

# Across Canada



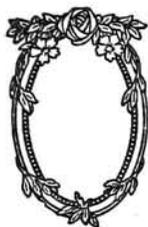
*Annotated Guide via  
Canadian Pacific—the  
Greatest Transportation  
System in the World*

## *East Bound*



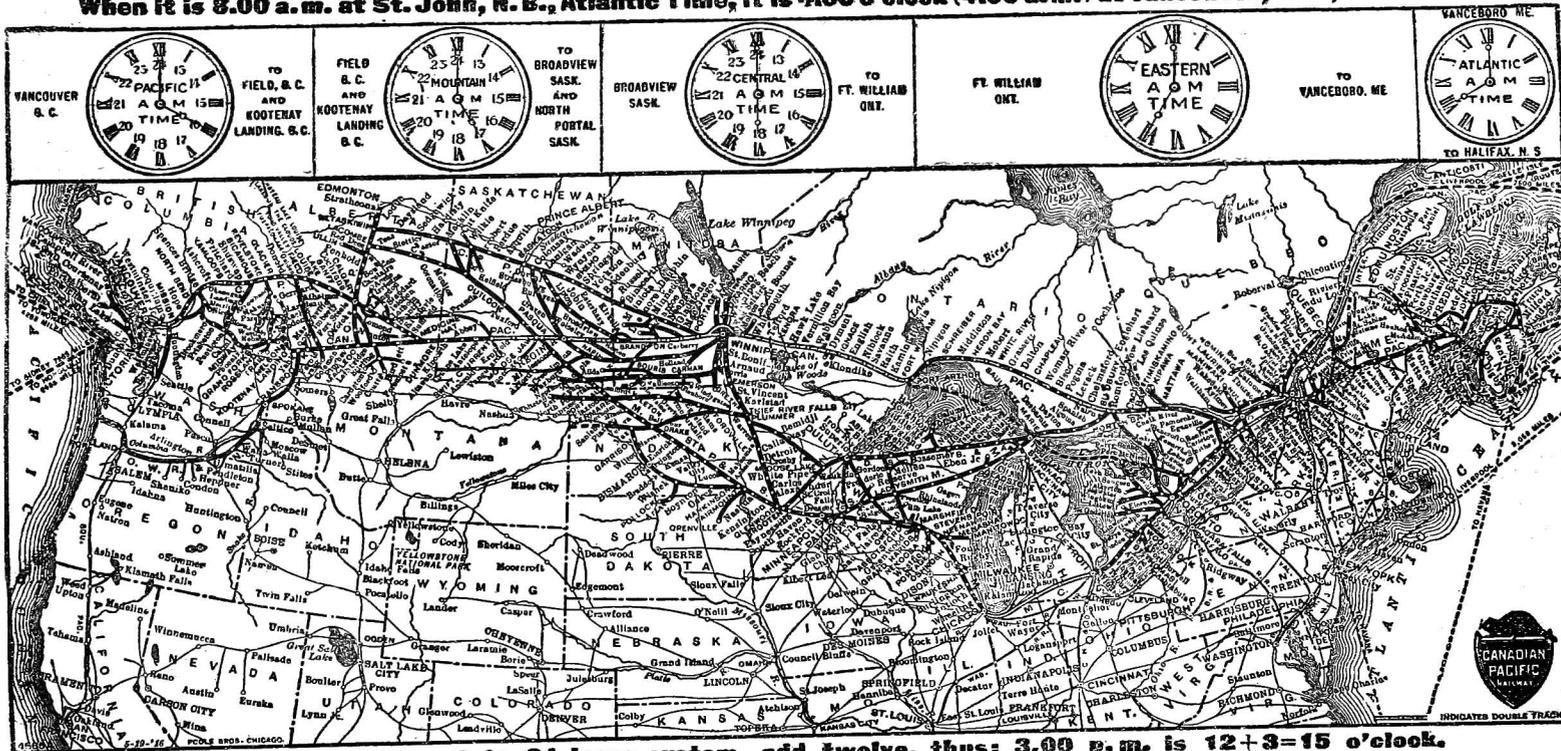


# ACROSS CANADA



**Annotated Guide**  
via Canadian Pacific  
Railway—the greatest  
transportation System  
in the world. ❁ ❁

When it is 8.00 a.m. at St. John, N. E., Atlantic Time, it is 4.00 o'clock (4.00 a.m.) at Vancouver, B. C., Pacific Time.



To convert p.m. time into 24-hour system, add twelve, thus: 3.00 p.m. is 12+3=15 o'clock.

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## THE DOMINION OF CANADA

### AREA, POPULATION, ETC.

**C**ANADA comprises the northern half of North America. Its southern boundary is the United States, on the east is the Atlantic, on the west the Pacific, and on the north the Arctic Ocean. Its area is 3,729,665 square miles, larger than that of the United States, and nearly equal to that of Europe. The population was, according to the last census, which was taken in the year 1911, 7,206,643, or less than that of Pennsylvania, the population of which, according to the census of 1910, was 7,665,111. The census also showed that of the population 3,896,985 were British by race or origin, 2,054,890 were of French descent, 393,320 Germans, 105,492 Indian and half-breeds, 36,795 Chinese and Japanese, while almost every European race was represented in the remainder. During recent years a large number of farmers from the United States have settled in the Western Prairie provinces. Population to square mile, Canada, 1.93; Great Britain, 471; U.S.A., 25.

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

### PROVINCES AND TERRITORIES.

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

Provinces	Area in Square Miles	Population 1901 Census	Population 1911 Census
Yukon, etc. ....	207,076	47,348	{ 8,512 18,481
Northwest Territories .....	1,242,224		
British Columbia .....	355,855	178,657	392,480
Alberta .....	255,285	73,022	374,663
Saskatchewan .....	251,700	91,279	492,432
Manitoba .....	251,832	255,211	455,614
Quebec .....	706,834	1,648,898	2,003,232
Ontario .....	407,262	2,182,947	2,523,274
Prince Edward Island .....	2,184	103,259	93,728
New Brunswick .....	27,985	331,120	351,889
Nova Scotia .....	21,428	459,574	492,338
<b>Total</b> .....	<b>3,729,665</b>	<b>5,371,315</b>	<b>7,206,643</b>

### CLIMATE.

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

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

### CONSTITUTION AND GOVERNMENT.

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

The Cabinet or Government, which administers the laws passed by Parliament, is composed of members of Parliament, who must have the support of a majority of the Commons or elective branch in order to hold power.

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

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

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

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

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

#### EDUCATION.

Primary education in Canada is amply provided for in all the provinces, and in nearly all it is free. The figures for 1913 show that there were then 24,871 public and high schools, with 36,019 teachers and 1,218,308 pupils. Canada spent on education in 1913, \$49,246,370. Of the population of five years and over in 1911, 88.98 per cent. can read and write, and .052 per cent. able to read only, and 10.50 per cent. cannot read or write. The system of education is mainly compulsory (except in Manitoba) and unsectarian.

#### RELIGION.

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

Roman Catholics . . . . .	2,833,041	Mennonites . . . . .	44,611
Presbyterians . . . . .	1,115,324	Congregationalists . . . . .	34,054
Methodists . . . . .	1,079,892	Salvation Army . . . . .	18,834
Anglicans . . . . .	1,043,017	Christians . . . . .	16,773
Baptists . . . . .	382,666	Evangelical . . . . .	10,595
Lutherans . . . . .	229,864	Buddhists . . . . .	10,012
Greeks . . . . .	88,507	Brethren . . . . .	9,278
Jews . . . . .	74,564		

#### JUSTICE AND CRIME.

Respect for law and maintenance of order are very prominent features of life in Canada, as distinguished from most other new countries. The criminal statistics show a slight increase, but there is very little serious crime in Canada. In 1914 there were 21,438 convictions in all for indictable offences, of which 18,315 were first convictions. Only 241 of these offences called for sentences of five years and over, and only in 27 instances was sentence of death passed. In 5,518 cases the offender was allowed the option of a fine.

Each Province supports its own police force. The Canadian Pacific Railway has its own police system.

#### TRANS-CONTINENTAL RAILWAY.

The Canadian Pacific Railway has been well called one of the wonders of the world, and is the longest continuous track railway under one management in the world. It was constructed from coast to coast in five years instead of ten, as per contract, and its total mileage is over 18,000. It possesses, or controls through a subsidiary company, 76 steamships, 2,255 locomotives, 2,781 passenger and sleeping cars, and 95,395 freight cars. During the year ending June 30, 1916, it carried 13,833,978 passengers and 29,276,872 tons of freight.

#### BANKING AND SAVINGS.

Canada has 1,284 Post Office and Government Savings Banks.

There are 22 chartered banks in the Dominion with branches all over the country. In ten years their assets have almost doubled, their capital has increased 25 per cent., and their note circulation has

increased almost 48 per cent. The public deposits in Canada amount to \$1,098,103,494.

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

#### CLEARING HOUSE RETURNS.

The clearing house returns of the principal Canadian cities are as follows, and give some idea of the amount of business done:

Clearing House.	Year 1915.	First half year 1916.
Montreal .....	\$2,628,122,428	\$1,688,479,000
Ottawa .....	211,636,518	116,265,194
Toronto .....	1,885,956,257	1,207,964,652
Vancouver .....	281,575,949	143,210,923
Winnipeg .....	1,530,683,124	843,005,082

#### IMPORTS AND EXPORTS, 1915-16.

Date	Total Exports	Total Imports	Total Trade
1915	\$490,808,877	\$587,439,304	\$1,078,248,181
1916	\$82,872,502	\$42,043,563	1,424,916,065

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

#### CANADA AS MANUFACTURING COUNTRY.

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

—	1910	1900	Increase	Inc. p.c.
Establishments.	19,218	14,650	4,568	31.18
Capital .....	\$1,247,583,609	\$446,916,487	\$800,667,122	179.15
Employees .....	515,203	339,173	176,030	51.89
Salaries, Wages	\$241,008,416	\$113,249,350	\$127,759,066	112.81
Materials .....	\$601,509,018	\$266,527,858	\$334,981,160	125.68
Products .....	\$1,165,975,639	\$481,053,375	\$684,922,264	142.38

The capital employed in manufactures increased during the decade by 179.15 per cent., and the value of products by 142.38 per cent. The number of establishments employing five hands and over last year was 19,218, being an increase of 4,568 in the decade.

#### AGRICULTURAL CROPS.

The progress of Canada as an agricultural country may be seen in the following figures for the crops for the years 1900, 1910 and 1915 respectively:—

Crop	1900	1910	1915
Wheat ...	55,572,000 bush.	132,078,000 bush.	376,304,000 bush.
Barley ...	22,224,000 "	28,848,000 "	53,331,000 "
Oats .....	151,497,000 "	245,393,000 "	520,103,000 "
Potatoes	55,363,000 "	55,461,000 "	62,604,000 "

37,063,455 acres were under cultivation in 1915, value of products being \$797,669,000. Exports of annual agricultural produce in 1915 totalled \$209,136,793.

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

#### LIVE STOCK.

The figures of the live stock for the same period show a similar rate of progress:—

Live Stock	1911	1912	1913	1914	1915
Canada—	No.	No.	No.	No.	No.
Horses ....	2,595,912	2,692,357	2,866,008	2,947,738	2,996,099
Milch Cows.	2,594,179	2,604,488	2,740,434	2,673,286	2,666,846
Other Cattle	3,939,257	3,827,373	3,915,687	3,363,531	3,399,155
Sheep .....	2,175,302	2,082,381	2,128,531	2,058,045	2,038,662
Swine .....	3,610,428	3,477,310	3,448,326	3,434,261	3,111,900

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

## FISHERIES.

Canada has the most extensive fisheries in the world, including 12,780 miles of sea coast and innumerable lakes and streams amounting to 220,000 square miles of fresh water. The number of vessels and boats engaged in the industry is 41,036, and the number of fishermen 94,513. The principal fish caught are salmon, lobsters, cod, herring, mackerel, trout, halibut, and haddock. The value of the fish caught in 1915-16 was \$35,860,708. Exports in fish in 1915-16 totalled \$22,377,977.

There are 64 fish-breeding hatcheries, and over 1,643,725,000 fry are annually distributed. Canada's lobster plant is valued at \$4,506,155, with nearly 696 lobster canneries, the output of which in 1915 was 86,824 cwt. live lobsters and 160,903 cases preserved lobsters.

## MINERAL PRODUCTS.

Canada is rich in minerals, particularly in metals, and has the largest nickel, corundum, and asbestos deposits in the world. Mineral production, 1915, \$138,513,750. The Yukon goldfield is 125,000 square miles in area. Canada has 1,234,269,310,000 metric tons of coal in coal areas estimated at 109,168 square miles. The famous Cobalt mines yielded in 1915 23,568,147 ounces of silver. Ontario has now become the largest gold-producing province in Canada, the production in 1915 from fifteen properties being reported as \$8,386,956, or 44 per cent. of the production of Canada.

## FOREST PRODUCTS.

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

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

## WATER POWERS.

Within the Provinces of the Dominion of Canada, and excluding the Northwest Territories, practically all of the Yukon, and the northern and eastern portion of Quebec, it is estimated that 17,764,000 horse-power is available, this amount being inclusive, in the case of Niagara Falls, Fort Francis, and the St. Mary's River at Sault Ste. Marie, of only the development permitted by international treaties, and further, does not contemplate the full possibilities of storage for the improvement of capacities. The developed powers which are inclusive of all water-powers, whether for electrical production, pulp grinders, for milling or for the great many other uses, aggregate 1,712,193 horse-power, as developed by turbines, and this amount is distributed over the Provinces as shown in the following table:

Province	Horse-power developed	Province	Horse-power developed
Nova Scotia .....	21,412	Manitoba .....	56,730
New Brunswick .....	13,390	Saskatchewan .....	45
Prince Edward Island .....	500	Alberta .....	23,305
Quebec .....	520,000	British Columbia .....	265,345
Ontario .....	789,466	Yukon .....	12,000
		Total .....	1,712,193

## TELEPHONES AND TELEGRAPHS.

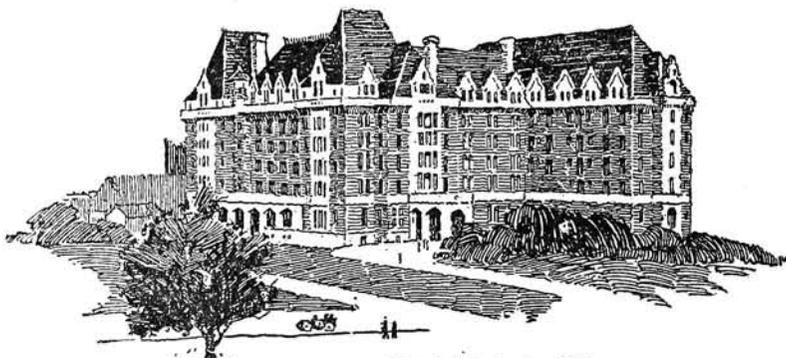
There were 1,452,360 miles of telephone wire in Canada at the end of 1915, and 533,090 telephones in use. This is one telephone for every fifteen of the population.

There are 195,000 miles of telegraph wire of which 105,780 miles are owned and operated by the Canadian Pacific Railway.

There are 59 wireless telegraph stations.

## NATIONAL PARKS.

Canada has six great National Parks in the Rocky Mountains: (1) Rocky Mountain Park, with an area of 1,800 square miles; (2) Yoho Park, area 560 square miles; (3) Glacier Park, area 468 square miles; (4) Jasper Park, 4,400 square miles; (5) Waterloo Lakes Park, 423 square miles; (6) Revelstoke Park, 95 square miles. Both the Canadian Government and the Canadian Pacific Railway are spending large sums in developing these parks and making them accessible to the tourist, so that they are rapidly becoming the Playgrounds of North America.



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

# ACROSS CANADA

Annotated Guide  
via the Canadian Pacific Railway

## DESCRIPTION OF TRANSCONTINENTAL ROUTE Victoria and Vancouver to Montreal, 2,891 Miles

**Victoria**—*Alt. 20 ft. Pop. about 50,000.* Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mount Baker is conspicuous. The climate resembles that of the south of England. Besides the magnificent Government buildings, which rank amongst the finest in America, the city has many fine public and private structures, including the Canadian Pacific Railway's palatial Empress Hotel, one of the finest hostelries on the Pacific coast. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade, and many large commercial houses, which do a very large outfitting trade for the Yukon. The Chinese quarter is always interesting to visitors. The Esquimalt and Nanaimo Railway extends northeasterly through a heavily timbered country of great natural beauty and many prosperous settlements, to the fertile Courtenay district with a branch to Port Alberni. A splendid Canadian Pacific steamship service connects with Vancouver—a ferriage of four hours through a beautiful archipelago. The "Princess" steamships are the most popular boats on the Pacific coast. Steamboats also afford regular connections with Puget Sound ports, and depart about every five days for San Francisco, connecting there for Southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Philippines, Hawaii, Fiji and Australia stop at Victoria for passengers, and there are regular sailings for Alaskan points both for tourists visiting the wonderful fjords of the north coast, and those intending to explore the great gold-belt of the Yukon. Esquimalt Harbor, two miles from Victoria, was formerly the British naval station on the North Pacific, with naval storehouses, workshops, graving docks, etc.

**Vancouver**—*Alt. 14 ft. Pop. 156,000.* The Pacific terminus of the railway and the nearest ocean port to the great wheat lands. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been erected since that time. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has extensive wharves and warehouses, churches, schools,

etc., all of the most substantial character, and many first-class hotels, among them the Vancouver Hotel, recently very much enlarged, operated by the Canadian Pacific Railway. It has many miles of asphalt streets, and cement sidewalks, has an electric street railway, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the Inlet from mountain streams, while the city's sewage system is second to none. Besides its magnificent hotel, the Canadian Pacific Railway has a large station and offices in the city, and it is a remarkable tribute to the growth of both railway and city that big additions have just been made to these edifices. There is a regular steamship service to Victoria, Seattle, Nanaimo and San Francisco, to Philippines, Japan and China, to Sydney, Australia, via Honolulu, H.I., Suva, Fiji, and to Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Yukon and other northern goldfields, and an outfitting headquarters for miners and prospectors. The Canadian Pacific Ocean Services White Empress Steamships take the shortest, safest and most pleasant route to Yokohama, Kobe, Nagasaki, Manila, Shanghai and Hong Kong, making the quickest passage by from five to ten days across the North Pacific, departing every two or three weeks. The two magnificent steamers, the "Empress of Asia" and "Empress of Russia," are the fastest and most luxurious boats on the Pacific. With their luxurious cabins, and splendid public rooms, with a gymnasium, verandah, cafe and laundry; with a gay Filipino band and the perfect service of the China boys, these vessels make the voyage to the Orient one of the most delightful in the world. The Far East is now brought near, and Vancouver touches the finger tips of dainty little Japan. A large proportion of the silk trade passes through Vancouver, and the Canadian Pacific Railway "Silk Train" is perhaps the most famous freight train in the world.

The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The electric railway running from Vancouver to Steveston intersects this district and gives access to the salmon canneries at the foot of the Fraser River. The coal supply comes from Nanaimo, directly across the Straits of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the southwest; and Mount Baker looming up at the southeast. Stanley Park is a magnificent public pleasure resort, and a visit to Capilano Canyon, a remarkable mountain cleft across the Inlet, is a delightful outing. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the Inlet and trout-fishing in endless variety. A stay of a week at Vancouver will be well rewarded.

Vancouver and Victoria are closely connected with the

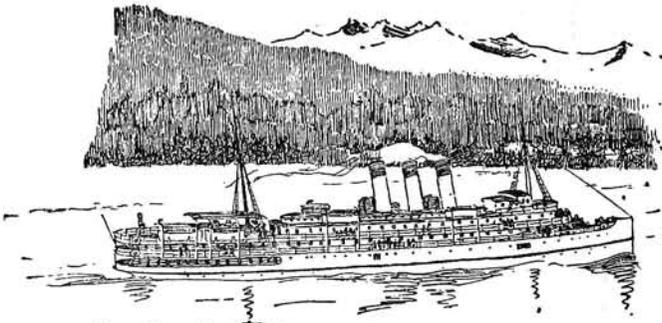
### BRITISH COLUMBIA COAST SERVICE.

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

From Seattle, steamers depart daily for Victoria and Vancouver.



Parliament Buildings, Victoria, B.C.



Canadian Pacific Steamer "Princess Charlotte"  
British Columbia Coast Service

### FROM ALASKA

From June to November the Canadian Pacific Railway operates a weekly service of modern steel steamers from Skagway to Vancouver, Victoria and Seattle, and a slightly less frequent service during the remaining part of the year.

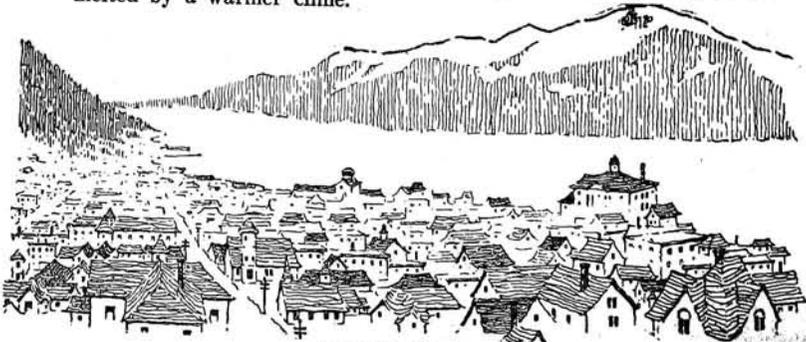
Leaving Skagway in the evening, after the arrival of the White Pass & Yukon Railway train from interior points, we get a glimpse of the now deserted village of Dyea, and shortly pass on the right the United States Army post at Fort Seward and the adjoining town of Haines.

