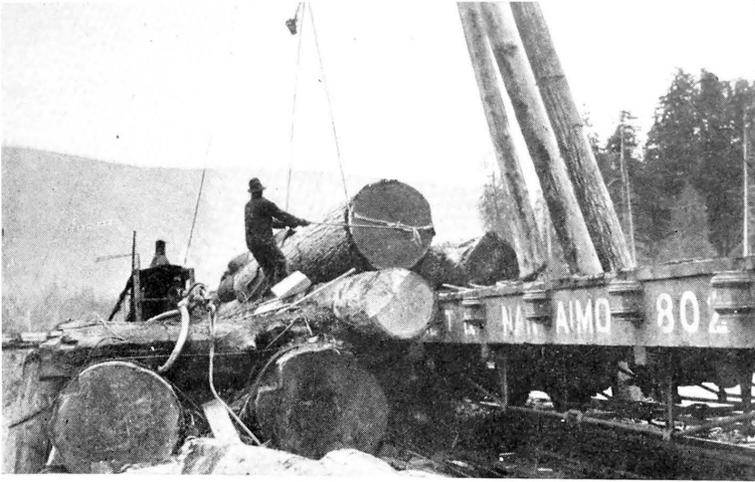
directly through all five of them at once. At the portal of each tunnel the walls rise sheer for hundreds of feet, while the gap to the next tunnel is bridged by a steel span. Underneath, the Coquihalla River, now a raging torrent, zigzags its way between each of the tunnels.

**Hope** the western terminus of the Kettle Valley, is reached in four miles. The train crosses the Fraser River on a steel bridge, and joins the Canadian Pacific, on which it travels (87 miles) to Vancouver. *See page 71.*

**Branch Line** Brodie to Spence's Bridge, on the main line of the Canadian Pacific. (*See page 70.*) The route is through a prosperous agricultural and mining district. From this branch another runs from Merritt to Nicola.



Coquihalla Canyon—Quintette Tunnels



Logging on Vancouver Island

## Esquimault and Nanaimo Railway: 198 miles

*Victoria*  
*Colwood*  
*Malahat*  
*Shawnigan*  
*Duncan*  
*Chemainus*  
*Ladysmith*  
*Cassidy*  
*South Wellington*  
*Nanaimo*

*The Esquimault 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. Leaving the station at Victoria, the well-known dockyards at Esquimault are passed.*

**Colwood** A small farming suburb of Victoria, comprising Langford Plains, on which are located the picturesque Colwood Golf Links.

**Malahat** The line rises gradually from Langford Plains to Malahat, which is the summit of the railway crossing the Malahat Range. From here there is a prolonged view of Todd Inlet and the Saanich Arm. The Malahat Drive (in view from the railway) crosses this mountain.

**Shawnigan Lake** A beautiful sheet of fresh water, with excellent fishing. Strathcona Lodge, privately operated, affords first class accommodation.

**Duncan** (*Population 1,500*) the centre of a flourishing agricultural district, is largely populated by settlers from the British Isles who have been attracted by the climatic conditions and congenial surroundings of this region.

**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 3,300*) 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. Limited, output from 600 to 1,000 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 1,000 tons per day.

**Branch Line** Duncan to Cowichan, where the well-known Cowichan Lake affords fine fishing. There are several sawmills on this line, some 30 to 50 carloads of logs being hauled out per day.

**Parksville Jct.** *The line rises from Nanaimo to Wellington, and then drops to Nanoose Bay, where a beautiful view of the Gulf of Georgia is obtained. Parksville is the centre of a substantial agricultural district.*

**Nanaimo** (Population 12,000) also reached by steamer from Vancouver, 41 miles. A flourishing commercial and mining city, beautifully situated; headquarters of extensive coal mines and of agricultural and herring-fishing interests. The largest city on Vancouver Island outside of Victoria.

**Union Bay** is the shipping port for the Canadian Collieries Comox mines, which are located some 12 miles distant at Cumberland, and have an output of from 2,500 to 3,500 tons of coal per day.

**Courtenay** (Population 1,000) is the present northern terminus of the railway, and the most northerly large town on Vancouver Island, in which the agricultural business of the Comox Valley centres. This valley is 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. The journey can be continued by automobile to Campbell River, a noted salmon-fishing centre.