Snowcapped mountains hem us in on every side, and waterfall, mountain torrent and glacier succeed each other until we turn into Gastineau Channel which is reached after eight hours steaming from Skagway, and very soon we are at our first stop, Juneau. Across the channel from Juneau is Douglas Island, on which are located the famous Treadwell Mines and the adjoining town of Douglas. Treadwell has the largest gold quartz mills in the world, over 1,000 stamps being in operation day and night. Juneau is the capital of Alaska and the seat of Government. It is a very prosperous and thriving city, backed by an enormous mining development in the district surrounding, and is at present attracting the large mining capitalists. Mount Juneau rises sheer up from behind the town.

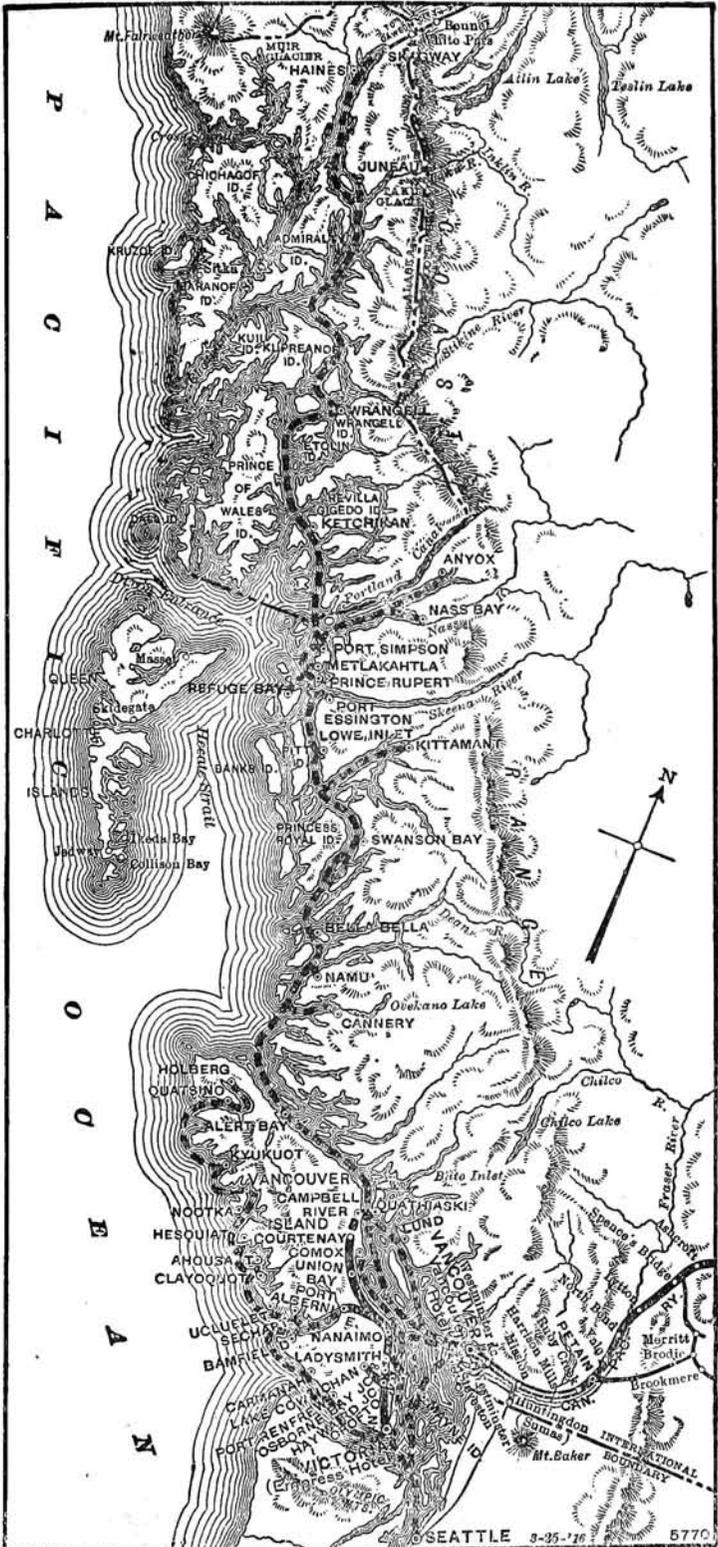
Leaving Juneau, we proceed back through Gastineau Channel and into Stephens Passage where in the summer time, if the steamer has not already called there northbound, a call is made at Taku Glacier. This is one of the world's finest sights. The glacier extends over 100 miles back to Atlin Lake in the extreme interior of British Columbia.

It is a sight that never will be forgotten. The steamer is within sight of ice floes and bergs of all sizes and shapes, giving out the most wonderful colors.

Huge masses are continually breaking off the glacier, crashing into the water with the noise of thunder, and floating away to be melted by a warmer clime.



Juneau, Alaska



**BRITISH COLUMBIA COAST SERVICE**

Thence southbound we go leaving Admiralty Island on our right, on through Frederick Sound, passing glaciers, waterfalls, and snow-capped peaks, until we arrive at Wrangell Narrows. Here half speed is the order, and for two hours we glide through a narrow and tortuous channel, passing jutting rocks and wonderful shadows and reflections on every side, and very shortly arrive at the very interesting old port of Wrangell.

Wrangell is the port of disembarkation for those destined into the Cariboo Country. Stern wheel steamers operate from Wrangell during season of navigation up the Stikine River to Telegraph Creek in Northern British Columbia, and the world's greatest hunters go through here regularly en route to the Cariboo, where some of the finest big game hunting in the world is found and first-class guides can be obtained.

From Wrangell we proceed past Lincoln Rock lighthouse through Clarence Strait to Ketchikan and get our last glimpse of Alaskan glaciers.

Ketchikan is the first and last American port of entry in Alaska. It is a prosperous and thriving town in the centre of a big fishing district.

One of the most remarkable characteristics of the Alaska salmon can be seen at Ketchikan. Millions of these salmon can be seen ascending the waterfalls and shallow streams at certain seasons of the year, on the way to deposit their eggs in a safe and quiet place, frequently leaping more than their own length clear of the water in making the ascent.

Leaving Ketchikan, we cross the Alaskan boundary into Canadian territory, proceeding through the almost landlocked Tongas Narrows and through the Revilla Gigedo Channel to Port Simpson—about four hours steam from Ketchikan.

Port Simpson was one of the first Northern posts established by the Hudson's Bay Company, and the old fort and part of the stockade in which it was enclosed can still be seen. This is a historic spot of much interest.

Leaving Port Simpson, we proceed through Chatham Sound and in about four hours arrive at Prince Rupert, considered by many destined to be the Vancouver of the North. Sufficient time is allowed passengers here, as at other ports, to take in the points of interest.

From Prince Rupert, the steamer goes south through the beautiful Granville Channel, where thickly wooded mountains rise on either side and waterfalls are frequent, and on through Graham's Reach out into Millbank Sound and the broad Pacific Ocean. After about an hour's steaming on open water, we enter Fitzhugh Sound and so on out into Queen Charlotte Sound, the largest stretch of open water on the whole trip.

Three hours steaming takes us across, and the steamer hugs the Vancouver Island Shore until Alert Bay is reached.

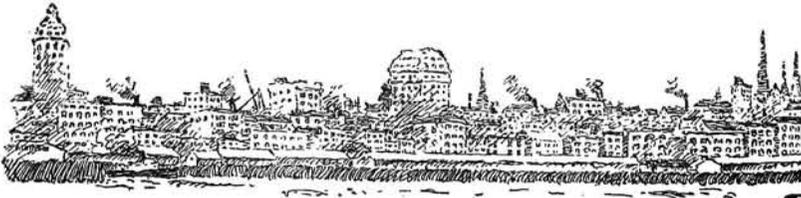
This is one of the prettiest spots on the coast and has a fine, sandy beach. Here is a white mission settlement and Indian village.

There is a hospital and cannery, and the Indian village that lines the shore has one of the most interesting collection of totem poles to be found on the Pacific Coast. Several are over fifty feet high.

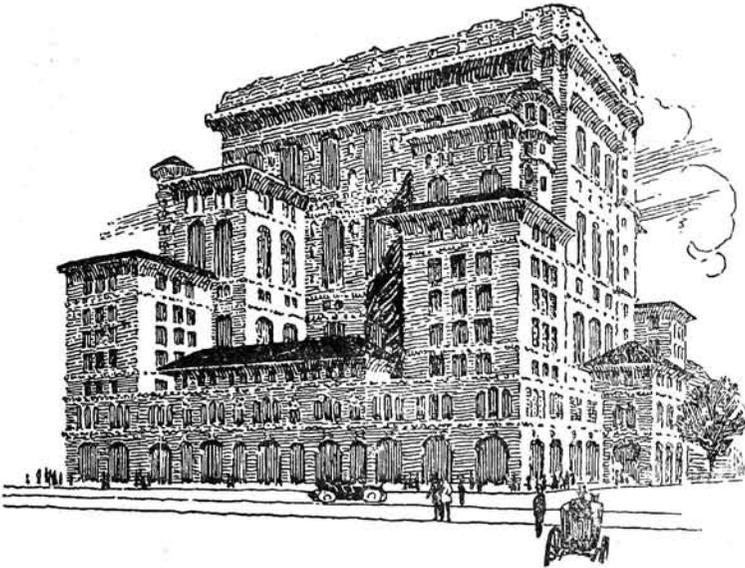
From Alert Bay we steam in between Vancouver Island and the Mainland of British Columbia for about fourteen hours to Vancouver.

There we are loathe to leave the steamer after four days of the utmost enjoyment.

Seattle and Victoria passengers transfer to one of the local "Princess" steamers at Vancouver for those points, and Eastbound passengers to the trains which are almost alongside.



Vancouver from



Canadian Pacific Hotel at Vancouver

### MAIN TRANSCONTINENTAL LINE (Continued)

Starting on our journey across the continent from Vancouver, the Canadian Pacific Railway follows the south shore of Burrard Inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set Inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees with trunks of twenty, thirty and even forty feet circumference.

At the eighth mile the north arm of Burrard Inlet is seen extending at right angles to the railway about fifteen miles into the mountains which, black and sombre, descend about 5,000 feet sheer into the water, which is almost fathomless. Shortly after passing Port Moody, which for a time was the terminus of the railway, at the head of the Inlet, the railway leaves salt water, and crossing over a low-lying ridge descends into the valley of the Fraser.

At Westminister Junction a sub-division strikes in from New Westminster on the Fraser River. This city is the headquarters for the salmon canning industry, which is represented by a dozen of the more extensive establishments. It has also large sawmills—the product of which is shipped largely to China, South America, Africa, Europe and Australia—and the Provincial Asylum and Penitentiary are located here.



the Water Front



Harrison Hot Springs

Soon after leaving the Junction the line crosses Pitt River by a bridge one-quarter of a mile in length—from which a magnificent view is to be had up Pitt Lake, embracing water and woods and mountains of great height, and at various distances, and meadows alive with cattle. On either side of the river extensive alluvial flats have been dyked, thus rendering about 20,000 acres of the most fertile lands fit for cultivation.

At Hammond the bank of the Fraser River is reached and followed by the railway for about 130 miles. It is here

a smooth and mighty river. Immense trees are frequent, their size being indicated by the enormous stumps near the roadway. Many beautiful glimpses are had of Mount Baker, a magnificent isolated cone, in the State of Washington, rising 14,000 feet above the railway level, the favorite view being that from the crossing of Stave River about two miles east of Whonnock.

<b>Hammond</b>	<i>Alt. 28</i>	From Mission a sub-division crosses the Fraser
<b>Haney</b>	<i>" 26</i>	River and runs to the international boundary
<b>Whonnock</b>	<i>" 23</i>	line where rail connection is made with the
<b>Ruskin</b>	<i>" 31</i>	Northern Pacific Railway from Seattle, Ta-
<b>Silverdale</b>	<i>" 26</i>	coma, Portland, and all Oregon and California
<b>Mission</b>	<i>" 26</i>	points. This line gives through connection for

all the prominent points on Puget Sound, and for Portland and San Francisco (via the Shasta Valley).

<b>Hatzic</b>	<i>Alt. 32</i>	Near Harrison Mills the Harrison River is
<b>Dewdney</b>	<i>" 29</i>	crossed just above its confluence with the
<b>Nicomen</b>	<i>" 30</i>	Fraser. The steamer "Vedder" operates
<b>Harrison Mills</b>	<i>" 47</i>	between Harrison Mills Station and Chilliwack Wharf. Chilliwack Valley is situated

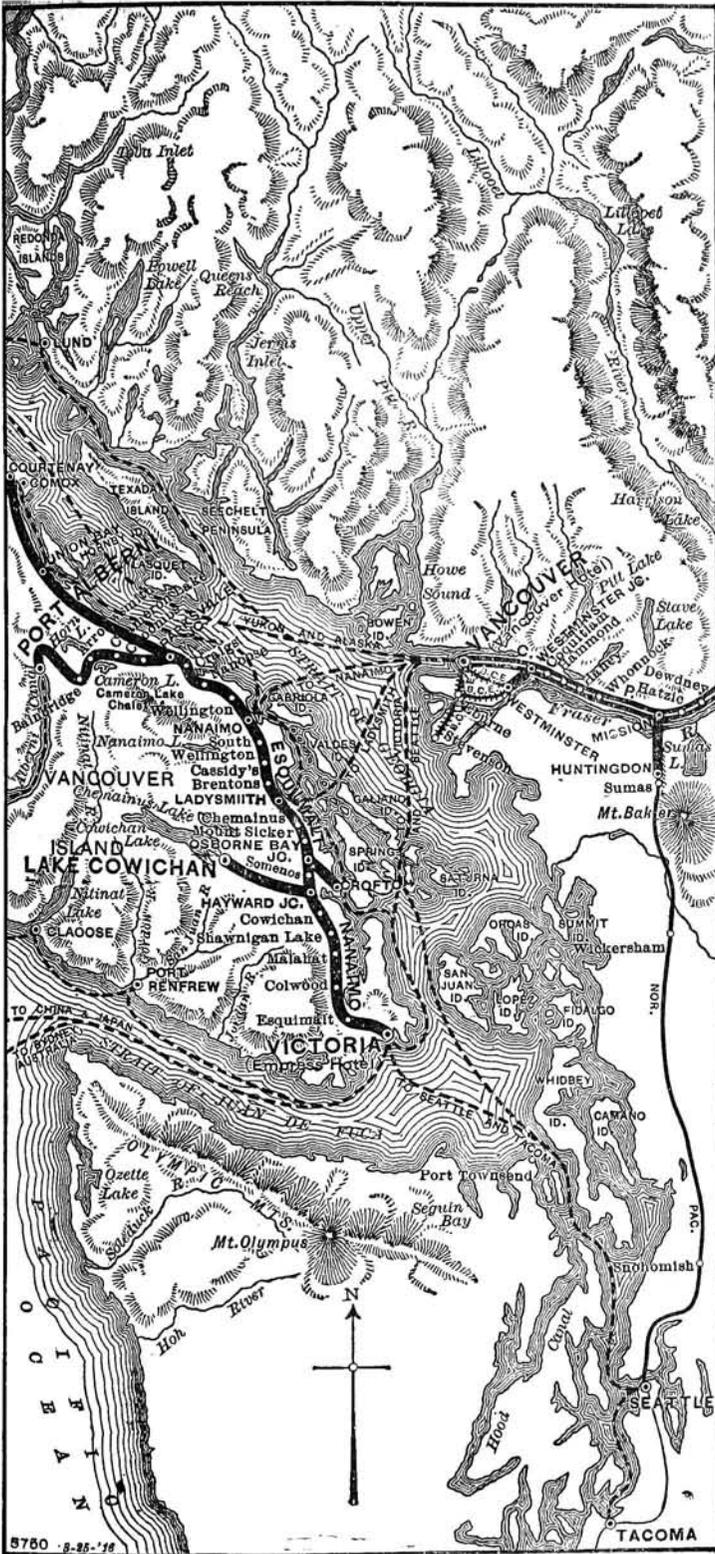
on the south side of the Fraser River opposite Harrison Mills Station, and comprises over 55,000 acres of rich agricultural land and is famed for dairying, mixed farming and fruit growing. Two of the finest equipped creameries in the Dominion are operating at Chilliwack, producing over one-half million pounds of butter annually, also the largest fruit canning company in the province is now in operation there. The city of Chilliwack has a population of 2,500 inhabitants and has the advantage of city water, telephones and electric light.

<b>Agassiz</b>	<i>Alt. 59</i>	At Agassiz, overlooked by Mount Cheam is a
<b>Ruby Creek</b>	<i>" 101</i>	Government Experimental Farm where fruit and grain are grown in great variety. Agassiz

is the station for Harrison Springs (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodation, and the country about is most interesting. Ruby Creek is named from the garnets found in the vicinity.



North Bend



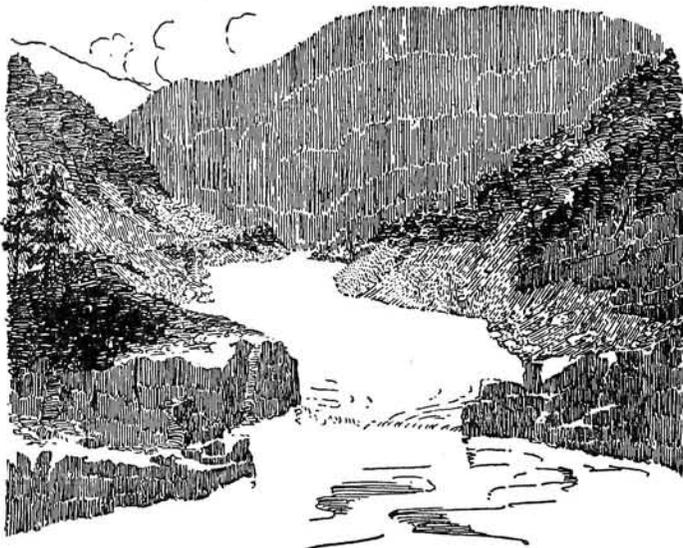
Indicates Double Track

**SEATTLE TO VICTORIA AND VANCOUVER AND  
THE ESQUIMALT & NANAIMO RAILWAY**

**Haig** *Alt. 214* Across the river from Haig is the village of  
**Petaín** " 168 Hope — a mining town and trading post, whence trails lead over the mountains in different directions. To the southwest may be seen Hope Peaks, where great bodies of silver ore are exposed, and only await suitable fuel to be worked profitably. The Kettle Valley Railway, which runs through Southern British Columbia, joins the main line at Petaín as well as at Spence's Bridge, and provides an attractive alternative route, passing the picturesque lower end of the Okanagan Valley and linking up with the Crow's Nest route, to the east.

**Yale**—*Alt. 220 ft.* Yale is the head of navigation and from it a wagon road was built in 1863-4 to the then famous Cariboo Mines, but the first 100 miles of it have been abandoned since the construction of the railway, and become in many places impassable even for a foot passenger. Yale was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul-de-sac* in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen. Leaving Yale the valley turns to the right and then to the left and the railway, passing through a succession of tunnels, enters the canyon of the Fraser—where the cliffs are enormous, and apparently bar the way. The wagon road crosses and recrosses the railway many times in the next 12 miles, till we reach Spuzzum, and runs thence to Boston Bar (about 12 miles) through

**Spuzzum**—*Alt. 399* one continuous canyon. The scenery is startling. The great river is forced between vertical walls of black rock where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above and the jutting spurs of rock are pierced by tunnels in close succession. Ten miles above Spuzzum is Hell Gate, the narrowest point in the canyon. The river is held back by the projecting rocks, and in time of freshets rises 120 feet above its normal level, and those who pass through the canyon in the month of August often see the eddies packed with salmon, their back fins out of the water as they rest preparatory to making a rush round the next point. There can also be seen in a few places the remains of the old Indian trail for foot passengers only, the first for pack animals, and the old wagon road, all of which have been abandoned for the railway.



Hell Gate, Fraser Canyon

Fraser  
Canyon**North Bend** — *Alt.*  
*493 ft.*

North Bend (a subdivisional point) is a desirable stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. There are some pretty falls a short distance from the station, and in the vicinity capital fishing is to be had.

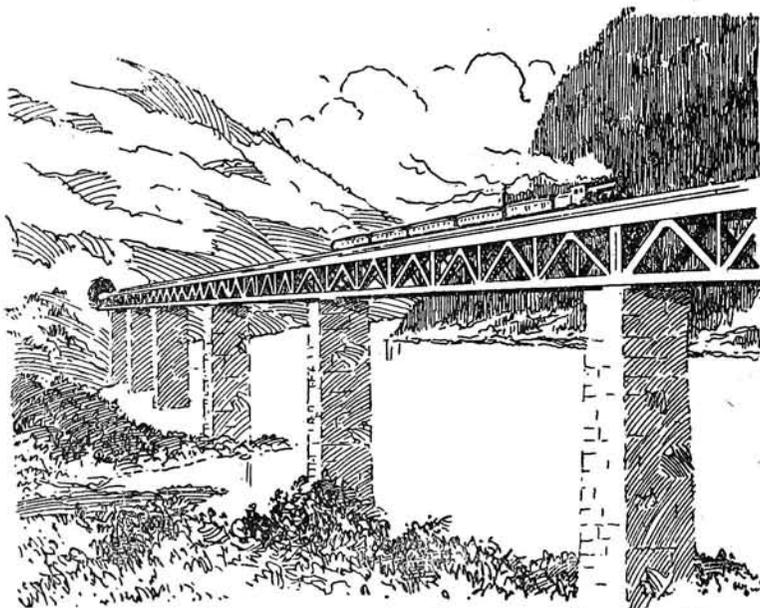
**Keefers** *Alt. 561* From North Bend the line  
**Kanaka** " *613* follows the west side of the

canyon, with the river surging and swirling far below. The old Government road, built in the early '60's, and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Three miles above Keefers, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese.

Near Kanaka the railway passes through a tunnel directly on to a cantilever bridge, and crosses to the east side of the Fraser River, which it follows for about six miles to Lytton, a small trading town.

**Lytton**—*Alt. 693 ft.*

Here the railway leaves the valley of the Fraser, and enters the canyon of the Thompson River. The mountains now draw together and the railway winds along their face hundreds of feet above the struggling river. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then, through breaks in the high escarpment,



White's Creek Bridge and Fraser Canyon, near Spuzzum, B.C.

snowy peaks are seen glistening above the clouds. Ten miles above Lytton, Nicomen, a little mining village, is passed, on the river bank opposite which the first discovery of gold in British Columbia was made in 1857. Above this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge

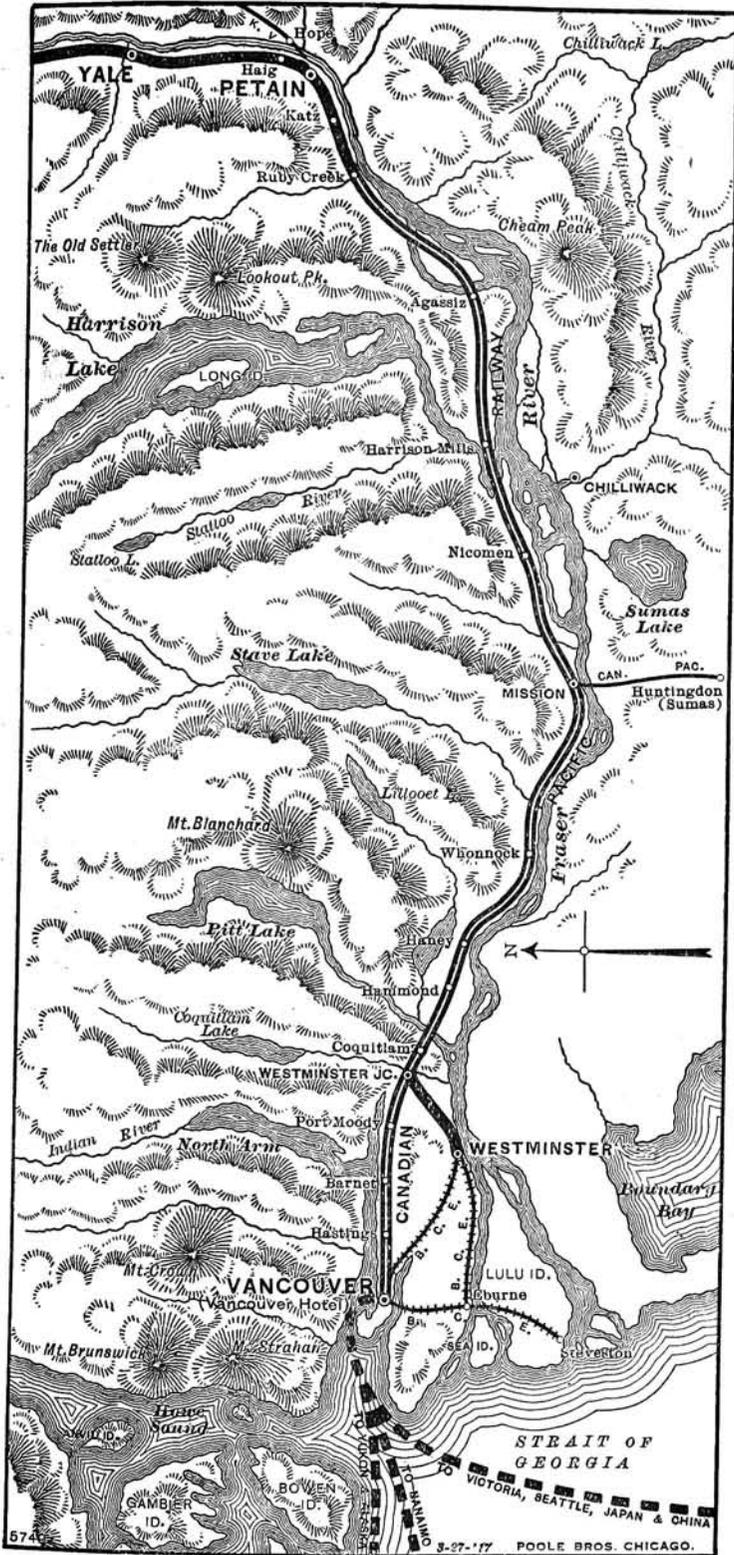
**Gladwin** Alt. 758  
**Thompson** " 673  
**Drynoch** " 755

cut out of the bare hills on the irregular south side of the stream, the ravines spanned by lofty bridges, and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded, cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass slope, or some white exposure. With this fantastic coloration, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form caused by the wearing down of rocks of unequal hardness, by water and wind, into towers, monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and terraces, scanty of herbage, impress themselves most strongly on the memory.

**Spence's Bridge**—Alt. 774 ft. At Spence's Bridge the old wagon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley to the south is an important grazing and ranching region through which a line has been built to the village of Coldwater, where connection is made with the Kettle Valley Ry. Two miles beyond Basque the hills press close upon the

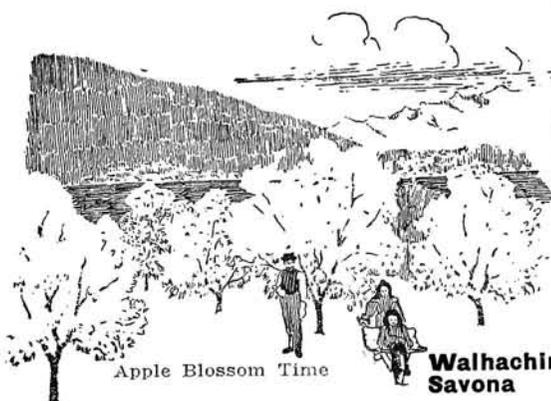
**Spatsum**—Alt. 860. Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it flows swiftly among the round-topped, treeless and water-cut hills. Ashcroft has developed into a busy town, being the point of departure for Cariboo, and other

**Ashcroft**—Alt. 1004. gold fields in the northern interior of British Columbia. There are extensive cattle ranches in the vicinity, and some farming is done.



Indicates Double Track

**VANCOUVER TO YALE**



Apple Blossom Time

### Walhachin Savona

After leaving Ashcroft the valley begins to widen out, and passing Walhachin, where there is a large flourishing orchard visible from the main line, the line soon reaches Savona at the foot of Kamloops Lake. From Port Moody to this point the railway was built by the Dominion Government and transferred to the Company in 1886. From Savona the line " 1163 follows the south

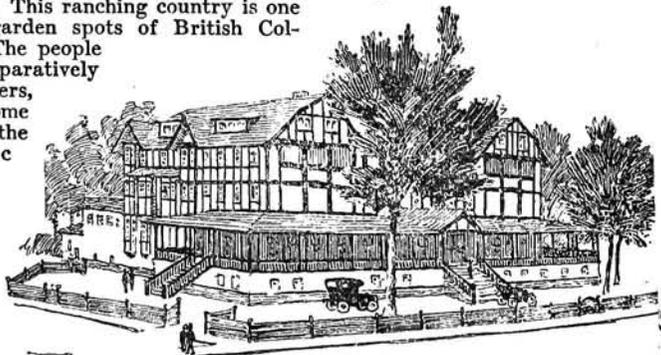
shore of Kamloops Lake for about twenty miles. It is a beautiful hill-girt sheet of water. Quicksilver mines, which it is hoped will prove of great value, can be seen on the opposite shore of the lake.

**Cherry Creek**—*Alt. 1,141 ft.* Near Cherry Creek a series of mountain spurs project into the lake and are pierced by numerous tunnels, one following the other in quick succession. On one of these spurs a deposit of magnetic iron ore was discovered, from which large quantities have been, and still are being, shipped.

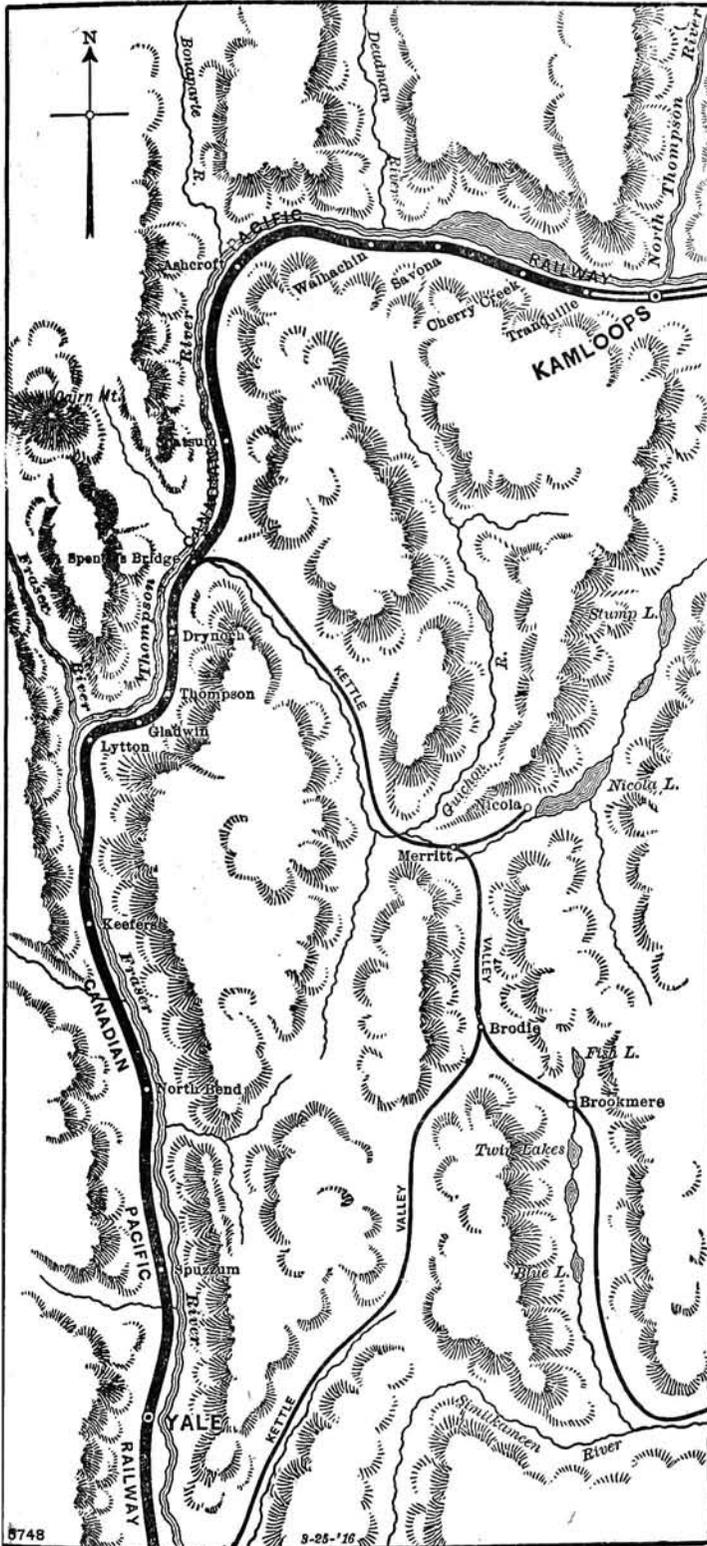
**Kamloops**—*Alt. 1,159 ft. Pop. 5,500.* Sub-divisional point and principal town in the Thompson River Valley, operating its own water and electric light plants and at present developing hydro-electric power, begun many years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate makes it a pre-eminently desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and streams. Steamboats are on the river, and sawmills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops is an Indian reservation, overlooked by Mount St. Paul. The principal industries around Kamloops are cattle and horse raising and fruit growing by irrigation. The latter industry is progressing very rapidly, as this district is well adapted for all kinds of fruit culture. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys, reached by stage lines, and for the mines being operated in the immediate vicinity of the town, ores of which are largely similar to those of Trail Creek, principally gold and copper.

**Ducks** *Alt. 1154*  
**Shuswap** " 1153

Thence the railway follows up the valley of the South Thompson River and the eye is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This ranching country is one of the garden spots of British Columbia. The people are comparatively old settlers, having come in from the Pacific Coast.



Hotel Incola, Penticton, Okanagan Valley



**YALE TO KAMLOOPS**

About two miles east of Shuswap station the great Shuswap lakes, the centre of one of the best sporting regions on the line, are reached. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep trolling for trout.

For 50 miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes gives a fine reminder of Scottish scenery. The railway in getting around it leads, at different and many times, towards every one of the thirty-two points of the compass.

**Chase** Alt. 1183 To avoid following the  
**Squillax** " 1288 shore in all its wind-  
**Notch Hill** " 1691 ings, the line crosses  
 over an intervening

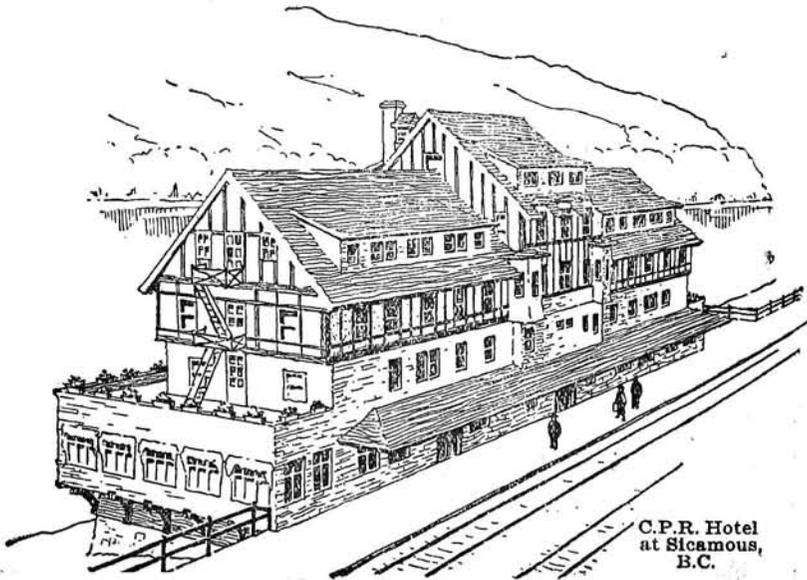
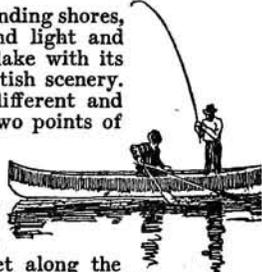
ridge at Notch Hill—ascending about 600 feet along the mountain side and giving a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line then gradually runs down hill until it reaches the level of the water, at Salmon Arm, which it runs entirely round, and then goes for a long distance along the southern shore of the lake. This is a most remarkable body of water.

**Salmon Arm**—Alt. 1157

It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows. Sicamous is the station for mining and agricultural districts to the south where there is a large settlement. An excellent Canadian Pacific Railway hotel at Sicamous

**Sicamous**—Alt. 1153

forms splendid headquarters for those wishing to remain over and shoot, fish or make a daylight trip through the mountains. On Shuswap Lake small craft are always obtainable. There is excellent trout fishing during the proper seasons, within a few minutes' paddle of the



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

hotel—also at Annsty Lake near the head of Seymour Arm, and White Lake near Copper Island. Both places can easily be reached by boat, and by a short trail which the railway company has cut. Grouse shooting in the fall is plentiful and there is deer shooting within a reasonable distance over the hills directly across the lake from the hotel. A subdivision of the railway runs to Vernon and Okanagan at the head of Lake Okanagan, a magnificent sheet of water on which the Canadian Pacific have steamer service to Kelowna and to Penticton, at the foot of the lake. Kelowna is a growing town of over 3,200 population. Tributary to the town are some fifty thousand acres of first-class fruit land, much of which is under cultivation. Four thousand more acres are being converted into fruit orchards in Okanagan Centre. As showing the adaptability of the soil it may be stated that a very good tobacco has been grown in the neighborhood of Kelowna. There is an excellent hotel named the Incola at Penticton. The new Kettle Valley Line passes through Penticton. The Hotel Incola is an ideal resort for any time of year owing to the sunny dry climate of the valley.



Wapiti or Elk

In the vicinity of Penticton a strong land company has purchased a tract of land which it is rapidly irrigating and cultivating until to-day it has over 3,000 acres of the finest fruit lands producing rich returns each season. A short distance east of Vernon, a charming spot is the Coldstream estate, lately the property of Lord Aberdeen, formerly Governor-General of Canada. It contains some 13,000 acres of first-class fruit lands, a large part of which is in a high state of cultivation. Further down the lake are Peachland, Naramata and Summerland, which are becoming favorite resorts. This is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including caribou, bear, deer, bighorn and mountain goat.

From Sicamous the transcontinental line ascends the valley of Eagle River, which cuts through the Gold Range and is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam and many other varieties—giants all of them. At Craigellachie the last spike was driven in the Canadian Pacific Railway on Nov. 7, 1885—the rails from the east and the west meeting here.

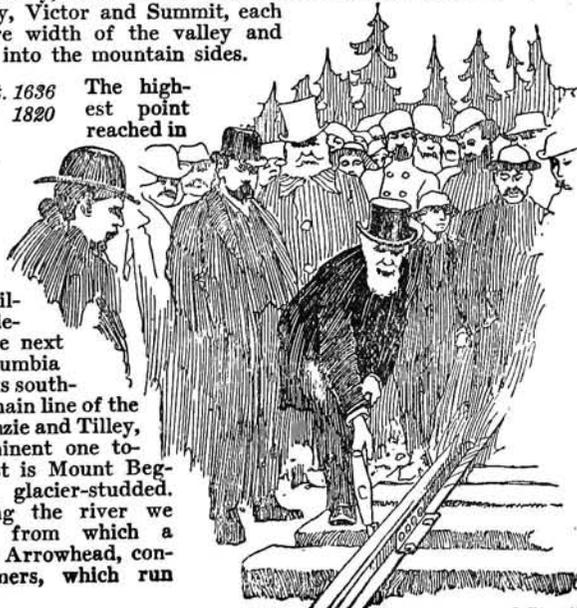
**Malakwa** Alt. 1215  
**Craigellachie** " 1225

Following up the valley, four beautiful lakes occur in close succession, Griffin, Three Valley, Victor and Summit, each occupying the entire width of the valley and forcing the railway into the mountain sides.

**Three Valley** Alt. 1636  
**Glanwilliam** " 1820

The highest point reached in

Eagle Pass is at Summit Lake, where the valley is so deep cut and direct that it seems to have been purposely provided for the railway. The line descends 525 feet in the next eight miles to the Columbia River. The two peaks southeast, seen from the main line of the railway, are Mackenzie and Tilley, and the most prominent one towards the southwest is Mount Begbie, imposing and glacier-studded. Soon after crossing the river we reach Revelstoke, from which a branch line runs to Arrowhead, connecting with steamers, which run



The late Donald Smith (Lord Strathcona) driving the last spike, at Craigellachie, Nov. 7, 1885.



A Fair Alpine Climber

down the Arrow Lakes and Columbia River to the Kootenays, and the trip may be continued over the Crow's Nest Pass Route to Dunmore on the plains east of the Rockies, where connection is again made with the main line.