**Parksville Jct.** *A branch line (39 miles) runs from Parksville Jct. to Port Alberni, crossing through dense forests to the West Coast of Vancouver Island. This introduces one to some splendid fishing and hunting sections, of which the best known are Cameron Lake, Great Central Lake and Sproat Lake.*

**Cameron Lake** Excellent salmon fishing may be obtained here at the proper season of the year. Cameron Lake Chalet, at the southern end of the lake, affords snug accommodation for a limited number of visitors, being owned by the railway company, but operated privately. A trail to the timber line of Mount Arrowsmith makes a delightful day or two's outing for mountain climbers.

**Arrowsmith** From Cameron Lake the line skirts the foothills of Mount Arrowsmith (6,000 feet high), of which a magnificent view can be had as the train passes along the high cliffs on Cameron Lake. This mountain is the 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 obtained in the distance.

**Port Alberni** A thriving city, with a great future as a lumber



Cameron Lake Chalet

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.

## To Alaska

(For Map, see page 77)

*This is one of the finest trips in North America. A magnificent four-day thousand-mile steamship journey introduces the traveller to rugged fiord-like scenery of a type unknown elsewhere on this continent; it hugs the coast-line of British Columbia and Alaska, and for almost its entire length is protected by the long fringe of islands that extends north from Vancouver Island. One views mountains, forested islands, ice-clad peaks, glaciers, and the purple twilights of the north. Queer Indian totem poles, gold-mines, fisheries, furs, flowers, the memories of a not-distant and romantic past—this is Alaska! And then beyond, very easily reached by railway over the White Pass, is the fascinating Yukon Territory.*

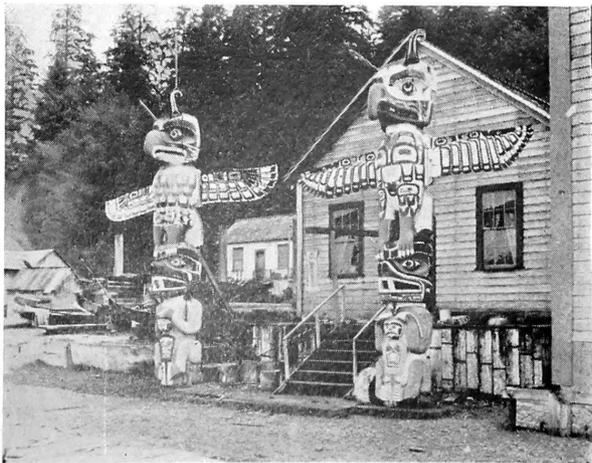
*This service to Alaska is performed by Canadian Pacific "Princess" steamers, with a regular schedule throughout the year and a greatly increased one during the summer months.*

Victoria 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 Alert Bay across English Bay. 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.

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 affords the first glimpse of the trip of the open Pacific Ocean. Whales and porpoises are frequently seen. To the northwest the dim outlines of the Queen Charlotte Islands can be seen.

Millbank Sound 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. Through Lama Passage the vessel finds its way out into Millbank Sound, where the channel is very wide, and the islands quite distant. During the night the ship passes through Finlayson Channel; early next morning Swanson Bay with an immense mill for the manufacture of lumber and sulphite pulp is seen.

Out into the channel the 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.



Alert Bay—Totem Poles



Juneau

**Alaska** *The territory now known as Alaska was unknown to white men till, in 1741, it was explored by two Russian officers, Captains Vitus Bering and Chirikov. Thirty-three years later it was visited by Spaniards: in 1778 Captain Cook undertook some surveys of the coast. The first elaborate survey of that coast was made by Captain Vancouver in 1793-94. The Russians formally assumed possession in 1799, when the administration was handed over to the Russian American Company, the chief resident director being Alexander Baranov, who founded Sitka in 1804. The reign of this Chartered Company ended in 1861, when Prince Maksutov was appointed Imperial Governor.*

*In 1867 the United States purchased Alaska from Russia for \$7,200,000, in order to obtain control of the fisheries and fur trade, which at that time were the chief known resources of Alaska. The gradual discovery of mineral wealth culminated in the Klondike rush of 1897, and the rush to the gold fields of Nome in 1900.*

**Prince Rupert** Late afternoon brings the vessel to the mouth of the Skeena River, where a large fleet of salmon boats are usually encountered. Prince Rupert (*population 6,500*), situated on an island near the mouth of Skeena River, is a very important fishing and fish-exporting point, with a splendid harbour. Perched on a series of rocky cliffs, and surrounded by forest, its existence as a fully developed city hundreds of miles from the big centres is one of the discoveries of this journey. The terminus of other Canadian Pacific steamer lines, it is also our last call in Canada.