**Revelstoke**—*Alt. 1,494 ft. Pop. 3,500.* On

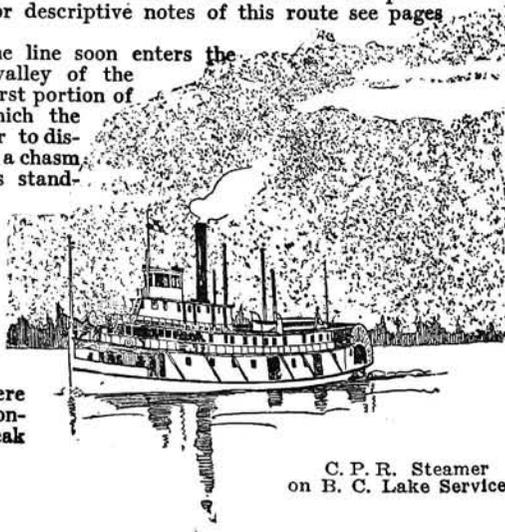
the Columbia River—a railway divisional point and a gateway to the great West Kootenay mining camps. The Hotel Revelstoke facing the station is a comfortable building with all conveniences. A fine tourist resort—fishing, hunting, boating and mountain climbing can be enjoyed here. On Mount Revelstoke, immediately north of the city, the Provincial and Dominion Governments decided to build an automobile road, 18 miles in length, from which a magnificent view of glaciers, mountain peaks, valleys and rivers can be obtained. On the summit of this mountain is one of the most beautiful Alpine Parks to be found anywhere. A comfortable cabin has been provided for the accommodation of tourists. Fish and game are abundant in the vicinity. The Columbia, which

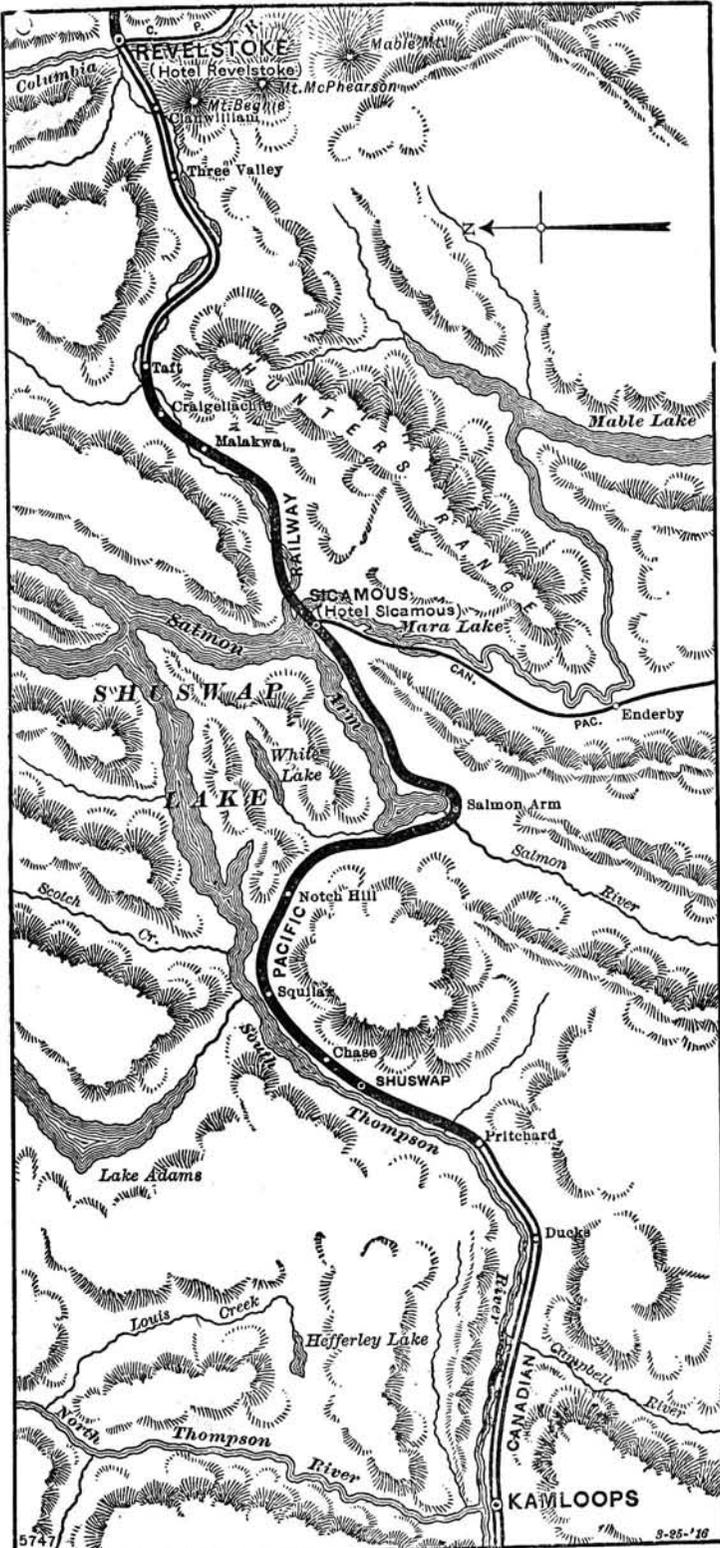
makes a great detour from the east around the northern extremity of the Selkirks, while the railway cuts directly across, is here much larger than at Donald, from which it has fallen 1,071

feet, and 28 miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. A steamer makes bi-weekly trips of some forty miles up the river. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead and steamer down Arrow Lake to Nakusp, past the famous Halcyon Hot Springs, a well-known resort, where there is an excellent hotel with villas. Opposite Halcyon is Halcyon Peak (10,400 ft.), and there are pretty waterfalls back of the hotel. There are trails to different points on the lake and to the mountain's crest. Game is plentiful, and there is excellent boating and fishing. From Nakusp there is rail communication with the Slocan and to West Robson, whence different subdivisions lead through the Boundary District to Midway, to Trail and Rossland and to Nelson. Nelson has steamer connection with Kootenay Landing, the present western terminus of the Crow's Nest Pass Route, which runs through East Kootenay and Southern Alberta and connects with the main transcontinental line at Dunmore on the plains of Western Canada. (For descriptive notes of this route see pages 92 to 101.)

Leaving Revelstoke, the line soon enters the Selkirk Range by the valley of the Illecillewaet River—the first portion of which is a gorge in which the railway and river appear to dispute the passage through a chasm, with vertical rocky walls standing but ten yards apart.

**Twin Butte** — *Alt. 1,877 ft.* This station takes its name from the huge double summit near by, now called Mounts Mackenzie and Tilley. After passing the station, there looms up at the left the conspicuous and beautiful peak named Clachnacoodin.

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



Indicates Double Track  
**KAMLOOPS TO REVELSTOKE**

**Albert Canyon**—*Alt. 2,224 ft.* Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the Albert, where the river is seen nearly 150 feet below the railway, compressed into a boiling flume scarcely 20 feet wide. An observation platform at which all trains stop gives the traveller the opportunity of better viewing this wonder of nature.

**Illecillewaet** *Alt. 2711*  
**Ross Peak** " *3434*

The Illecillewaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with a remarkable forest of those gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About Ross Peak station are many silver mines penetrating the crest of one of the lofty hills north of the railway.

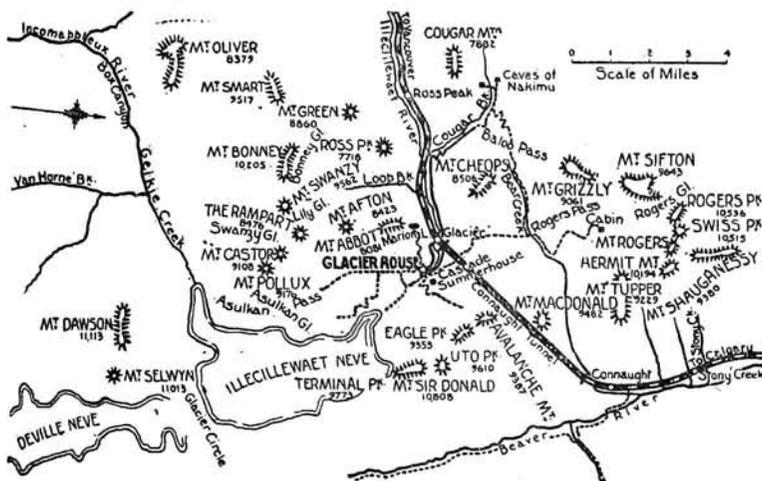
Passing Ross Peak Siding the line skirts along the base of Cougar Mountain, and looking forward up the valley one of the finest and most magnificent views on the line may be had of the peaks near the



East portal, Connaught Tunnel

summit of the Selkirks, with Sir Donald, the highest of them all, near the centre of the picture. Continuing up the valley, the Illecillewaet is crossed for the 12th and last time, as the train draws up to the platform at Glacier.

**Glacier**—*Alt. 3,780 ft.* Glacier is the station for Glacier House (*Alt. 4,094 ft.*), which is reached by way of an excellent carriage road a mile and a quarter long. The hotel is within thirty minutes' walk of the Illecillewaet Glacier, from which at the left, Sir Donald (10,808 ft.) rises a naked and abrupt pyramid, to a height of a mile and a quarter above the railway. This stately monolith was named after the late Sir Donald Smith (who was afterwards known as Lord Strathcona), one of the original promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks (Uto, Eagle, Avalanche and MacDonald), second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes) are in full view. Again to the left, at the west end of Hermit Range, on the south side of Bear Creek, comes Cheops, and in the foreground, far down among the trees, the Illecillewaet glistens across the valley. Somewhat at the left of Cheops the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel, which is called Abbott. Between Ross and Abbott in the background is an enormous wall of snow. This is the Mount Bonney Glacier. To the right of Ross,



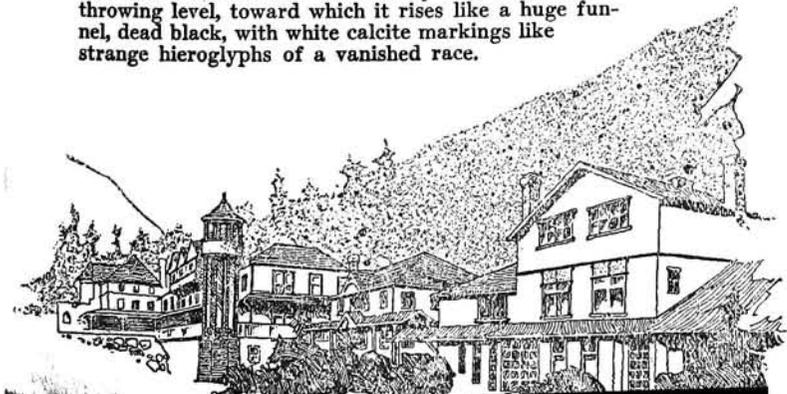
Glacier and vicinity

between Ross and Cheops, a glimpse is caught of the Cougar Valley, where are the wonderful caves of Nakimu (Indian for "Grumbling Caves"). These caves, whose recesses have been largely explored, contain many chambers, some of which are of surprising beauty. Roads have been constructed by which they have been made easy of access, and the discoverer is always ready to act as guide through their wonderful interior. There is snow around the entrance to the caves even in July. There is a breath of all Greenland pouring through the twisted passage with its slippery steps and cold hand-rail. The steaming world beyond the mountains is as though it never had been, as you descend into the clammy dark.

You pass through a series of small round rooms, each like the inside of a marble, pitted with water-marks, which you see by the aid of your bull's-eye lantern, till you reach a narrow ledge—hand-railed—below which the cave floor drops into seeming infinity. Suddenly the guide's magnesium flare cuts the darkness, out of which a great waterfall to the left leaps at you with the roaring of its namesake mountain lion, foams down under your feet and so away into blackness, all the blacker for the brief illumination.

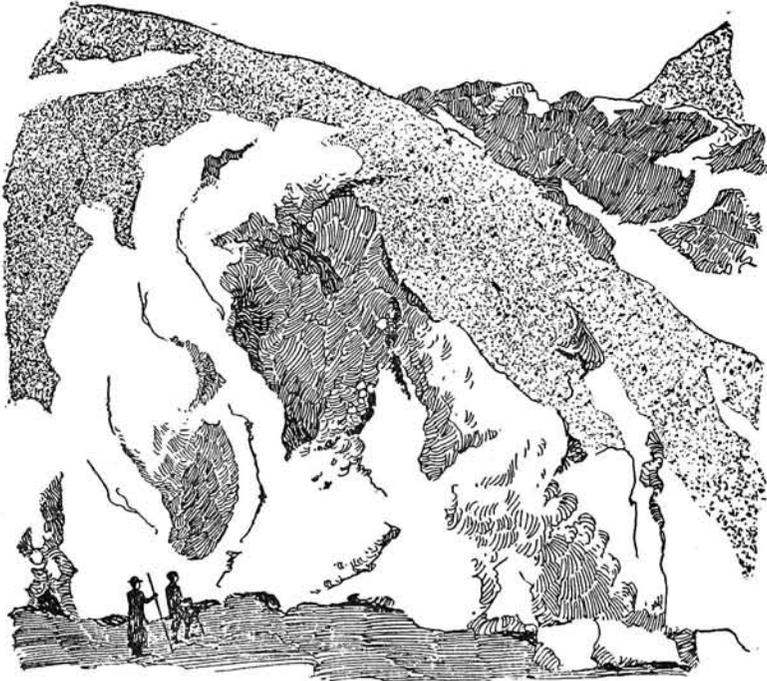
In the Mill Bridge caves there are so many descents from the level of one pot-hole to the slippery pool-floored next that you wonder how the first explorer ever managed it. Even to-day, with wooden steps, convenient railings, floating bridges, lanterns, and a guide who knows the caves as he knows his own dining-room, the descent is awesome enough to scare some back to earth.

The Gorge series is the biggest, wildest and most nerve-testing, with its weird "Dropping Cave," its "Witches' Ballroom," walled with dark blue limestone and ribboned with white calcite, its "Pit," eeriest of all, with floor one hundred and twenty feet below stone-throwing level, toward which it rises like a huge funnel, dead black, with white calcite markings like strange hieroglyphs of a vanished race.



The "Art Gallery" is ornamented with florescent tracery where carbonate of lime spreads itself like cream seaweed against the black, tinting to pale pink, in little close-flowered delicate patterns. The "Judgment Hall," largest of all the caverns, more than two hundred feet long, is also frescoed with fairy fancywork.

Turning again to face the Great Illecillewaet Glacier, a "V"-shaped valley is seen on the right. This is the valley of the Asulkan Brook, a gem of mountain beauty, where a series of white cascades foam through vistas of dark spruce and fir, where falls leap from ledges above in clouds of flying spray, and shining open meadows lead the traveller to listen for the tinkle of the Alpine herd. The peaks going from right to left are—Afton, the sharp apex; the Rampart, an oblong wall; the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome, Glacier Crest, the western boundary of the Great Illecillewaet Glacier, which is banked on the other side by the lower slopes of Sir Donald,

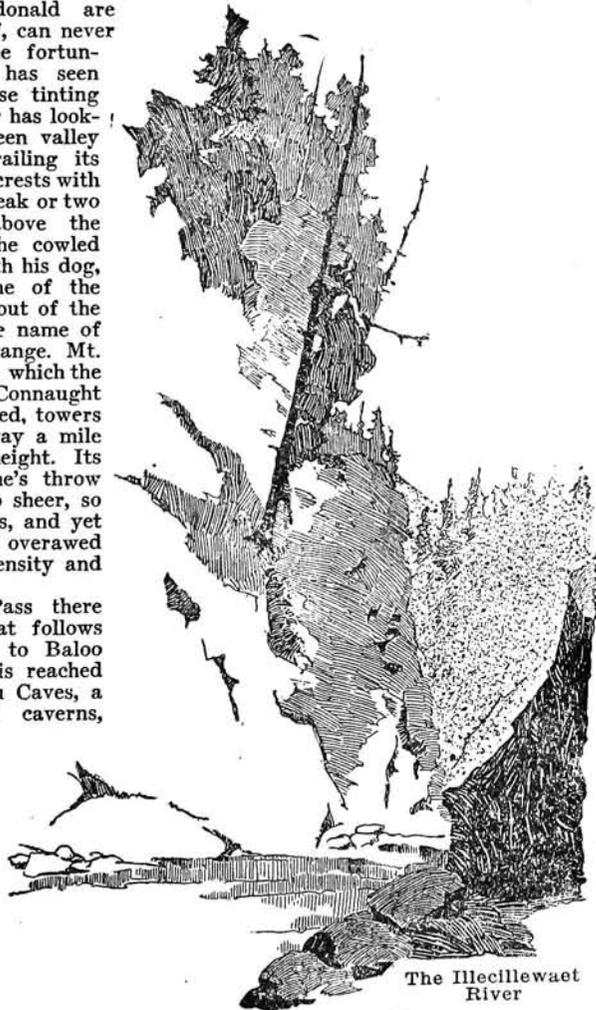


The Great Glacier

from whose summit an immense number of glaciers can be seen. The hotel affords a most delightful stopping place for tourists who wish to hunt or explore the surrounding mountains or glaciers. Here in the heart of the Selkirks every comfort and luxury are found, and here many gather annually to spend the summer amidst the wonders of nature. The Company has greatly enlarged the hotel to accommodate the increasing number of tourists who are not satisfied with the short stop made by the train. The Illecillewaet Glacier is exactly two miles away, and its slowly receding forefoot with immense crevasses, abysmal depths cutting across the crystal surface, is only a few hundred feet above the level of the hotel. Several good trails have been made to it, and its exploration is practicable. A splendid view can be obtained of the great Glacier from Glacier Crest. To the left of the Great Glacier, and 3,000 feet above the hotel, another view is from the trail at the foot of Sir Donald. Easy trails also lead to Marion Lake on Mount Abbott, 1,500 feet above Glacier House. On Mount Avalanche is the Cascade summer house. Good routes have been mapped by the guides

up Eagle and Sir Donald; the former being an easy climb. This peak is so named on account of a large rock figure exactly resembling an eagle perched upon the knife-sharp edge of the mountain. It is seen to best advantage from the trail leading to Mount Avalanche. The Asulkan Valley trail branches off from the main glacier trail about a quarter of a mile from the hotel and crossing the Asulkan brook climbs up the east side of the valley to the forefoot of the Asulkan Glacier, distant four miles from the hotel. The summit of the Selkirk range, as formerly crossed by the railway, is reached from Glacier by another fine pony trail, and from here the trail to Rogers' Amphitheatre may be taken, where is located a hut that may be used as a base for exploring and climbing the neighboring peaks and glaciers. Rogers' Pass was named after Major A. B. Rogers, by whose adventurous energy it was discovered in 1881, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks, and before the construction of the Connaught Tunnel was the summit of the railway line over the Selkirks. That on the north forms a prodigious amphitheatre, under whose parapet, five or six thousand feet above the valley, half a dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. In this direction, at the head of the largest glacier, may be seen a group of sharp serrated peaks, clear cut against the sky. The tallest is Swiss Peak, so called in honor of the members of the Swiss Alpine Club who first stood upon its highest pinnacle. The changing effects of light and shadow on this brotherhood of peaks, of which Tupper and Macdonald are among the chief, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snowstorm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the sub-range. Mt. Macdonald, through which the new 5-mile-long Connaught Tunnel has been bored, towers above the old railway a mile in almost vertical height. Its base is but a stone's throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and grandeur.

From Rogers' Pass there is another trail that follows along Bear Creek to Baloo Pass. From here is reached the famous Nakimu Caves, a series of natural caverns, situated on the lower slopes of Mt. Cheops in the Cougar Valley. The return journey from the caves to the hotel



The Illecillewaet River



Mount Sir Donald

may be made via a trail and carriage road that follows Cougar Brook and the Illecillewaet River.

A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found south of Canada. Bears also are seen frequently in this vicinity.

At Glacier is the double track tunnel through the Selkirk Range. It has been named the Connaught Tunnel in honor of H. R. H.

the Duke of Connaught, ex-Governor-General of Canada. The driving of this tunnel made for itself a prominent place in the annals of notable engineering achievements. From portal to portal its centre line measures 26,400 feet, thereby exceeding by three-fourths of a mile the longest existing tunnel in America. The method by which it was driven involved the tunnelling of a pioneer bore paralleling the centre line of the main tunnel. The feature is new and the interest of tunnel engineers was aroused the world over. The expenditure of  $5\frac{1}{2}$  millions is another indication of the efforts being made by the railway to eliminate grades and snow troubles. The tunnel lowers the elevation of the former route of the railway at the summit by 552 ft. It dispenses with  $4\frac{1}{2}$  miles of snow sheds and reduces the length of the line  $4\frac{3}{4}$  miles, eliminating curvature to the extent of 7 complete circles.

**Connaught Alt. 3504** On emerging from the East Portal of the  
**Cutbank " 3318** tunnel the line enters the densely forested valley of the Beaver River, first crossing, however, Bear Creek, a turbulent mountain stream that has its source but a short distance from Rogers' Pass, the former route of the railway. Looking backward, this route may be seen high up on the hillside and disappears in a narrow defile between the tremendous precipices of Mts. Macdonald and Tupper, the crests of which tower a full mile above the railway. The principal difficulty in constructing this part of the line was occasioned by the torrents, which come down in splendid cascades, through narrow gorges cut deeply into the steep slopes



Rocky Mountain  
Sheep

along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. A little further on is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot The Surprise. From Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward behind, one sees up the Beaver valley a long line of the higher peaks of the Selkirks, *en echelon*, culminating in Mount Sir Donald, with which acquaintance was made at Glacier House. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves.

**Sturdee** Alt. 3170  
**Anzac** " 2597

From Anzac the line follows the left bank for a little way, then crosses to the right bank and passes through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a footbridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.

**Beavermouth**—Alt. 2,483 ft. This is the most northerly station on the transcontinental route. The line soon turns abruptly to the right, and ascends the valley of the Columbia River, clinging to the sides of the hill, where the Selkirks and the Rockies crowding together, force the river through a deep and narrow gorge.

As the train emerges from the canyon, a magnificent view is to be had of the Rockies, rising range upon range, and extending from northwest to southeast. The line crosses the right bank of the river at Donald.