**Ketchikan** Shortly after leaving Prince Rupert, the third and last stretch of open water is passed, Dixon's Entrance. On the east side are passed the settlements of Old and New Metlakatla. Port Simpson, with its old Hudson's Bay Company's Fort, is close by, and United States waters are entered shortly before arrival at Ketchikan.

Ketchikan might be said to be now the most prosperous town in Alaska. It is one that pleases by its bustling air, its hotels, fine stores and banks. The waterfall, about fifteen minutes' walk from the steamer docks, should certainly be visited. In the late summer months thousands of salmon ascend the falls in the river, and it is a wonderful sight to see the large fish leap and find their way to the spawning banks. Ketchikan has large cold storage and salmon-canning plants.

**Wrangell** A distinct change of scenery occurs from now on. The stretches of water become wider, snow-capped mountains rise on either side, and the wonderful purple peculiar to the Alaskan sunrise or sunset is seen. Wrangell is our next stop. It is a beautifully situated and interesting town, near the mouth of the Stikine River, which serves the famous Cassiar Country in the interior of British Columbia, known to big game hunters the world over. A steamer service runs from Wrangell up the Stikine. Part of the old Russian fort still exists.

The Wrangell Narrows are reached an hour or so out from Wrangell, and for nearly two hours the steamer proceeds at half speed through this narrow winding channel, which can be navigated only at certain stages of the tide. This passage between the islands saves a long detour across a rough and open part of the Pacific Ocean; it has been thoroughly well marked with buoys and lights, and is one of the most beautiful parts of the coast.

Leaving the Narrows, the port of Petersburg, a flourishing fishing centre inhabited largely by Scandinavian people, is passed.

**Taku Glacier** We are now surrounded by the typical grandeur of Alaska. Taku Inlet sends out hundreds of odd-shaped ice-floes to meet us, as blue as indigo, floating by to melt gradually in warmer waters. Slowly the steamer approaches the two famous glaciers at the head of the inlet. One is a "dead" glacier, a mixture of brown, white and blue colors, and gradually receding. The other is "alive," and continually moves forward. It shows all the colors of the rainbow, according to the time of day or the position of the sun. Huge masses of ice continually break off into the sea with a deafening thunder and float away like gigantic swans. Taku Glacier is a mile wide, and extends for over ninety miles over the mountains to join Llewellyn Glacier. The vibration caused by the boat's whistles brings down great pieces of ice weighing hundreds of tons.

**Juneau** Three hours steaming up Gastineau Channel brings us to Juneau, clinging to the base and sides of Mount Juneau. This is the capital of Alaska, the residence of the Governor, and the meeting place of the Legislature. Until a short time after the end of the late war, three of the largest low grade gold ore crushing plants in the world were situated close by—the Treadwell, the Alaska Gastineau and the Alaska Juneau mills and mines. Now only the last named remains. Juneau is an up-to-date city, with all modern improvements, and has good roads and automobiles aplenty. One particularly interesting ride is by automobile to the face of Mendenhall Glacier. Another is by the mountain road winding up to Perseverance Mine. The Territorial Museum in the Alaska Brotherhood Hall has a wonderful Alaska collection which every one should visit. Those so inclined will be well repaid by seeing the fine raw furs of local dealers.

**Lynn Canal** With the possible exception of Taku Glacier, the trip from Juneau to Skagway provides the most wonderful scenery of all. For over eighty miles we steam up the arm of sea called the Lynn Canal, varying in width from one to over five miles. Mountains of rock capped with snow, towering glaciers and gushing waterfalls, canyons of all sizes and wild shapes, and colors in restless variety, surround us. Passing Fort William H. Seward, we suddenly turn a point and see Skagway ahead of us.



Skagway

**The Yukon** *Alaska is a part of the United States; but the Yukon Territory is part of Canada, extending from the northern boundary of British Columbia to the Arctic Ocean. A tremendous territory of over 207,000 square miles, it has a population of scarcely more than four thousand. It came to world notice in 1897, when gold was discovered on the Klondike; since then more than \$150,000,000 worth of precious minerals have been mined. The output of gold has for some time been on the wane, but recent silver discoveries in the Mayo district have again focussed attention on the Yukon. Much of the territory is well wooded, and farming, although the Yukon is not primarily an agricultural country, is being successfully carried on. Fishing and fur-hunting are, next to mining, the most important industries.*

**Skagway** Skagway is the end of the northbound run. It is a town which has loomed large in the history of the North. When the gold rush started to the Yukon in 1896 the landing was made at Dyea, which lies at the north of the other, or western inlet, which completes the Lynn Canal. From Dyea the trail led over the dangerous Chilcoot Pass, but word came of the discovery of the White Pass, and in a day fifteen thousand people left Dyea for Skagway and in a day a big city had grown where before was chiefly swamp.

The steamer lays over about thirty-six hours, and ample opportunity is given for the many diversions offered in summer. These include "hikes" along the Skagway River, mountain climbing, launch trips or angling.

**Inland from Skagway** Interesting though Skagway is, the shortest visit would be incomplete without a journey to the interesting and fascinating "inside." Such a journey, difficult as it was in the early days, can be easily undertaken, for Skagway is the southern terminus of the rail line of the White Pass and Yukon Route. A comfortable train, with large-windowed observation cars, will carry one through the magnificent, thrilling scenery of the White Pass into the Yukon Territory, connecting at Carcross and at White Horse with the commodious steamers operated by the same company.

For those who are returning south at once, there is available a fine excursion to the West Taku Arm or to White Horse. For those waiting over until the next steamship, there is a trip to Atlin Lake. For those with more time, there is the wonderful trip from White Horse down the Yukon River to Dawson.

**Over the White Pass** The rail journey is a most spectacular one. The salt tang of the sea is left behind, and the sweetness of lake and mountain air fills the nostrils. Climbing up to Glacier Gorge, at Summit a scarlet-coated Mounted Policeman greets us as we enter Canada. A bronze monument, where the flags of the two countries float side by side, marks the boundary line.

**White Horse** At Carcross steamer can be taken for Atlin and the West Taku Arm. Atlin is one of the most enchanting lakes in the northland, with a remarkable hotel operated by the railway. Or continuing to the little town of White Horse, near the famous rapids of the same name, a steamer can be taken down the Yukon River to Dawson. En route there are several rapids to "shoot," of which the Five-Finger Rapids are the largest and most thrilling.

**Dawson** Dawson, once the focus of the world's greatest gold rush, is now but a shadow of its former glory. It is beautifully situated on a bend of the Yukon River, an up-to-date, well-built and well-regulated city, with many fine homes, comfortable hotels, and pretty flower gardens. Good roads make possible many automobile trips to surrounding hydraulic and dredge mining operations. The literary-inclined can make a pilgrimage to the cabin occupied by Robert W. Service, the "Kipling of the Yukon," during his long residence in Dawson.