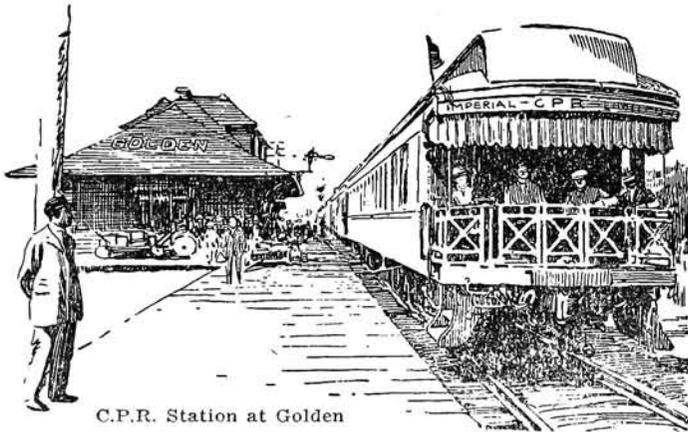
**Donald**—Alt. 2,579 ft. From Donald to Golden the railway runs up the Columbia on the face of the lower bench of the Rockies with the Selkirks in full view opposite.

**Moberly**—Alt. 2,553 ft. Moberly is the site of the oldest cabin in the mountains, where the winter of 1871-2 was passed by the government engineering party under Mr. Walter Moberly, C.E., engaged in the preliminary surveys of the transcontinental route.

Just east of Moberly, the Swiss village of Edelweiss is passed where the C. P. R. quarters its Swiss Mountain Guides.



Chalet  
at Edelweiss,  
Swiss Guides  
Village

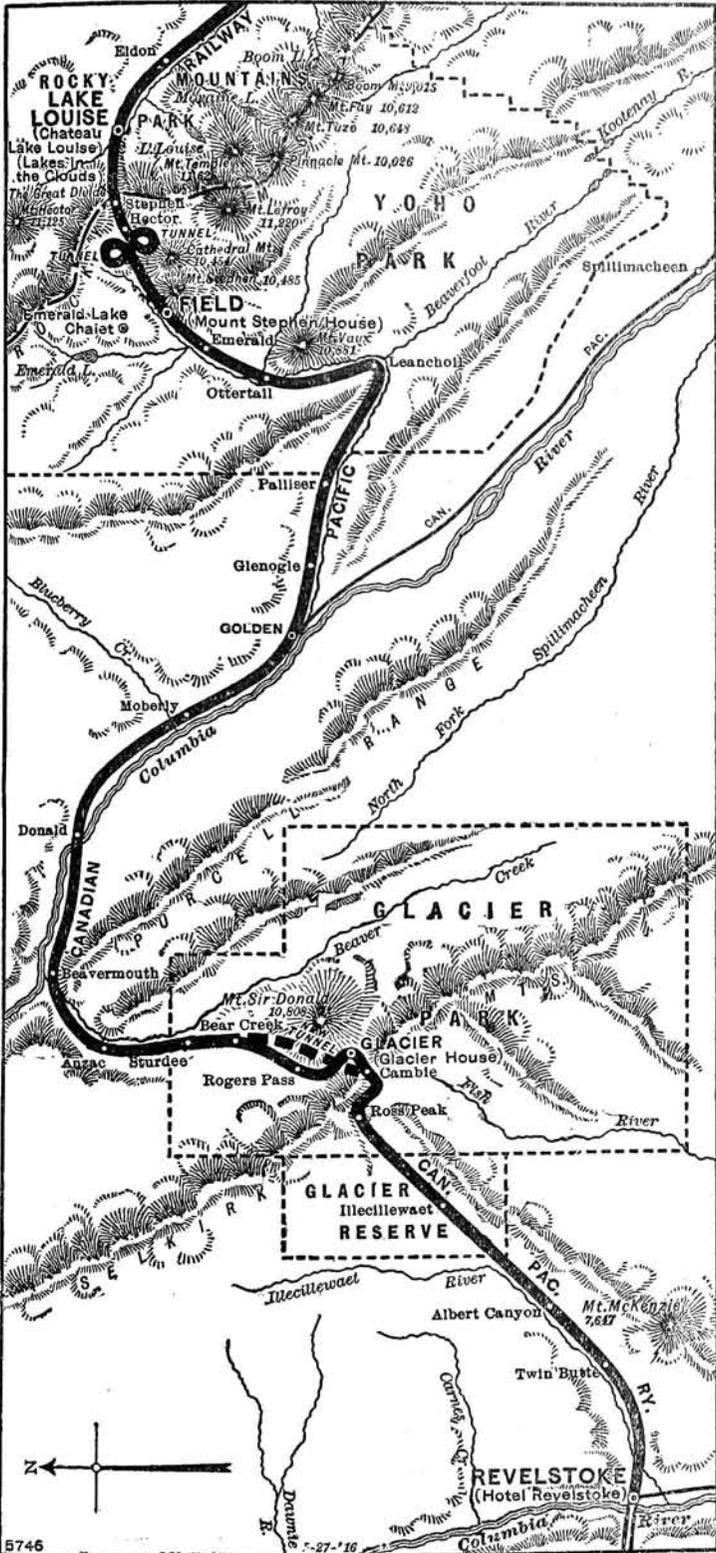


C.P.R. Station at Golden

**Golden**—*Alt. 2,583 ft.* Golden is a prosperous mining town on the Columbia, at the mouth of the Kicking Horse. About Golden and at various places above, especially at the base of the Spillimacheen Mountains, silver and lead mines are being developed, which have recently received a new lease of life through the opening up of the Kootenay Central Railway.

### KOOTENAY CENTRAL BRANCH

In order to facilitate the development of agriculture, fruit growing and mining in this valley, and to encourage tourists to visit the beautiful district round Lake Windermere, the Canadian Pacific Railway Company has just completed the construction of the Kootenay Central branch connecting Golden, on the main line, with Fort Steele and Colvalli, on the Crow's Nest Pass line, a distance of 167 miles. An automobile stage runs on the Government road from Golden to Fort Steele and Cranbrook, and from the railway itself one can see evidences of recent clearing and prosperous new settlements, which demonstrate the agricultural possibilities of this newly opened district. The automobile road which is being constructed by the Canadian Pacific Railway in conjunction with the Federal and Provincial Governments through the Vermillion Pass from Banff will join this Government road at Sinclair, over sixty miles up the valley from Golden. At Sinclair there are hot springs, in connection with which an up-to-date health resort is being projected. With the slope of the Rockies on the left and the wonderful panorama of the Purcell Range on the right, this newly opened valley offers to the tourist and the sportsman a virgin route of marvellous beauty. At various points irrigation companies are supplying the water for mixed farming and the cultivation of small fruits and the hardier varieties of apples, and there is already considerable settlement near the Windermere Lake. Excellent sport may be had in the canyons and creeks which run up on either side of the valley—this being one of the most convenient ways of reaching the great ice-fields which cap the Purcells. On Toby Creek, Earl Grey, when Governor-General of Canada, erected a hunting lodge. There is a comfortable tourist hotel at Invermere, not far from Athalmer Station, which provides an excellent centre for those who desire to explore the valley. A highly picturesque trail leads up Horse Thief and Macdonald Creeks to Iron Cap Mountain, a ridge about 10,000 feet above the sea, from which magnificent views may be had within a radius of 100 miles over the peaks of the Rockies and Selkirk Mountains.



## MAIN TRANSCONTINENTAL LINE (Continued from Golden)

**Glenogle Alt. 3008** Just beyond Golden the railway enters the  
**Palliser " 3288** Kicking Horse Canyon. Into this vast chasm goes the railway, crossing the river from side to side on ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, the roar of river and train being increased a hundred-fold by the echoing walls, the passage of this gorge will never be forgotten.

An abrupt turn of the river reveals Mount Hunter which pushes its huge mass forward like a wedge between the Ottertail and Beaverfoot ranges. At the right the highest peaks of the Ottertail Mountains rise abruptly to an immense height and looking south the Beaverfoot range extends in orderly array as far as the eye can reach. Just before reaching Leancoil, the Canadian National Park, in which are embraced the Yoho Valley, the Great Divide, Lakes in the Clouds, and the Bow Valley to the eastern foothills of the Rockies, is entered. This magnificent domain of about 6,000 square miles is a public pleasure ground that is without a rival.

**Leancoil Alt. 3682** At Leancoil the Beaverfoot River comes in  
**Ottertail " 3702** from the south and joins the Kicking Horse River, which stream is followed to the summit of the Rockies. Mount Goodsir (11,663 ft.), the highest of the Ottertail group, is seen from Ottertail Creek. The Ottertail range to the right appears sheer and pinnacled, with no amphitheatre among the craggy heights, while the Van Horne to the right are ochre-colored in their slopes and show an undulating succession of trough and crest among their summits. The railway, which runs due north to Ottertail, gradually curves in a northeasterly direction, ascending the valley of the Wapta, lying between the Ottertail and Van Horne ranges, and enters the flats of the Kicking Horse just before reaching Field. The scenery is grand and very large glacier bearing heights are seen at the north.

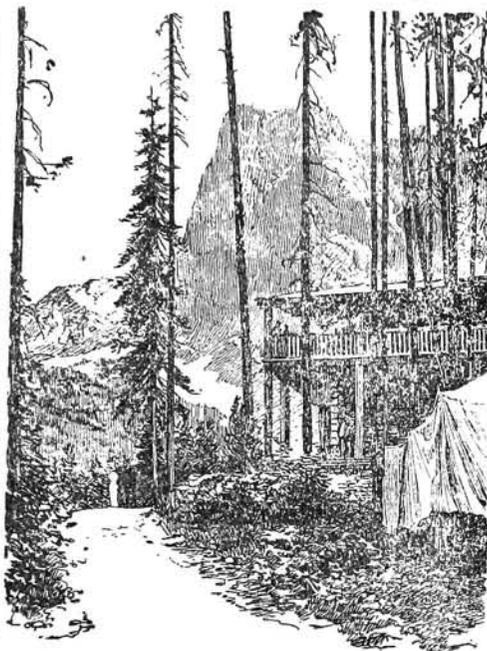


Hotel at Field

## FIELD AND SWIFT CURRENT: 464 Miles (Alberta Division)

**Field**—*Alt. 4,072 ft.* At

Field is a charming hotel managed by the railway company—the Mount Stephen House—not far from the base of Mount Stephen, which rises 10,450 feet above the sea level and facing Mount Field. This is a favorite stopping place for tourists, and has been recently enlarged to meet the wants of increased travel. Field combines all possible attractions for the mountain tourist. From this point is reached a great glacier field, and the track only a short distance from all the mysteries and wonders of an upper ice world. Trails lead along the mountains' side and through the valley, and the Canadian Pacific maintains summer camps for the convenience of visitors to the Yoho Valley. Here are some of the highest peaks and finest scenery in the Rockies. Emerald Lake, 7 miles



Emerald Lake Chalet

from Field, is one of the most charming of mountain waters. A curious natural bridge is passed en route. Here a comfortable chalet has been erected by the railway company. On the shoulder of Mount Stephen is a fossil bed, rich in rare specimens of trilobite. During the summer Swiss guides are stationed here to accompany tourists and mountain climbers. Looking down the valley from the hotel, the Van Horne range is seen on the right.

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

Put in brief, the work which has now been completed is as follows—Length of two tunnels,  $1\frac{1}{4}$  miles; length of cutting outside of tunnels,

C. P. R.

### MAIN LINE GRADE REVISION HECTOR - FIELD



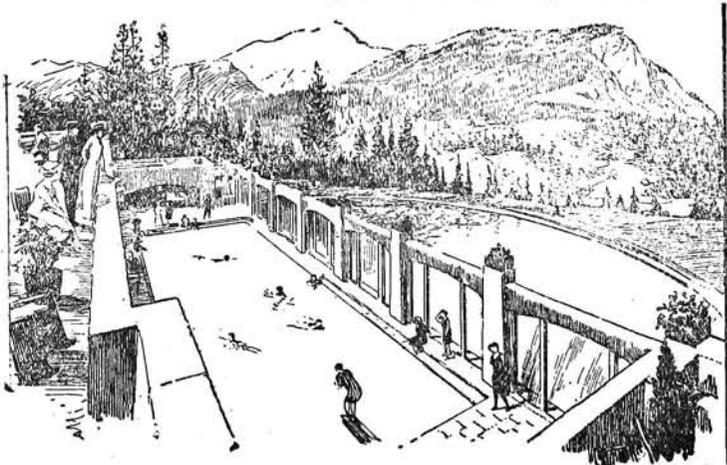






Buffalo at Banff

catching the lights and shadows of the superb views of the locality. Trails lead across the stream draining Lake Louise to Fairview Mountain on the left side and to the Saddleback still farther eastward, from which one can look across the abysmal gorge 2,000 ft. deep to the avalanches of Mount Temple, the forested vale called Paradise Valley, the scarred battlements of Mount Sheol and the pinnacled heights of Castle Crags behind Fairview Mountain. A good carriage road leads to Moraine Lake and the Valley of the Ten Peaks. Other trails lead round to the right of Lake Louise directly on to the Glacier bed of Mount Victoria, the great palisade of snow, 11,355 ft. high, that shuts off all view to the south. This trail also connects with the route to Abbot Pass, a deep canyon between Victoria and Lefroy, 11,220 ft. A stiff climb over this pass and down to the rear of Lefroy and Victoria leads by a chain of beautiful mountain tarns to O'Hara Lake and Cataract Creek, which flows directly down to Wapta Lake, on the main line at Hector Station. O'Hara Lake, recently opened to the public by a well-made pony trail from Hector, is a worthy rival of Lake Louise and presents features of wild Alpine grandeur in its surroundings that cannot be surpassed. It may be reached also from Lake Louise and Field, and by a continuation of the trail Lake McArthur may be visited. To enable visitors to climb and explore in safety, the Canadian Pacific Railway offers the services of Alpine guides of the very highest class. One of these is always stationed at Lake Louise. The others will be found at Field, Emerald Lake and Glacier. The railway runs down the forested Bow Valley, which is sentinelled by mountains exceedingly grand and prominent. Those on the left (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mountains, in the foreground. On the right the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. The gap of Vermilion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snowfields the Vermilion River flows westward into the Kootenay. Most prominent on the east side are the precipitous face of Storm Mountain (10,309 ft.), and the snow dome of Mount Ball (10,825 ft.). To the right, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Temple (11,626 ft.), the loftiest and grandest in this whole panorama. This great mountain becomes visible almost from the "Divide," and is the most conspicuous and admirable feature of this wonderful valley, which has been referred to by one writer as an "amphitheatre of scenic glory." The great Castle Mountain on the left, resembling a huge giant's keep, stretches its great length for several miles, with turrets, bastions and battlements, and at one spot a remarkable reproduction of a



Swimming Pool, Banff Hot Springs Hotel



Mount Assiniboine

drawbridge with portcullis. Opposite is Copper Mountain, in which are said to be large deposits of ore, and beyond is Pilot Mountain, 9,650 feet, whose pyramidal peak is the only one that can be seen from both sides of the Bow Valley.

**Castle** Alt. 4657  
**Sawback** " 4537

Castle is the station at the base of the great eminence known as Castle Mountain. The views forward and to the rear are delightfully surprising. The Vermilion Lakes are skirted, and an excellent view is had of Mount Bourgeau and the snow-peaks far to the west, enclosing Simpson's Pass. Hole-in-the-Wall Mountain is passed on the left. This mountain has a remarkable cave which can be entered for 160 feet, where a chimney-like aperture gives a glimpse of the sky. The cave is 1,500 feet above the valley.

**Banff**—Alt. 4,534 ft. Station for Canadian National Park and Hot Springs. This park is a National Reservation of 5,732 square miles, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Lake Minnewanka and several noble mountain ranges, and beyond the "Divide," the Yoho Valley and the country to the west and south of it. The Park is the largest in the world, being nearly half as large again as the famous Yellowstone Park in the States. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery, and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mountain (9,825 ft.); eastward

is Mount Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Lake Minnewanka. South-eastward from Inglismaldie, in the same range of the Fairholmes, the sharp cone of Peechee (called after an Indian chief), closes the view in that direction; this is one of the highest mountains visible. To the left of Cascade Mountain, and just north of the track, rises the wooded ridge of Stoney Squaw Mountain, beneath which lie the Vermilion Lakes, seen just before reaching the station. Up the Bow, westward, tower the distant snowy central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mount Bourgeau. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the razor-like back of Sulphur Mountain, along the side of which are the Hot Springs, and on whose summit, at 7,484 ft., an observatory has been established. The isolated bluff southward is Tunnel Mountain, while just behind the station, Mount Rundle, 9,665 ft., rises sharply, so near at hand as to cut off all the view in that direction. Near the station is a large corral of 800 acres in which are about 100 buffalo. In well-constructed cages are specimens of the various wild animals found in the Rocky Mountains. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the Canadian Pacific Railway Banff Hotel about a mile further on. A steel bridge takes the carriage-road across to the magnificent hotel, built by the Railway Company, on an eminence between the foaming falls in the Bow and the mouth of the rapid Spray River. This hotel has just been reconstructed on a truly magnificent scale, having a kitchen capable of supplying 600 meals at one time. It is most favorably placed for health, picturesque views, canoeing, driving, walking and mountain-climbing. In direct connection with the hotel there has been opened what is probably the finest bathing establishment on the continent. It is built in the form of three terraces, the outer and lower one of which forms the great semi-circular cold water swimming pool, which is one hundred and twenty feet in diameter and varies from three to seven feet in depth. The second terrace contains the sheltered warm sulphur-water pool which is supplied by piping the water direct from the Hot Springs on Sulphur Mountain at the rate of 1,165 gallons per hour. This pool measures 28 feet by 80 feet and varies from four to seven feet in depth. The water in the pool is maintained at a temperature of 110 degrees Fahrenheit—about five degrees lower than at the source of supply—by the continuous flow of water. The bathing space is enclosed by a screen of plate glass between concrete posts, to protect the bathers against the breezes.

Adjoining the sulphur plunge, there are ten shower baths, and complete Turkish and Russian baths finished in marble and fitted with all the latest plumbing

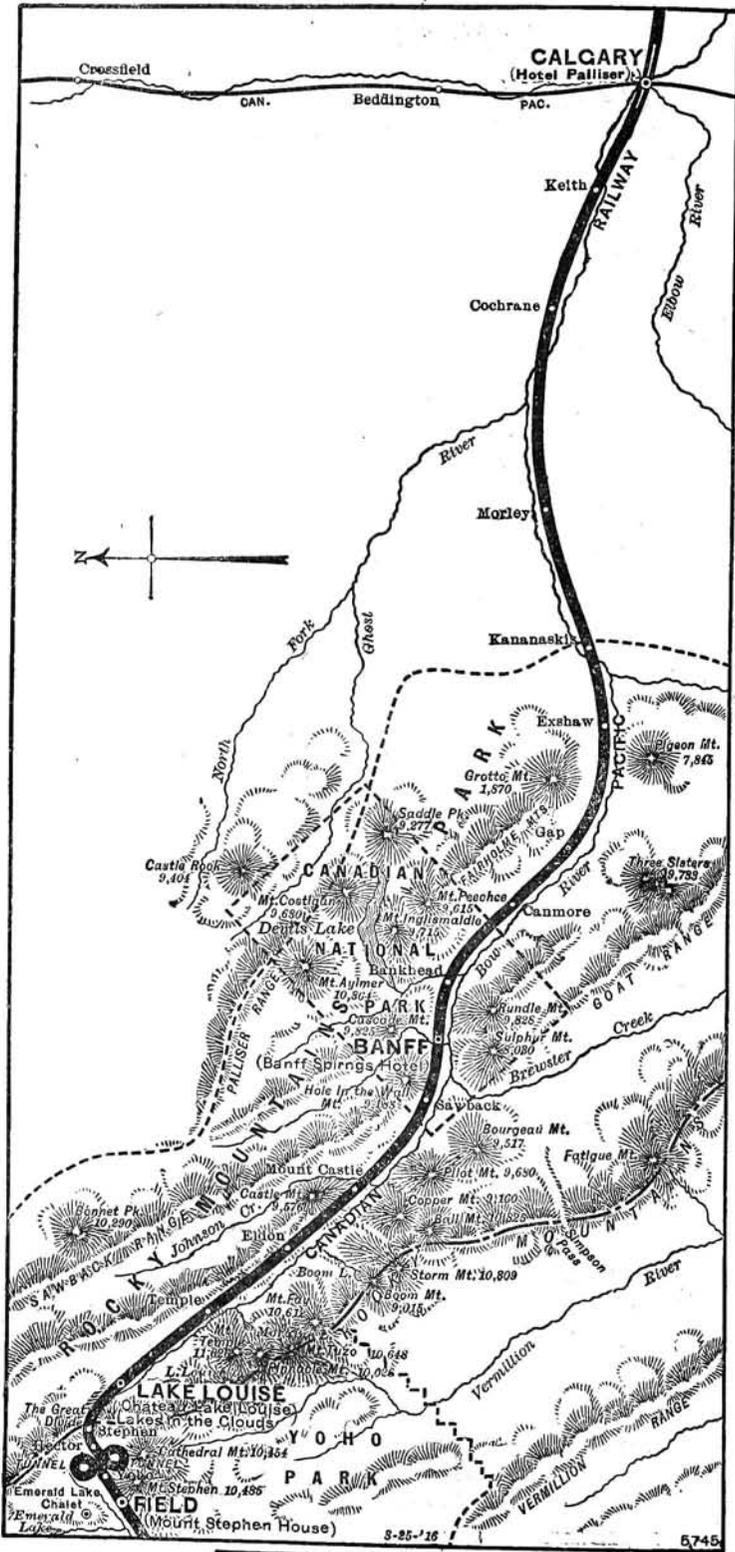


Banff Hot Springs Hotel, Owned and Operated by the C. P. R.



The Three Sisters,  
Canmore

One hundred dressing rooms are provided at this level, and on the third terrace there are the cooling rooms, private sulphur baths, and rooms for the Swedish masseur and his attendants who were brought from Europe to take charge of the bathing establishment. The roof of the third terrace forms a wide promenade upon which chairs are placed to enable guests to obtain both a view of the bathers below and of the whole magnificent panorama of the mountains. The entire structure is of reinforced concrete and the pools are lined throughout with white glazed tile, and lighted by electricity so that they may be used at night as well as by day. Still another attraction at Banff is the new golf course. Golf enthusiasts who have played the game on the ordinary country golf links will find the sport at Banff even more fascinating. Nestling among the mountains, completely surrounded by gigantic peaks, and with the glacier-fed Bow River flowing throughout its length, the course is superbly located, Nature making it not only one of the highest courses on the American continent, but also one of surpassing beauty. The links are reached from the Banff Springs hotel by either carriage road or foot-path leading directly to the club-house. The house is nicely furnished and provided with all conveniences. There is a good tennis court in connection with the hotel. In Banff there are a sanitarium and hospital and a museum of more than local interest has been established by the Government. Nine miles from Banff is Lake Minnewanka, on which launches are operated. There is capital fishing, the trout being of extraordinary size. Wild sheep (the big horn) and mountain goats are occasionally to be seen on the neighboring heights. Some extraordinary fossil remains and markings of mammoth pre-historic creatures are found on the mountain slopes surrounding this lake, as well as on Cascade Mountain. At the upper end of the lake is the valley of Ghost River, a strange region where the mountain rivulets gurgle off into subterranean reservoirs and the granite walls are pitted with caves. Between Banff and the lake is Bankhead, where are located the anthracite mines, operated by the Canadian Pacific Railway, whose output will shortly provide the country as far east as Winnipeg with fuel. The hot springs are at different elevations upon the eastern slope of Sulphur Mountain, the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and adjacent, another spring forms an open basin of warm sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to



Indicates Double Track

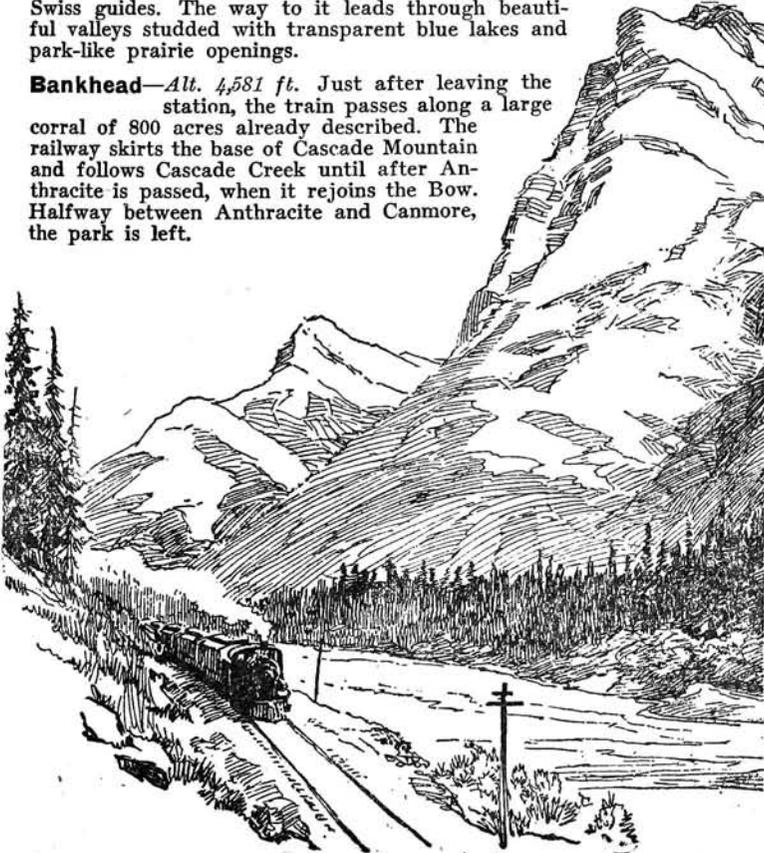
**FIELD TO CALGARY**

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

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

Of interest to motor-car enthusiasts is the new automobile road on which Banff will be an important stop-over point. This road is now being built by the Dominion Government, the British Columbia Government and the Canadian Pacific Railway. It starts at Calgary and runs through the mountains to Banff. At Castle Mountain it branches off through the beautiful Vermilion Pass to connect with a road already in existence running from Golden to Cranbrook on the Crow's Nest Pass line of the C. P. R. From here there is a road to Macleod and from that point there is connection with Calgary, making a five hundred mile automobile road, which when completed will be the grandest highway in the world. About twenty miles south of Banff is Mount Assiniboine, the Matterhorn of the new world, the ascent of which, after several unsuccessful attempts, was made in the autumn of 1901 by the Rev. James Outram and a party of Swiss guides. The way to it leads through beautiful valleys studded with transparent blue lakes and park-like prairie openings.

**Bankhead**—*Alt. 4,581 ft.* Just after leaving the station, the train passes along a large corral of 800 acres already described. The railway skirts the base of Cascade Mountain and follows Cascade Creek until after Anthracite is passed, when it rejoins the Bow. Halfway between Anthracite and Canmore, the park is left.



The Gap—Entrance to the Prairies from the Canadian Rockies

**Canmore**—*Alt. 4,295 ft.* Near Canmore are large coal mines. A striking profile of the Three Sisters is obtained, with Wind and Pigeon Mountains looming up beyond. On a hill behind the station stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos."

**The Gap** *Alt. 4,284*  
**Exshaw** " *4,261*  
**Kananaskis** " *4,218*

Passing through the Gap—a narrow passage between two vertical walls—the gateway by which the Bow River issues from the hills, the Kananaskis River is crossed by a high iron bridge, a little below where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. Near it the track turns and descends the long valley between the Fairholme range on the left and the Kananaskis range opposite. The prominent peak on the right is Pigeon Mountain, and in leaving the station called The Gap, a magnificent view is obtained of Wind Mountain and the Three Sisters also on the right. At Exshaw is one of the largest cement works in Canada. There is a remarkable contrast between the ranges in view behind. On the left are fantastically broken and castellated heights; on the right massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and carboniferous ages, which have been broken out of the crust of the earth and slowly heaved aloft. Some sections, miles and miles in breadth and thousands of feet thick, have been pushed straight up, so that their strata remains almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold, and this peculiarity is one of the most striking and admirable features of the scenery.

**Morley** *Alt. 4,078*  
**Cochrane** " *3,750*  
**Glenbow** " *3,688*  
**Keith** " *3,563*

By the time Cochrane is reached, the traveler is well within the rounded grassy foothills and river "benches" or terraces. Extensive ranches come into view and are passed in rapid succession as the train speeds eastward towards the fertile prairies of Western Canada. Great herds of horses are seen in the lower valleys, thousands of cattle on the terraces, while the hilltops provide grazing for flocks of sheep, making a picture restful, novel and interesting to one who has but a moment before passed from the Rocky ranges lying eastward hundreds of miles from the Pacific. After leaving Cochrane and again crossing the Bow, the railway descends from the top of the last terrace, whence a magnificent view of the receding mountains is obtained, and where the foothills fall in successive tiers of sculptured heights from the snowy range behind.

**Calgary**—*Alt. 3,439 ft.* The largest city in Alberta, it has 81,161 population, with upwards of 425 retail stores, 150 wholesalers, 75 manufacturers, 25 banks.

General offices of the Canadian Pacific Railway are located here; including the head offices of the Department of Natural Resources, under whose jurisdiction comes the great Bassano Irrigation project. The extensive Western car shops of the C. P. R. are at Ogden, near Calgary. The New Canadian Pacific Hotel Palliser ranks among the finest in North America. Pleasant motor trips may be made in the vicinity.

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

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

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

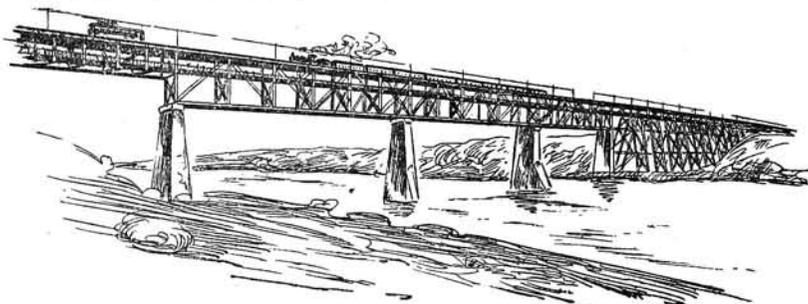
Entering from Ninth Avenue, one passes through the vestibule into the entrance hall (46 x 32 feet), with the Palm Room (42 x 50 feet) on the left, and the Drawing Room on the right. Beyond is the Rotunda, 147 feet long by 40 feet wide. The floors of the Rotunda, vestibule, entrance hall and elevator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

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

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



C. P. R. Hotel Palliser, at Calgary



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

### CALGARY TO EDMONTON AND CALGARY TO LETHBRIDGE

From Calgary an important branch line connects with Edmonton, the capital of the Province of Alberta (see p. 54), and another south to Lethbridge and Macleod.

The Canadian Pacific Calgary to Edmonton branch line passes through and serves an exceptionally rich region, well suited for mixed farming and especially for dairying, which is, indeed, the staple industry of the inhabitants. For a distance of 30 miles after leaving Calgary the line skirts the extreme western boundary of the C.P.R. Irrigation Block, as far as Crossfield. The undulating prairies continue all the way, but after leaving Crossfield the character of the countryside gradually changes. Unlike Southern Alberta—i.e., the lands along the main transcontinental line of the C.P.R.—Central Alberta is wooded. Bush will be seen everywhere and clumps of trees, until presently, when nearing Edmonton, the woods are in some parts continuous.

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

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

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

**Wetaskiwin**—(152 miles), *pop.* 2,500, is the junction point for the main line to Winnipeg.

**Edmonton**—(194 miles). See page 54.

### CALGARY TO LETHBRIDGE

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

## TRANSCONTINENTAL MAIN LINE CALGARY TO SWIFT CURRENT

Leaving Calgary one sees the great Ogden shops, at which the equipment of the railway on this section of the line is repaired and renovated. Approaching Shepard, the foothills are left behind, and at Langdon there are some large cattle ranches. Here the railway leaves the valley of the Bow River. A new cut-off has just been completed between Shepard and Gleichen over which

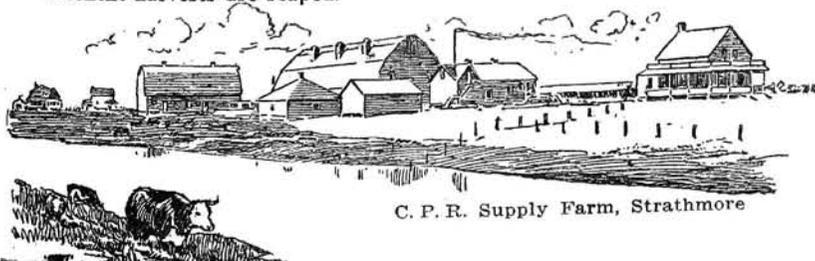
<b>Ogden</b>	<i>Alt. 3389</i>
<b>Shepard</b>	<i>" 3377</i>
<b>Langdon</b>	<i>" 3300</i>
<b>Cheadle</b>	<i>" 3244</i>
<b>Strathmore</b>	<i>" 3190</i>
<b>Namaka</b>	<i>" 3052</i>
<b>Gleichen</b>	<i>" 2961</i>

certain transcontinental trains pass. From Shepard to Gleichen also the main line traverses the western section of the Canadian Pacific Company's 3,000,000 acres irrigation project and the canal and ditches are crossed at several points. The Irrigation Block is traversed by the main line of the railway and extends a distance of 145 miles. This is the largest irrigation project on the continent and is divided into three sections. Work has been completed on the Western section and a great part of the land marketed. The Eastern section, extending from Alderson to Bassano, is now also ready for settlement. About three miles south of Bassano is located the great Horse-Shoe Bend dam, which has made the waters of the Bow River available for irrigation on this Eastern section.

By means of the dam the ordinary water level at the site is raised 45 feet, resulting in the waters flowing from the far distant eastern slope of the Rocky Mountains being diverted through a total length of 2,500 miles of canals and distributing ditches over about 1,800 square miles of fertile prairie country, irrigating approximately one-third of that area. The farms which will be cultivated by this method of irrigation are seen on each side of the track, and at Gleichen and Strathmore the Experimental Irrigation Farms are located close to the line, and the results from the application of water in growing crops and trees may be noted. Near Strathmore are located a great number of the Canadian Pacific's "Ready-Made" Farms. Under this policy the Company improves farms in advance of their sale, so that the arriving settler finds awaiting him a farm with a comfortable house, fine barn, a drilled well and about fifty acres in crop. The whole farm is fenced. The price of these improvements is added to the price of the land, the whole sum being payable in a space of twenty years. This policy has been extended to three Prairie Provinces, and has been of great assistance in the settlement of farmers coming both from Great Britain and the United States. At Langdon the railway falls to the valley of the Bow River. From Langdon branch lines run northward to Acme. At Gleichen (*Alt. 2,960 ft.*) *pop. 800*, a last receding view of the Rockies may be had by the traveller as he is carried toward the rising sun. At Namaka is another farm of the Canadian Land and Ranch Company. The Company has 1,600 acres under crop here and excellent harvests are reaped.

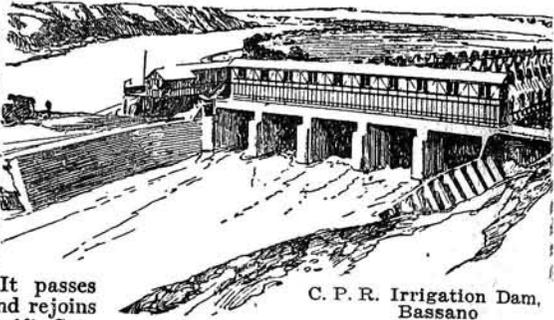


A Fairy of the Prairies



C. P. R. Supply Farm, Strathmore

Near Crowfoot station and south of the railway is a large reservation occupied by the Blackfoot Indians, some of whom are seen about the station. From Bassano a line has just been constructed that opens up a rich farming district. It passes through Empress and rejoins the main line at Swift Current. From Tilley station, on a very clear day, the higher peaks of the Rocky Mountains may be seen 150 miles away to the westward. The sunset over these peaks is a never-to-be-forgotten sight, the snowy

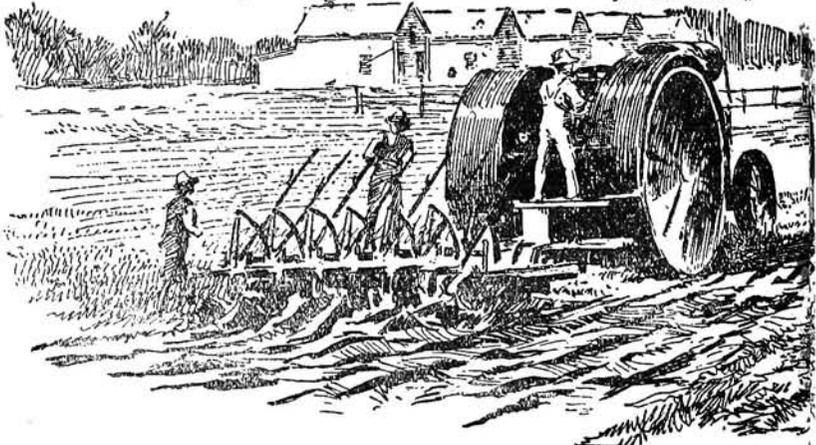


C. P. R. Irrigation Dam,  
Bassano

<b>Cluny</b>	Alt. 2852
<b>Crowfoot</b>	" 2708
<b>Bassano</b>	" 2598
<b>Lathom</b>	" 2566
<b>Southesk</b>	" 2509
<b>Cassils</b>	" 2523
<b>Brooks</b>	" 2487
<b>Bantry</b>	" 2509
<b>Tilley</b>	" 2456
<b>Kininvie</b>	" 2438
<b>Alderson</b>	" 2492
<b>Suffield</b>	" 2463
<b>Bowell</b>	" 2590
<b>Redcliff</b>	" 2168

caps of the jagged line of the horizon adding to the splendor of the view. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at Langevin in pumping water for the supply of the railway, and both there and at Tilley it can be seen burning brightly. Eastward and to the north and south of the railway, the entire prairie is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The grade is up and down past Suffield and Bowell, and as Redcliff is approached some of the finest ranching land in America and also the largest herds of Galloway cattle in the world are to be seen. A branch joins the main line at Suffield from Retlaw. The railway descends gradually from the higher plateaus, and crosses the south branch of that river, on whose eastern bank is the town of Medicine Hat.

**Medicine Hat**—Alt. 2,181 ft. Pop. 15,228. On account of the immense flow of natural gas, and many other advantages, Rudyard Kipling christened it "The town that was born lucky." It is situated in the valley of the South Saskatchewan, and is the centre of a magnificent mixed farming district. Apples, plums and small fruits are quite at home here, and a demonstration farm has been inaugurated by the Provincial Government. A sub-divisional point, with large railway shops, all operated by natural gas. An important station of the Royal Northwest Mounted Police. There is an abundance of coal all through the district, but the light, heat and power in the city is derived entirely from natural gas, which is sold to manufacturers at 5 cents per thousand cubic feet, and for domestic purposes at 13½ cents. The snowfall here is lighter, and the winter shorter than anywhere else in



Canada east of the Rocky Mountains. There are three large brick plants, abattoir, flour mills and extensive greenhouses. The river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. From Dunmore, the Crow's Nest Section leads off westerly past Lethbridge, one of the chief sources of the coal supply for the country, east to Winnipeg and through the Crow's Nest Pass to the Rocky Mountains to Kootenay Lake and to the mines of West Kootenay, in whose greater development it is proving a powerful factor by supplying cheap fuel for smelting purposes. (For descriptive notes of the Crow's Nest Pass Route, see pages 92 to 101.)

<b>Dunmore</b>	Alt. 2411	At Dunmore,
<b>Pashley</b>	" 2417	what may be
<b>Irvine</b>	" 2503	taken as a typ-
<b>Walsh</b>	" 2448	ical mixed farm-
<b>Cummings</b>	" 2399	ing country may
<b>Hatton</b>	" 2474	be seen, for not
		only are capital

crops raised here, but a number of valuable horses and cattle are bred and pastured here. Eastward from Medicine Hat to Swift Current the line skirts the northern base of the Cypress Hills, which reach an altitude of 3,800 feet, and in many places are covered with valuable timber. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.

<b>Kincorth</b>	Alt. 2548
<b>Maple Creek</b>	" 2507
<b>Cross</b>	" 2542
<b>Crane Lake</b>	" 2526
<b>Sidewood</b>	" 2520
<b>Tompkins</b>	" 2641
<b>Carmichael</b>	" 2649
<b>Gull Lake</b>	" 2568
<b>Antelope</b>	" 2664
<b>Webb</b>	" 2594
<b>Seward</b>	" 2468
<b>Beverley</b>	" 2476

Lakes and ponds, some fresh, some alkaline, occur at intervals. At Maple Creek, a few miles south of which Sitting Bull, the Sioux Chief, was captured by a Canadian Mounted Police officer after the massacre of Custer and his American cavalymen, are extensive yards for the shipment of cattle. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a Northwest Mounted Police station. At Crane Creek there are several large farms, irrigated, and some of which are entirely devoted to stock raising, as many as 7,000 cattle and 500 horses being usually on a single range. The satisfactory results obtained from working farms at various points on the line proved the value of these lands for farming, and result in attracting the attention of settlers and capitalists to this section of the country.

Gull Lake, pop. 1,000, is a rising town and has two good hotels and several grain elevators. In the outlying district are many farms which are entirely devoted to sheep, large numbers being usually wintered there. An irrigated meadow on the north side of the lake is worth seeing.

**Swift Current**—Alt. 2,432. Terminus of the Alberta Division.



Royal Northwest Mounted Policeman





**SWIFT CURRENT TO BROADVIEW**  
**245 Miles**  
**(Saskatchewan Division)**

**Swift Current**—*Alt. 2,432 ft. Pop. 5,765.* A railway divisional point on a pretty stream of the same name. Swift Current is in the centre of a very large agricultural district extending from the Cypress Hills on the south to the Saskatchewan River on the north. The soil is particularly adapted for grain farming, and the country is being rapidly filled up with settlers. There are now many grain elevators and a large flour mill here. A branch line goes southeast to Vanguard, and another northwest to Empress, thence rejoining the main line at Bassano.