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Broton, Minn. 19, 22	Grenfell, Sask. .... 11	Neepawa, Man. .... 24	Swift Current, Sask. 13
Buffalo, Minn. .... 22	Gretina, Man. .... 27	Nelson, B.C. 65, 87, 89	Sylvan Lake, Alta. .... 28
Bull River, B.C. .... 46	Griswold, Man. .... 10	New Denver, B.C. .... 88	Taber, Alta. .... 81
Bulyea, Sask. .... 11	Gull Lake, Sask. .... 15	New Westminster, B.C. .... 72	Teulon, Man. .... 5
Calgary, Alta. .... 18, 28, 29, 30	Halg, B.C. .... 71	North Bend, B.C. .... 71	Thief River Falls, Minn. .... 20
Cameron Lake, B.C. 94	Hamiota, Man. .... 7	North Portal, Sask. .... 23	Trail, B.C. .... 89
Campbell River, B.C. 76	Hankinson, N.D. .... 22	Oak Lake, Man. .... 10	Treherne, Man. .... 27
Camp Hughes, Man. .... 7	Hardisty, Alta. .... 25	Ocean Falls, B.C. .... 76	Union Bay, B.C. 76, 94
Camrose, Alta. .... 25	Harrison Mills, B.C. 72	Ogden, Alta. .... 24	Unity, Sask. .... 25
Canmore, Alta. .... 32	Harvey, N.D. .... 22	Okanagan Ldg., B.C. 66	Valley City, N.D. .... 22
Carberry, Man. .... 82	Hemming, Minn. .... 19	Okotoks, Alta. .... 29	Vancouver, B.C. 72, 92
Cardston, Alta. .... 7	Herbert, Sask. .... 13	Olds, Alta. .... 28	Vernon, B.C. .... 66
Carlyle, Sask. .... 27	High River, Alta. .... 29	Oshkosh, Wis. .... 19	Victoria, B.C. .... 78, 93
Carman, Man. .... 27	Hillcrest, Alta. .... 84	Otterburne, Man. .... 5	Virdean, Man. .... 10
Carmangay, Alta. .... 29	Hope, B.C. .... 92	Outlook, Sask. .... 13	Waldo, B.C. .... 86
Carrington, N.D. .... 22	Huntingdon, B.C. .... 72	Palliser, B.C. .... 44	Wapella, Sask. .... 10
Castlegar, B.C. .... 89	Ilecllewaet, B.C. .... 64	Parksville Jct., B.C. 94	Wapta Lake, B.C. .... 40
Castle Mountain, Alta. .... 36	Indian Head, Sask. .... 10	Pasqua, Sask. .... 12, 23	Warner, Alta. .... 82
Castor, Alta. .... 28	Innisfail, Alta. .... 28	Paynesville, Minn. .... 22	Waukesha, Wis. .... 19
Chase, B.C. .... 68	Irricana, Alta. .... 17	Peace River, Alta. .... 26	Waupaca, Wis. .... 19
Chemainus, B.C. .... 93	Juneau, Alaska. .... 97	Peckham, B.C. .... 66	Westminster Jct., B.C. .... 72
Chicago, Ill. .... 13, 19	Kamloops, B.C. .... 68	Penitence, B.C. .... 66, 91	West Summerland, B.C. .... 92
Chippewa Falls, Wis. 19	Kananaskis, Alta. .... 32	Petaia, B.C. .... 71	Wetaskiwin, Alta. 25, 28
Clarksburg, Alta. .... 29	Kaslo, B.C. .... 88	Pilot Mound, Man. .... 27	Weyburn, Sask. .... 13, 23, 27
Coaldale, Alta. .... 81	Kelowna, B.C. .... 66	Pincher, Alta. .... 84	Whitehorse, Yukon. .... 98
Cochrane, Alta. .... 30	Kenmare, N.D. .... 22	Ponoka, Alta. .... 28	Whitewood, Sask. .... 10
Coleman, Alta. .... 85	Kerrobert, Sask. .... 13, 25, 28	Portage la Prairie, Man. .... 7, 24	Whyteford, Man. .... 5
Colonsay, Sask. .... 11	Ketchikan, Alaska. 96	Portal, N.D. .... 13, 22	Wilcox, Sask. .... 23
Colvalli, B.C. .... 42, 86	Killarney, Man. .... 27	Port Alice, B.C. .... 76	Winkler, Man. .... 27
Comox, B.C. .... 76	Kimberley, B.C. .... 86	Port Alberni, B.C. .... 94	Winnipeg, Man. .... 4, 5, 7, 8, 20, 24, 27
Coquihalla, B.C. .... 92	Kipp, Alta. .... 84	Port Moody, B.C. .... 76	Winnipeg Beach, Man. .... 5
Coronation, Alta. .... 28	Kirkella, Man. .... 10	Powell River, B.C. .... 76	Wolseley, Sask. .... 11
Courtenay, B.C. .... 94	Kisbey, Sask. .... 27	Prince Rupert, B.C. .... 76, 96	Wrangell, Alaska. .... 96
Cowichan, B.C. .... 84	Kootenay Ldg., B.C. 87	Princeton, B.C. .... 92	Wynyard, Sask. .... 24
Cowley, Alta. .... 93	Ladombe, Alta. .... 28	Provost, Alta. .... 25	Yahk, B.C. .... 86
Craigellachie, B.C. 66	Lacsmith, B.C. .... 93	Qu'Appelle, Sask. .... 11	Yale, B.C. .... 71
Cranbrook, B.C. 46, 86	Lake Louise, Alta. .... 36, 37	Rapid City, Man. .... 7	Yellow Grass, Sask. 23
Creston, B.C. .... 37	Lake Windermere, B.C. .... 46	Raymond, Alta. .... 82	Yorkton, Sask. .... 24
Crowfoot, Alta. .... 17	Lanigan, Sask. .... 8, 24	Redcliff, Alta. .... 15, 16	
Crow's Nest, B.C. .... 85	Lardeau, B.C. .... 88	Red Deer, Alta. .... 28	
Crystal City, Man. .... 27	Leader, Sask. .... 14	Regina, Sask. .... 11, 27	
Cutknife, Sask. .... 25	Leancholl, B.C. .... 44	Reston, Man. .... 10, 27	
Daysland, Alta. .... 25			
Dawson, Yukon. .... 98			
Deloraine, Man. .... 27			
Detroit, Minn. .... 19			
Didsbury, Alta. .... 28			
Dominion City, Man. 5			
Drinkwater, Sask. .... 23			
Duncan, B.C. .... 93			
Dunmore, Alta. .... 15, 81			