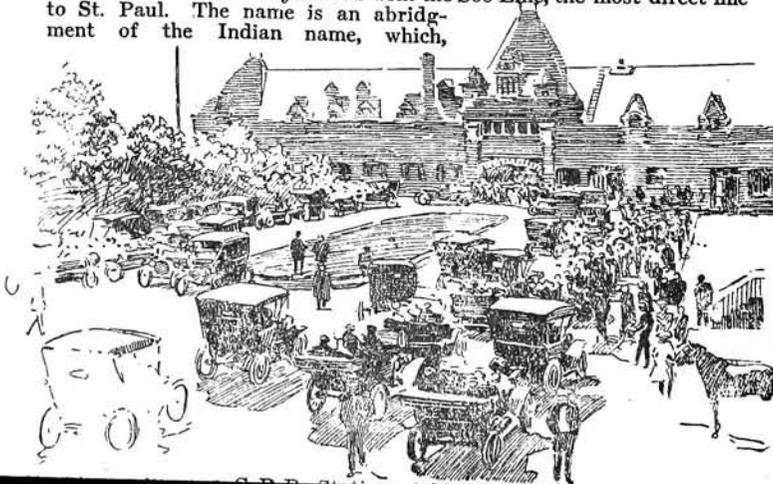
The Government has erected a Meteorological Observing Station. From Swift Current to Moose Jaw the line steadily falls on the eastern slope of the Coteau, and winds through an irregular depression to the basin of the Chaplin Lakes—formerly known as the Old Wives Lakes—

<b>Aikins</b>	<i>Alt. 2412</i>
<b>Waldeck</b>	<i>" 2378</i>
<b>Rush Lake</b>	<i>" 2337</i>
<b>Herbert</b>	<i>" 2320</i>
<b>Morse</b>	<i>" 2283</i>
<b>Ernfold</b>	<i>" 2369</i>
<b>Chaplin</b>	<i>" 2208</i>
<b>Secretan</b>	<i>" 2277</i>
<b>Parkbeg</b>	<i>" 2076</i>
<b>Mortlach</b>	<i>" 1988</i>
<b>Caron</b>	<i>" 1850</i>
<b>Boharm</b>	<i>" 1803</i>

extensive bodies of alkaline water having no outlet. The northernmost of these lakes is reached at Rush Lake, a large area of fresh water and a favorite resort of waterfowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. Chaplin is on a comparatively large body of water, Lake Chaplin, south of which is Lake Johnson. The country is treeless from Cypress Hills to the eastern border of the Regina plain, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond the Chaplin Lakes are marked in all directions by

old buffalo trails and scarred and pitted by their "wallows." Antelope may be sometimes seen, and coyotes and prairie dogs.

**Moose Jaw**—*Alt. 1,779 ft. Pop. 25,000.* A railway divisional point and the junction with the Soo Line, the most direct line to St. Paul. The name is an abridgment of the Indian name, which,





Harvesting on the Western Prairies

literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone." The Moose Jaw-Macklin sub-division of the Canadian Pacific Ry. runs from Moose Jaw to Outlook, and thence via Kerrobert to Macklin, where it joins the Winnipeg-Edmonton line of the Canadian Pacific. There is also a branch in a southerly direction to Vantage, a distance of 52 miles. The finest stockyards on the line from the Rockies to Winnipeg are located here. The city is pleasantly situated in a dip in the prairie, at the junction of the Moose Jaw and Thunder Creeks, and to the south are shortly seen the Dirt Hills, the northwest extension of the great Missouri Coteau. It is a distributing centre for the ranches to the south and west, as well as for the rich grain-growing district to the north, and west to the Elbow of the Saskatchewan. The city owns its own waterworks and electric plant; has fine public schools, churches, banks and city hall. Flour mills and elevators indicate the wheat producing qualities of the district.

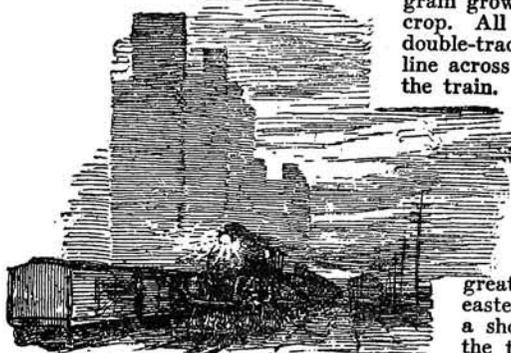
At Outlook there is one of the largest bridges in Canada. It is 300 feet long, has eight 240-ft. truss spans, supported by concrete piers with approaches, consisting of three 80-ft. seven 60-ft. and nine 45-ft. plate girder spans on steel towers. The height of the bridge from tail level to water line is about 140 feet. The completion of this bridge has opened up a sixth route between Winnipeg and Edmonton and provides the most direct connection between St. Paul, Minneapolis and Edmonton.

**Pasqua**—*Alt. 1,880 ft.* From Pasqua a subdivision extends southeast through Estevan to the International boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Pacific Coast travel to the Middle States. Trains run through between St. Paul, Minneapolis, Moose Jaw and Pacific Coast.

<b>Belle Plaine</b>	<i>Alt. 1915</i>	<b>Regina</b> — <i>Pop. 47,000.</i> The capital of the Province of Saskatchewan and the distributing point for the country far north and south.
<b>Pense</b>	<i>" 1892</i>	
<b>Grand Coulee</b>	<i>" 1868</i>	
<b>Regina</b>	<i>" 1896</i>	

This territory is a very fertile one, known as the park country, in which large numbers of settlers have already become prosperous. The Moose Mountain sub-division extends southward from Regina to Arcola, connecting with the Arcola sub-division, thus giving an alternative route between Brandon and Regina. New branch lines have just been opened from Regina to Bulyea and Colonsay, making connection with Winnipeg-Saskatoon-Edmonton line. Regina was for many years the headquarters of the Royal Northwest Mounted Police. Many a romance is centred around the endurance of these red-coated keepers of the law, while on the trail. The tradition that a "Mounted Policeman" never gave up the chase until the fugitive was caught was faithfully kept. On the south bank of Wascana Lake the new Provincial Government Buildings for Saskatchewan are being erected at a cost of \$1,500,000. Nearer the city are the Lieutenant-Governor's residence and the exhibition buildings.

Passing Regina, Pilot Butte, an unimportant hill near by, is seen. Within a mile of Balgonie station is the last or most easterly farm of the Canadian Land and Ranch Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop. All along the line the work of double-tracking the transcontinental main line across the prairie may be seen from the train.



Grain Elevators by Night

**Pilot Butte** Alt. 2022  
**Balgonie** " 2192  
**McLean** " 2286

At McLean (which stands 154 feet higher than Qu'Appelle and 390 feet higher than Regina) the great Regina plain is left at its easterly border. Passing through a short stretch of wooded country, the train reaches Qu'Appelle.

**Qu'Appelle**—Alt. 2,132 ft. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.

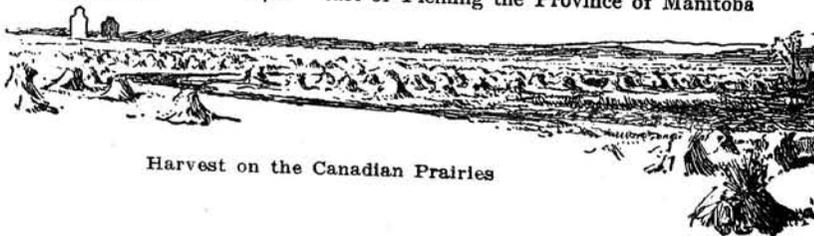
**Indian Head** Alt. 1927  
**Sintaluta** " 1986  
**Wolseley** " 1955  
**Summerberry** " 1945  
**Grenfell** " 1964  
**Oakshela** " 1959

At Indian Head—pop. 1,651—is located a fine experimental farm conducted under Government auspices. It is situated on the north side of the railway, and in this locality are numerous farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth, consequent upon the successful farming of the district around it, and owns an up-to-date municipal water supply and electric light plant. From Indian Head eastward the line follows a gradually lowering prairie. Sintaluta, Wolseley and Grenfell have already become important local markets. From Wolseley a branch goes to Reston, on the Winnipeg-Arcola Line.

**Broadview**—Alt. 1,968 ft. Pop. 1,750. Terminus of the Saskatchewan Division. A railway divisional point, prettily situated at the head of Lake Ecapo in the midst of an excellent mixed farming district. A reservation occupied by Cree Indians is not far away. The Standard time changes here to Central, one hour faster.

From Broadview to Brandon the frequent ponds and lakes afford excellent opportunities for sport—waterfowl being abundant. Percival stands upon a ridge 100 feet higher than the general level. From Whitewood the country northward is accessible by a bridge over the Qu'Appelle River. Moosomin, the most important town in the eastern portion of Saskatchewan, is the station for Fort Ellice at the north and the Moose Mountain district at the south. From Kirkella the Saskatoon line of the C. P. R. diverges northwest through a new and wonderful farming country. A mile east of Fleming the Province of Manitoba

**Percival** Alt. 2046  
**Whitewood** " 1973  
**Burrows** " 1955  
**Wapella** " 1939  
**Red Jacket** " 1923  
**Moosomin** " 1892  
**Fleming** " 1799  
**Kirkella** " 1696  
**Elkhorn** " 1640  
**Hargrave** " 1587  
**Virdev** " 1451  
**Routledge** " 1422  
**Oak Lake** " 1423  
**Griswold** " 1428



Harvest on the Canadian Prairies

**Alexander** *Alt. 1415* is entered. Virden and Elkhorn are market  
**Kemnay** " *1370* towns of particularly attractive districts,  
 and further east the undulating prairie is  
 well occupied by prosperous farmers, as the progressive villages at  
 intervals testify. The railway draws near to the Assiniboine and  
 drops into its valley just before reaching Brandon.

**Brandon**—*Alt. 1,204 ft. Pop. 18,000.* A divisional point; one of the  
 largest grain markets in Manitoba, and the distributing  
 market for an extensive and well settled country. It has grain elevators,  
 flour mills, large planing mills, banks, and a number of manu-  
 factories. The city is beautifully situated on high ground, and has  
 well-made streets and many substantial buildings. A Dominion Ex-  
 perimental Farm and a Provincial Asylum are established within the  
 city limits. The Arcola sub-division line runs from here to Regina,  
 240 miles, via Arcola, through the Moose Mountain country. At  
 Schwitzer it connects with the Souris sub-division, which runs 133  
 miles southwest to Estevan, located on the Soo-Pacific line connecting  
 Western Canada with the middle and Northwestern States of the  
 Union. Sub-divisions also run north to Minnedosa, Yorkton, Sheho,  
 Lanigan; south to Deloraine, Lyleton, etc.

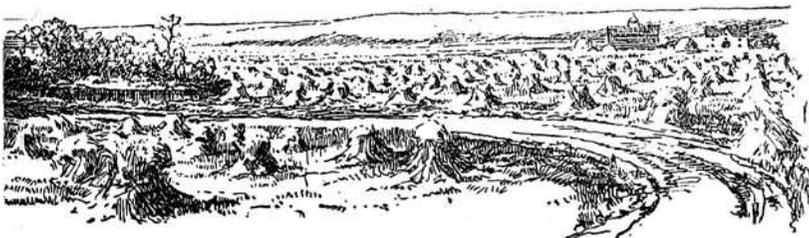
**Chater** *Alt. 1219*  
**Douglas** " *1225*  
**Camp Hughes** " *1250*  
**Carberry** " *1262*  
**Melbourne** " *1252*  
**Sidney** " *1237*  
**Austin** " *1020*  
**MacGregor** " *961*  
**Bagot** " *941*  
**Burnside** " *874*

Just east of Brandon the Assiniboine river  
 is crossed by an iron bridge, and the  
 Brandon hills are left towards the south-  
 west. From Chater the Miniota subdivi-  
 sion of the Canadian Pacific Ry. running  
 northwestward towards the Saskatchewan  
 country is operated to Miniota, a distance  
 of 71 miles. From MacGregor a subdivi-  
 sion extends 55 miles to Varcoe on the  
 Miniota subdivision. Between Brandon  
 and Portage la Prairie stations succeed  
 one another at intervals of five or eight  
 miles, and many of them are surrounded by bright and busy towns;  
 and at nearly all are tall and massive elevators, with now and then  
 a flour mill. Principal among these is Carberry (pop. 1,050), an im-  
 portant grain market. After passing through a bushy district, with  
 frequent ponds and small streams, containing many stock farms, for  
 which it is particularly adapted, the railway crosses part of the  
 famed Portage Plains and reaches Portage la Prairie.

### EDMONTON TO WINNIPEG Via Portage la Prairie on the Great West Express

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

All trains on this line start from Edmonton and follow the north-  
 west branch to Portage la Prairie, where it joins the main transconti-  
 nental line and runs over that line for a distance of 56 miles into Win-  
 nipeg. From Edmonton the line runs in a southeasterly direction as  
 far as Portage la Prairie, from whence it goes due east to Winnipeg.  
 This entire Winnipeg-Edmonton main line passes through some of



the most productive country in all the prairie provinces and has on its line some of the most progressive towns and cities. It is a gently rolling prairie most of the entire 849 miles.

**Edmonton**—*Pop. 76,248*, is the capital of the Province of Alberta, and is situated on both banks of the north Saskatchewan River. That part to the south was originally known as the city of Strathcona, but was amalgamated with Edmonton four years ago. The C.P.R. leaves Edmonton now by means of a magnificent steel high-level bridge, 2,550 feet long, 152 feet above water level, which carries also street car tracks and traffic roads. Edmonton was established as a trading post of the Hudson's Bay Company in 1795, and the remains of the old fort are still standing on the some bluff overlooking the river as the splendid Parliament Buildings. The University of Alberta, the Robertson Presbyterian College, and many other educational institutions are situated here. The city owns and operates all its own public utilities. It is the distributing centre for the Peace River country to the north and northwest, and is also the centre of an important coal industry, the production being over 300 tons per day.

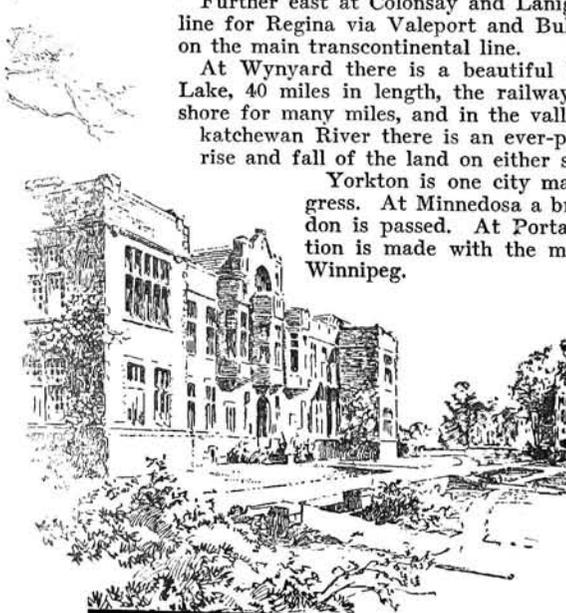
For a line passing through a prairie country the Winnipeg-Edmonton line has more of scenery than generally falls to purely agricultural country. At Macklin connection is made with the Outlook Branch for Moose Jaw, thence via through express to the twin cities of Minneapolis and St. Paul. At Wilkie short branches run northwest and southwest into a rich wheat country.

**Saskatoon**—*Pop. 21,050*. Located on the South Saskatchewan River, in the centre of the Province of Saskatchewan, and therefore in the very middle of the West. Neither to the north nor south has she any adjacent competitive city. This strategic geographical location gives her a wholesale distributing territory of over 47,000 square miles of exceedingly fertile, well-settled, agricultural country, extending far into Alberta, and embracing some two hundred thriving towns and villages on over 2,500 miles of operating railways. Since 1911 Saskatoon district has won the world's "Best Wheat Championship" no fewer than five times. Being the seat of the University of Saskatchewan and the Saskatchewan Agricultural College, Saskatoon is therefore the educational centre of the Province. Over \$2,000,000 already expended upon buildings. There are five bridges over the South Saskatchewan River at Saskatoon. One of these, opened last fall, cost over \$600,000, and has arch spans of 150 feet—the longest in Canada. The city is highly modern and progressive. It is also very picturesque, and among many outstanding advantages, enjoys the blessing of an unfailing, inexhaustible supply of the finest water.

Further east at Colonsay and Lanigan branches join the line for Regina via Valeport and Bulyea and for Kirkella on the main transcontinental line.

At Wynyard there is a beautiful body of water, Quill Lake, 40 miles in length, the railway passing close to its shore for many miles, and in the valley of the North Saskatchewan River there is an ever-pleasing change to the rise and fall of the land on either side.

Yorkton is one city making substantial progress. At Minnedosa a branch line from Brandon is passed. At Portage la Prairie connection is made with the main line running into Winnipeg.



**PORTAGE LA PRAIRIE TO WINNIPEG—Continued**

**Portage la Prairie**—*Alt. 858 ft. Pop. 6,932.* On the Assiniboine River.

The market town of one of the best grain districts, and one of the principal markets in the Province. It has large flour mills and many grain elevators, an oatmeal mill, fence wire factory, a biscuit factory and several other industries. The Winnipeg-Edmonton

**High Bluff** *Alt. 832*

**Poplar Point** *817*

**Reaburn** *" 809*

**Marquette** *" 810*

**Meadows** *" 795*

**Rosser** *" 800*

**Bergen** *" 786*

Line of the Canadian Pacific Ry. branches off here.

The town is an educational and residential centre.

There is a descent of 100 feet from Portage la Prairie

to Winnipeg, although the land is apparently level. East of Portage la Prairie the country is thickly settled to Poplar Point, between which place and Rosser there is a quantity of land held by speculators. The line of trees not far to the south marks the course of the Assiniboine River,

which the railway follows from near Brandon to Winnipeg. Long Lake is a favorite resort for sportsmen, and Reaburn is the half-way station between Vancouver and Montreal.



Port. Garry

## WINNIPEG

**Winnipeg**—*Alt. 772 ft. Pop. 265,000.* Capital of the Province of Manitoba, formerly known as Ft. Garry (pop. in 1871, 100). Situated at the confluence of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available, and has sixty miles of electric railway in the city and forty-four miles of suburban track, parks, hospital, great flour mills, grain elevators, huge abattoirs, many notable public buildings, including Provincial and Dominion offices, and is the greatest grain market in the British Empire. The Royal Alexandra, owned and operated by the Canadian Pacific Railway, ranks amongst the finest hotels in the world. It was erected at a cost of \$1,250,000, has been extended to twice its original size, and is most handsomely decorated and furnished. The hotel is adjacent to the Company's Railway Station, which is also a magnificent building. Immense workshops of the Canadian Pacific Railway are here, and the railway has also in this city the two largest train yards in the world. One yard, which has been completed for several years, has 110 miles of track. The second is even larger, as it includes 70 tracks of a total mileage of 183 miles. In connection with this yard development the Canadian Pacific has a transfer elevator of a million bushels capacity. Land offices of the railway are located in the city, and here also are the chief Western Immigration offices of the Government, and the immigration sheds. The C.P.R. owns large areas of good agricultural land, and has a comprehensive colonization policy for facilitating the settlement of practical farmers. A number of ready-made farms are prepared each year, and loans of live stock are made to experienced farmers settling on C.P.R. lands between Winnipeg and the Rocky Mountains. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost by the Land Branch of the Department of Natural Resources. Agents at all points along the line can give full information and prices of the Company's lands in the vicinity of the respective stations. The Canadian Pacific

Railway has two subdivisions leading southward on either side of the Red River to Emerson and Gretna, on the U. S. boundary, connecting at the former point with the train service of the Soo Line for St. Paul and Minneapolis. Two subdivision lines of the Canadian Pacific Railway go southwest, the first to Arcola in Saskatchewan, thence to Regina through the Moose Mountain country, a section now being rapidly

settled, and the second to Napinka in Southern Manitoba, connecting at Souris and Napinka with the connecting line from Brandon through to Estevan, the junction with the Soo-Pacific line, and two other subdivisions run north and northwest; one to Selkirk, Winnipeg Beach and Riverton, and the other to Stony Mountain, Stonewall, Teulon and Arborg, 76 miles north of the city.