## Table of Mileages Principally in Western Canada

(By Direct Route unless otherwise stated)

	Winnipeg	Vancouver	Chicago	Toronto	Montreal
Banff, Alta. ....	914	560	1694	2147	2326
Biggar, Sask. ....	540	.....	.....	1773	1952
Boston, Mass. ....	1752 (a)	3226 (a)	1110 (b)	598	340
Brandon, Man. ....	133	1341	.....	1365	1545
Broadview, Sask. ....	264	1210	.....	1496	1676
Buffalo, N.Y. (b)....	1333	2807	613	101	441
Calgary, Alta. ....	832	642	1612	2065	2244
Camrose, Alta. ....	781	.....	.....	2013	2193
Chicago, Ill. ....	913	2254	.....	512	853
Cranbrook, B.C. ....	968 (c)	662 (d)	1748 (e)	2202 (c)	2379 (c)
Detroit, Mich. ....	1197 (e)	2537 (e)	283 (e)	229	569
Edmonton, Alta. (f)....	1026	836	1806	2259	2438
Edmonton, Alta. (g)....	848	.....	1762	2081	2260
Estevan, Sask. ....	279	1220	1034	.....	.....
Fernie, B.C. ....	905 (c)	725 (d)	1689 (c)	2137 (c)	2316 (c)
Field, B.C. ....	969	505	1749	2201	2380
Fort William, Ont. ....	419	1893	.....	813 (h)	992
Glacier, B.C. ....	1054	420	1834	2286	2466
Grand Prairie, Alta (g)....	1255	.....	.....	2488	2667
Halifax, N.S. (i)....	2089	3563	1530	1018	678
Hamilton, Ont. (b)....	1272	2746	552	40	380
High River, Alta. (f)....	872	682	.....	2104	2234
Ignace, Ont. ....	272	1746	.....	960	1140
Indian Head, Sask. ....	315	1159	.....	1547	1726
Kamloops, B.C. ....	1224	250	2004	2456	2635
Kelowna, B.C. ....	1230 (j)	315 (d)	2010 (j)	2463 (j)	2642 (j)
Kenora, Ont. ....	126	1600	.....	1106	1286
Lacombe, Alta. (f)....	945	755	1725	2178	2357
Lake Louise, Alta. ....	949	525	1729	2181	2360
Lethbridge, Alta. ....	768 (c)	768 (f)	1548 (k)	2000 (l)	2179 (l)
London, Ont. ....	1347 (b)	2821 (b)	398	115	455
Macleod, Alta. ....	799 (c)	750 (f)	1579 (c)	2032 (c)	2211 (c)
Maple Creek, Sask. ....	593	881	1373	1826	2005
Medicine Hat, Alta. ....	656	818	1436	1888	2068
Minneapolis, Minn. ....	453	1794	460	939 (n)	1119 (n)
Minnedosa, Man. ....	134	.....	.....	1366	1546
Montreal, Que. ....	1412	2886	853	340	.....
Moose Jaw, Sask. ....	398	1076	1178	1631	1810
Moosomin, Sask. ....	219	1255	.....	1452	1631
Morden, Man. ....	81	.....	.....	1313	1493
Nanaimo, B.C. ....	1515	41	2295	2748	2927
Neepawa, Man. ....	117	.....	.....	1343	1523
Nelson, B.C. ....	1104 (c)	513 (m)	1885 (k)	2337 (c)	2516 (c)
New Westminster, B.C. ....	1466	25	2246	2698	2877
New York, N.Y. ....	1796 (a)	3270 (a)	1052 (b)	539 (b)	384
Ottawa, Ont. ....	1300	2774	777	265	111
Penticton, B.C. ....	1294 (j)	251 (d)	2074 (j)	2527 (j)	2707 (j)
Portage la Prairie, Man. ....	56	1418	.....	1288	1467
Port Arthur, Ont. ....	424	1898	.....	809	988
Quebec, Que. ....	1584	3058	1025	513	173
Red Deer, Alta (f)....	927	737	1707	2159	2339
Regina, Sask. ....	357	1117	1220	1589	1768
Revelstoke, B.C. ....	1095	379	1875	2327	2506
St. John, N.B. ....	1893	3367	1334	822	482
St. Paul, Minn. ....	464	1805	449	929 (n)	1109 (n)
Saskatoon, Sask. ....	480	.....	1392	1713	1892
Seattle, Wash. ....	1638	164	2418	2870	3050
Sicamous, B.C. ....	1139	335	1919	2372	2551
Skagway, Alaska. ....	2462	988	3242	3695	3874
Souris, Man. ....	151	.....	.....	1383	1562
Spokane, Wash. ....	1157 (c)	773 (d)	1937 (c)	2389 (c)	2568 (c)
Sudbury, Ont. ....	973	2447	772	260	439
Swift Current, Sask. ....	509	965	1289	1741	1921
Toronto, Ont. ....	1232	2706	512	.....	340
Vancouver, B.C. ....	1474	.....	2254	2706	2886
Vernon, B.C. ....	1185 (j)	360 (d)	1965 (j)	2418 (j)	2597 (j)
Victoria, B.C. ....	1557	83	2337	2789	2969
Virdean, Man. ....	180	1294	.....	1413	1592
Wetaskiwin, Alta. ....	806 (g)	794 (f)	1764 (f)	2039 (g)	2218 (g)
Weyburn, Sask. ....	.....	1167	1087	.....	.....
Wilkie, Sask. ....	580	.....	.....	1812	1991
Windsor, Ont. ....	1458 (b)	2932 (b)	286	226	567
Winnipeg, Man. ....	.....	1474	913 (e)	1232	1412
Yorkton, Sask. ....	279	.....	.....	1511	1691

(a) via Montreal, (b) via Toronto, (c) via Medicine Hat and Lethbridge, (d) via Penticton, (e) via Michigan Central, (f) via Calgary, (g) via Saskatoon, (h) 655 miles via Port McNicoll and steamship, (i) via Digby, (j) via Sicamous, (k) via Medicine Hat: two miles less via Weyburn and Shaunavon, (l) via Medicine Hat: 6 miles further via Shaunavon, (m) via Penticton: 50 miles further via Revelstoke.

# Canadian Pacific Hotels

Name of Hotel	Altitude	Season	Recreations
<b>St. Andrews, N.B.</b> The Algonquin.....A	150	June 27 to Sept. 15	Golf, Bathing, Boating, Yachting. (Passamaquoddy Bay, St. Croix River.)
<b>McAdam, N.B.</b> McAdam Hotel.....A	445	All year	Hunting in Season.
<b>Quebec, Que.</b> Chateau Frontenac.....E	300	All year	Scenic and Historical interest, Golf, Motoring (Plains of Abraham, St. Anne de Beaupré).
<b>Montreal, Que.</b> Place Viger Hotel.....E	57	All year	Historical Monuments and buildings. Mount Royal, St. Lawrence River, Golfing, Boating, Yachting, Motoring, City founded by Maisonneuve 1642.
<b>Winnipeg, Man.</b> The Royal Alexandra.....E	760	All year	Golf, Motoring, centre of Canadian, West. (Site of old Fort Garry.)
<b>Calgary, Alta.</b> Hotel Palliser.....E	3425	All year	Golf, Motoring, Fishing (Trout).
<b>Banff, Alta.</b> Banff Springs Hotel.....E	4625	May 15 to Sept. 30	Mountain drives and climbs, Golf, Bathing, Fishing, Boating, Riding (Rocky Mountain Park).
<b>Lake Louise, Alta.</b> Chateau Lake Louise.....E	5670	June 1 to Sept. 30	Boating, Mountain climbs, Pony trails Fishing, Lakes in the Clouds, Moraine Lake, Glaciers.
<b>Emerald Lake (near Field), B.C.</b> Emerald Lake Chalet.....A	4262	June 15 to Sept. 15	Boating, Fishing, Pony trails to Yoho Valley, Takakkaw Falls, Riding to Summit Lake and Twin Falls.
<b>Glacier, B.C.</b> Glacier House.....A	4086	June 15 to Sept. 15	Pony trails, Climbs, Exploring Glaciers, Great Nakimu Caves.
<b>Sicamous, B.C.</b> Hotel Sicamous.....A	1146	All year	Rowing, Canoeing, Motor boats, Trout Fishing. (Sicamous Lake.)
<b>Vancouver, B.C.</b> Hotel Vancouver.....E	100	All year	Golf, Motoring, Fishing, Steamboat excursions.
<b>Victoria, B.C.</b> Empress Hotel.....E	Sea Level	All year	Golf, Motoring, Yachting, Sea and Stream Fishing.

## CAMPS AND HOTELS (reached by Canadian Pacific)

<b>Digby, N.S.</b> The Pines.....A	—	June 20 to Sept. 15	Golf, Tennis, Sea-fishing. Excursions into the Land of Evangeline.
<b>Kentville, N.S.</b> Cornwallis Inn.....A	—	All year	In the heart of the Land of Evangeline.
<b>French River, Ont.</b> French River Camp.....A	—	July 1 to Sept. 15	Motor boating, Canoeing, Fishing, Swimming.
<b>Nipigon, Ont.</b> Nipigon River Camp.....A	—	July 1 to Sept. 15	Motor boating, Canoeing, Fishing, Swimming.
<b>Kenora, Ont.</b> Devils Gap Camp.....A	—	July 1 to Sept. 15	Motor boating, Canoeing, Fishing, Swimming.
<b>Banff or Lake Louise, Alta.</b> Storm Mountain Bungalow Camp.....A	5600	July 1 to Sept. 15	Hiking, Motoring, Mountain climbing.
<b>Banff or Lake Louise, Alta.</b> Vermilion River Camp.....A	3952	July 1 to Sept. 15	Hiking, Motoring, Fishing, Mountain climbing.
<b>Banff or Lake Louise, Alta.</b> Radium Hot Springs Camp.....A	3456	July 1 to Sept. 15	Hiking, Motoring, Fishing, Mountain climbing, Swimming in hot radium pools.
<b>Lake Louise, Alta.</b> Moraine Lake Camp.....A	6190	June 1 to Sept. 30	Head of Valley of Ten Peaks, Consolation Lake. Trout fishing, Pony trails, climbs, etc.
<b>Hector, B.C.</b> Lake O'Hara Camp.....A	6664	July 1 to Sept. 15	Riding, Walking, Mountain climbing. Trips to Lake McArthur and Lake Oesa, also Alpine Hut, Abbot's Pass.
<b>Hector, B.C.</b> Wapta Camp.....A	5190	July 1 to Sept. 15	Centre for Explorations. Excursions to Lake O'Hara, Yoho Valley, etc. Drives, Kicking Horse Canyon.
<b>Field, B.C.</b> Yoho Valley Camp.....A	5000	July 1 to Sept. 15	Half-way between Wapta Camp and Emerald Lake Chalet, by road and trail. Takakkaw Falls, Twin Falls, Summit Lake, Yoho Glacier, etc.
<b>Lake Windermere, B.C.</b> Lake Windermere Camp.....A (Operated by Invermere Hotel Co.)	2700	July 1 to Sept. 15	Centre for Riding, Camping, Motoring, Bathing, Boating, Fishing, Excursions to the Glaciers of the Selkirks.
<b>Pentlcton, B.C.</b> Hotel Incola.....A (Owned and operated by the Okanagan Hotel Company.)	1132	All year	Boating and Fishing, Okanagan Lake. Splendid Motor roads.
<b>Cameron Lake, B.C.</b> Cameron Lake Chalet.....A Vancouver Island.	604	May 1 to Sept. 20	Fishing (Trout), Boating. Splendid forests. (Salmon fishing adjacent.)
<b>Strathcona Lodge Stn., B.C.</b> Strathcona Lodge.....A Vancouver Island.	600	May 15 to Oct. 1	Fishing (Trout), Swimming, Tennis, Mountain climbing, Motoring.

A—/merican Plan. E—European Plan.



**TRANSCANADA**  
**TRANSATLANTIC**  
**TRANSPACIFIC**