Leaving Winnipeg the Red River is crossed at St. Boniface (*pop.* 12,500), a distinctively French suburb of Winnipeg, though much older than the latter, and immortalized by the poet Whittier by his reference to the "Bells of the Roman Mission," and as suggestive of devotion to the hardy voyageur as "The Angelus" to the peasant. Thence the line runs eastward via

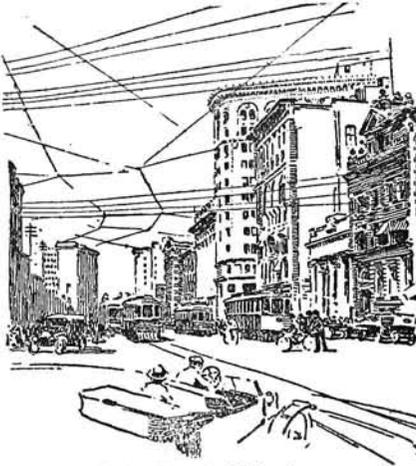
Oakbank, Hazelridge and Norquay to Molson. Between the latter point and Whitemouth the country has prairie characteristics. Sawmills appear in the vicinity of and beyond Whitemouth. Numerous pretty lakes are seen until the Lake of the Woods district is reached, Manitoba having been left after passing Ingolf. Near Keewatin are the works of the Keewatin Power Co., creating one of the greatest water powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, sawmills, flour-mills, and other establishments for supplying the needs of the Great Canadian

Main Street, Winnipeg

<b>N. Transcona</b>	<i>Alt.</i>	766
<b>Oakbank</b>	"	812
<b>Hazelridge</b>	"	796
<b>Cloverleaf</b>	"	837
<b>Lydiatt</b>	"	825
<b>Molson</b>	"	883
<b>Shelly</b>	"	930
<b>Whitemouth</b>	"	911
<b>Darwin</b>	"	960
<b>Rennie</b>	"	1058
<b>Telford</b>	"	1113
<b>Ingolf</b>	"	1191
<b>Busteed</b>	"	1187
<b>Keewatin</b>	"	1086

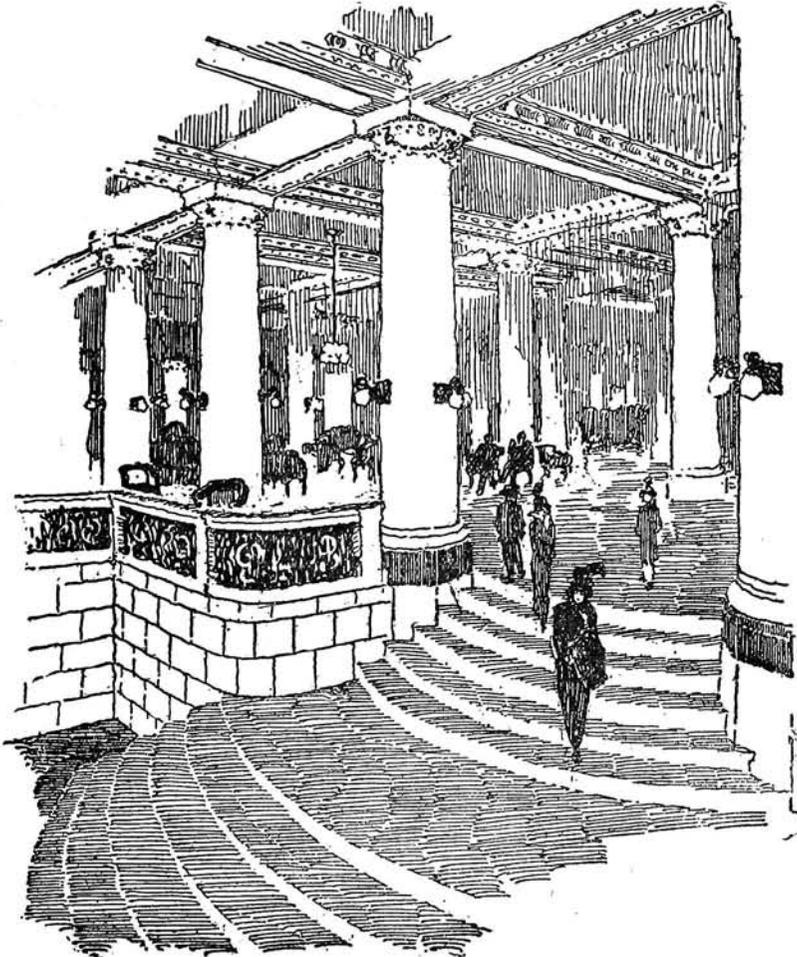
West and for manufacturing its products on their way to Eastern markets. At Keewatin (*pop.* 1,300) is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., and built of granite quarried on the spot.

**Kenora**—*Alt.* 1,091 ft. *Pop.* 5,300. At the principal outlet of the Lake of the Woods, is an important mining centre with several large sawmills, the product of which is shipped westward to the prairies. It is the key to the great goldfields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between the Pacific and Lake Superior. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Kenora and Keewatin, and fall into the Winnipeg River. The tourist will find good up-to-date hotel accommodation in Kenora. From here the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description, and deep, rock-bound lakes are always in sight. In fact, from Winnipeg to Fort William the railway traverses a wild, broken region, with rapid rivers



and many lakes, but containing valuable forests and mineral deposits. At Eagle River two beautiful falls are seen, one above and the other below the railway.

<b>Hawk Lake</b>	<i>Alt. 1292</i>	At Dryden the Ontario Government
<b>Pine</b>	<i>" 1381</i>	has established an experimental farm.
<b>Edison</b>	<i>" 1212</i>	There being large areas of good land
<b>Vermilion Bay</b>	<i>" 1229</i>	specially suited for mixed farming and
<b>Eagle River</b>	<i>" 1191</i>	dairying, settlement is progressing
<b>Oxdrift</b>	<i>" 1165</i>	rapidly, the chief advantages of the
<b>Dryden</b>	<i>" 1224</i>	district, besides the facility with which
<b>Barclay</b>	<i>" 1255</i>	the land is cleared, being the proximity
<b>Wabigoon</b>	<i>" 1215</i>	of good markets, the illimitable supply
<b>Dinorwic</b>	<i>" 1240</i>	of timber and water, abundance of
<b>Dymet</b>	<i>" 1350</i>	fish and game, winter employment for
<b>Tache</b>	<i>" 1367</i>	settlers in the lumber camps, and
<b>Raleigh</b>	<i>" 1415</i>	healthfulness of the climate. Wabi-
<b>Ignace</b>	<i>" 1486</i>	goon is the point of departure for the
<b>Bonheur</b>	<i>" 1530</i>	new Manitou mining region, and the
<b>English</b>	<i>" 1516</i>	Lower Seine and Rainy Lake country
<b>Niblock</b>	<i>" 1536</i>	can be reached by this route. Steamers
<b>Upsala</b>	<i>" 1587</i>	operate on these waters during naviga-
<b>Savanne</b>	<i>" 1508</i>	tion, and in winter there is a good
		sleigh road. Further east the Sawbill
		mining country is reached from Bon-
		heur Station by government wagon road.



Entrance to Rotunda, Royal Alexandra Hotel, Winnipeg

<b>Raith</b>	<i>Alt. 1584</i>	Following the Wabigoon and Matta-
<b>Buda</b>	<i>" 1477</i>	wan Rivers to Kaministikwia, the rail-
<b>Finmark</b>	<i>" 1183</i>	way then follows the Kaministikwia river
<b>Kaministikwia</b>	<i>" 1017</i>	for some distance. Murillo is the rail-
<b>Murillo</b>	<i>" 948</i>	way station for the Rabbit Mount silver
<b>Westfort</b>	<i>" 626</i>	district, and four miles from the

station are the Kakabeka Falls, where the Kaministikwia leaps from a height rivalling that of Niagara. The falls can be reached from Fort William by railway or automobile.



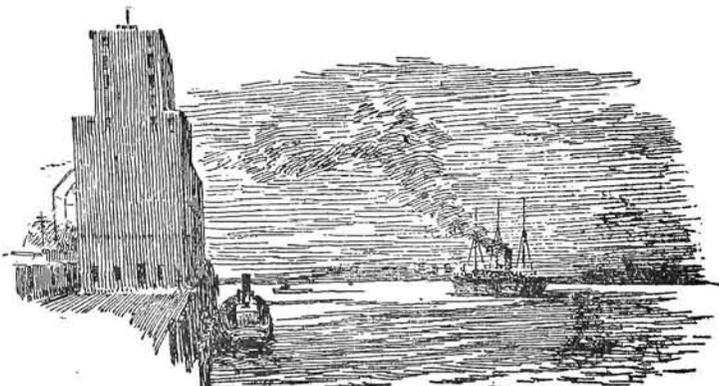
**Fort William**—*Alt. 617. Pop. 23,771.* A short distance from the mouth of the Kaministikwia River, a broad deep stream with firm banks,

affording extraordinary advantages for lake traffic with a waterfront of 26 miles. From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, it has become a favorite residential city, and is rapidly becoming an important commercial centre. A long promontory of basaltic rock on the opposite side of Thunder Bay, called the "Sleeping Giant," whose Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which yielded almost fabulous wealth before becoming flooded. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale (now become a popular summer resort) may be seen in the distance. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks, and some of the largest grain elevators in the world overshadow all. The twin cities of Fort William and Port Arthur have elevator capacity of 48,000,000 bushels.

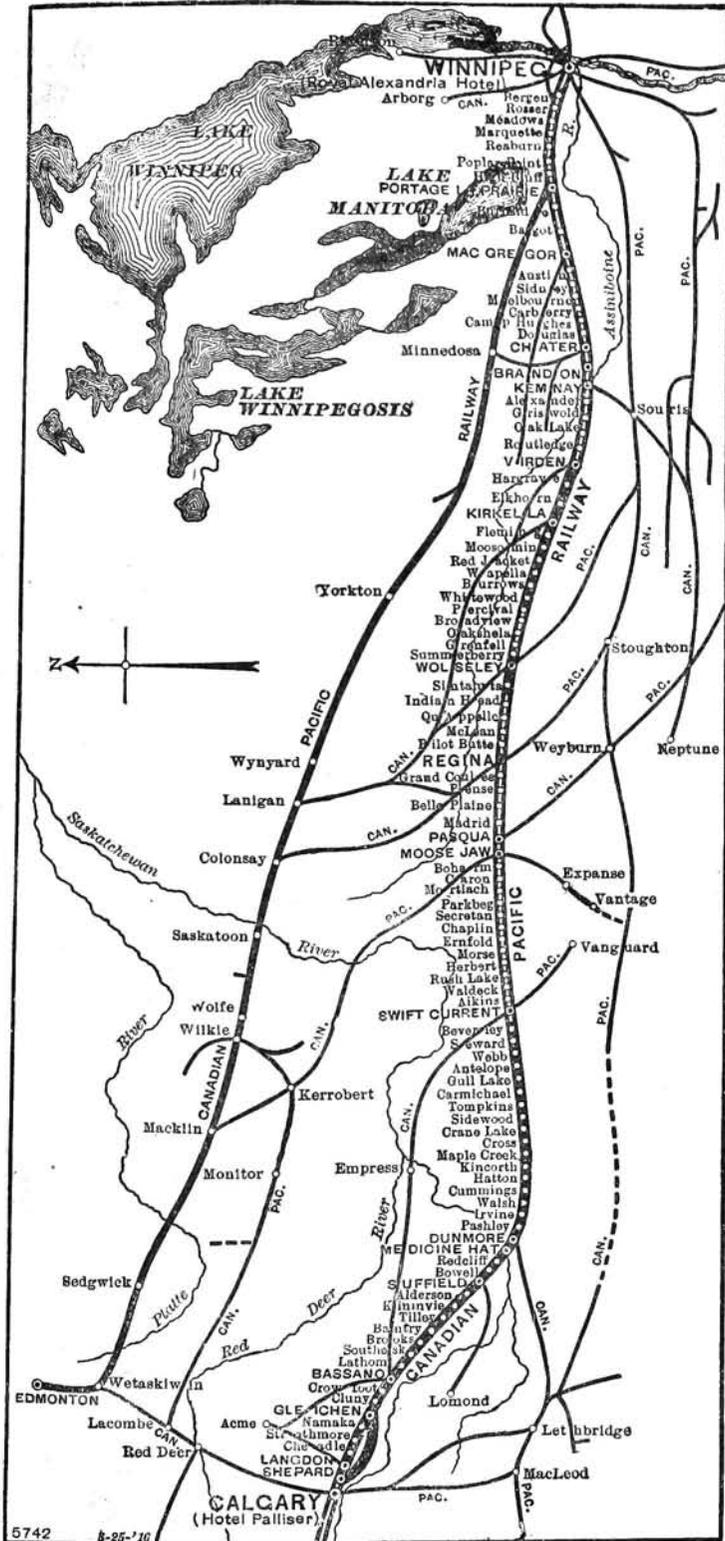
There are railway workshops and the usual buildings and sidings incident to a divisional point. Fort William is the Western Terminus of the Canadian Pacific Railway Lake Steamship Line. These fine steel steamships ply between here and Port McNicoll. (See pages 60 to 64.)

Eastbound passengers should here set their watches forward one hour in conformity with "Eastern" standard time.

**Port Arthur**—*Alt. 615*—Like Fort William, is a city of elevators and of beautiful homes. It has many active industries and a fine harbor. (See also page 65.)



Grain Elevator at Fort William



Indicates Double Track

**CALGARY TO WINNIPEG**

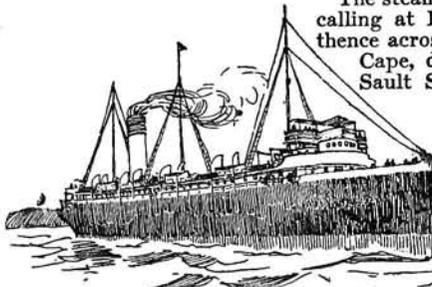
**GREAT LAKES ROUTE**  
(Summer Months Only)

**Fort William and Port McNicoll, 550 Miles**  
(GREAT LAKES STEAMSHIPS)  
**Port McNicoll and Toronto, 108 Miles (Rail)**  
**Toronto and Montreal, 338 Miles (Rail)**

**Fort William** *Alt. 617*  
**Port Arthur** " *615*

The splendid steamships of the Canadian Pacific Railway start from Fort William on the eastbound trip. They are more like ocean liners than the ordinary lake steamship, and the meals and accommodation are up to the usual high standard of the Company.

The steamers sail down the Kaministikwia, calling at Port Arthur, on Thunder Bay—thence across the Bay and rounding Thunder Cape, directly across Lake Superior to Sault Ste. Marie. (*Pop. 13,000.*)



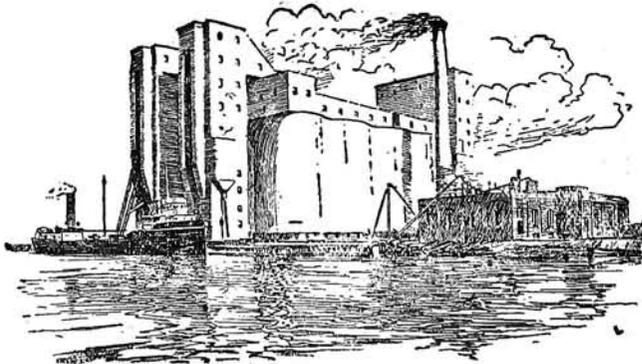
C.P.R. Great Lakes Steamer

which drop about 18 feet, are avoided by four canals, three being in Michigan and one in Ontario, the locks of which rank amongst the largest in the world. Passengers may go ashore while the vessel passes through the locks. Sault Ste. Marie has within the last ten years sprung from what lacked little of being a wilderness, to its present size and importance on the industrial and commercial map. The city is surrounded with a halo of interest from the early time of the Hudson's Bay Fur Company to the present, when the material results of the greatest feats of engineering to be seen on the Continent attract the eyes of the thousands of visitors who come annually in search of recreation and health. Hour after hour it is possible for one to see the great passenger and freight boats pass through the locks.

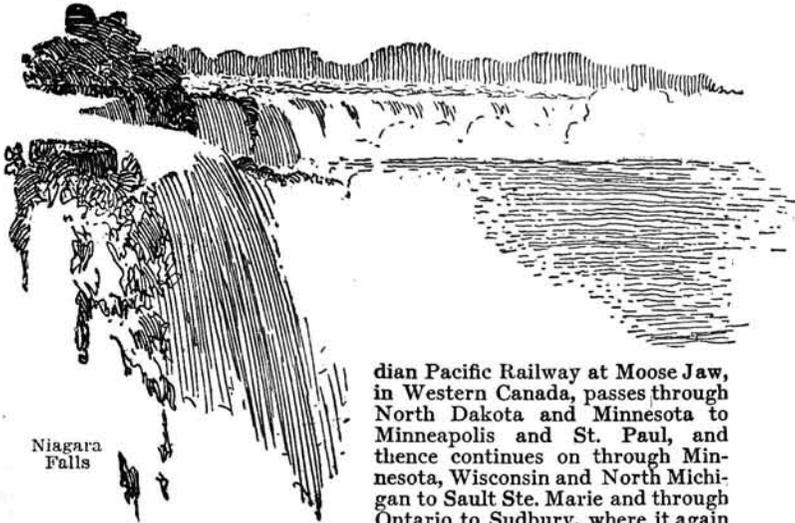
The Canadian Government lock is nine hundred feet long and sixty feet wide. It is one of the longest in the world, and was built in 1888-1895 at a cost of about \$4,000,000. Of equal interest to both citizens and visitors are the great industries of the Lake Superior Corporation. Fort Brady is a military post on the American side. Connection is here made with the Soo line, which leaves the main line of the Cana-

**Sault Ste. Marie—Alt. 632.**  
*Pop. 13,006.*

Prosperous towns on both the United States and Canadian sides, where the Soo rapids carry off the waters of Lake Superior to the St. Mary's River and Lake Huron. The rapids,



Elevators and Harbor, Port McNicoll



Niagara  
Falls

Canadian Pacific Railway at Moose Jaw, in Western Canada, passes through North Dakota and Minnesota to Minneapolis and St. Paul, and thence continues on through Minnesota, Wisconsin and North Michigan to Sault Ste. Marie and through Ontario to Sudbury, where it again

connects with the main line of the Canadian Pacific Railway. The Duluth, South Shore & Atlantic Railway also runs here from Duluth, and connection is made with steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc., and the Michipicoten gold fields on Lake Superior. At Soo the largest double leaf Bascule Bridge in the world has just been completed by the Canadian Pacific Railway.

The route followed by the Canadian Pacific Railway steamers is down the St. Mary's River, through the new channel of Hay Lake and across Lake Huron and through the famous Georgian Bay with its thousands of islands to Port McNicoll, the new terminal port of the Canadian Pacific Railway Great Lakes Steamships.

<b>Port McNicoll</b>	<i>Alt. 580</i>
<b>Tay</b>	" 662
<b>Fesserton</b>	" 632
<b>Coldwater</b>	" 594

The large new wharves, elevators, railway buildings, etc., show the visitor that this is a newly created port. The up-to-date equipment allows the handling of traffic most expeditiously, and no money has been spared by the Company in mak-

ing this new port one of the best on the Great Lakes. Train connection for Toronto is made at steamship side and leaves as soon as passengers and baggage have been transferred.

<b>Coldwater Junc.</b>	<i>Alt. 632</i>	At Coldwater Junction the Sudbury-
<b>Eady</b>	" 680	Toronto line is reached and followed
<b>Carley</b>	" 753	through an old settled agricultural part
<b>Craighurst</b>	" 837	of the counties of Peel and York. Fer-
<b>Midhurst</b>	" 765	tile fields and fruitful orchards are seen
<b>Mac</b>	" 764	on every hand. Alliston, Tottenham
<b>Esa</b>	" 718	and Bolton are industrious towns of
<b>Ypres</b>	" ...	growing importance. Parkdale and
<b>Baxter</b>	" 786	West Toronto are growing suburbs of
<b>Alliston</b>	" 727	Toronto. From Toronto an interesting
<b>Beeton</b>	" 764	side trip may be made, either by rail or
<b>Tottenham</b>	" 827	across Lake Ontario, to the now world-
<b>Palgrave</b>	" 938	famed Niagara Falls. The Falls are
<b>Cedar Mills</b>	" 216	divided by Goat Island, those on the
<b>Humber</b>	" 880	U. S. being called the American Falls
<b>Bolton</b>	" 835	and those on the Canadian side the
<b>Kleinburg</b>	" 700	Horse Shoe, from their shape. Trips
<b>Elder</b>	" 629	may be made either behind these mighty
<b>Woodbridge</b>	" 554	walls of water or in front of them by
<b>Emery</b>	" 620	steamer. Those with the opportunity
<b>Weston</b>	" 427	should not miss the chance of visiting
<b>Parkdale</b>	" 305	this wonder of nature.
<b>West Toronto</b>		

**Toronto** (Union Station)—*Alt. 254. Pop. 470,144.* The capital and chief city of Ontario, and the next city to Montreal in the Dominion. It is situated on Lake Ontario and has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. The new Canadian Pacific Office Building at the corner of King and Yonge Streets is one of the landmarks of the city. Its educational institutions are widely known. Its people are nearly all of English, Irish or Scotch extraction, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. The growth of the city in recent years has been such that the Canadian Pacific Railway has just completed a fine new station at North Toronto, from which express trains run to Montreal and the East, in addition to those from the Union Station.

Canadian Pacific trains run via Hamilton and Welland to Niagara Falls and Buffalo, making close connections for Rochester, Syracuse, Troy, Albany and New York. At West Toronto the London and Muskoka sections of the Canadian Pacific Railway diverge, the former extending to London and Detroit, connecting at the latter point with the Wabash Road for St. Louis, Chicago and other western United States points. The Muskoka section runs northward to the Great Lakes Ports and via the Muskoka Lakes and Georgian Bay route to Sudbury, where it unites with the Vancouver-Montreal line.

**Don**  
**Leaside Junction**—*Alt. 429* Express trains run through by way of Toronto (Union Station) to Leaside Junction—where connection is made by the line from North Toronto.



C. P. R. Office Building, Toronto

### NEW LAKE ONTARIO SHORE LINE

<b>Whitby</b>	<i>Alt. 58</i>	At Agincourt the new Lake Ontario
<b>Oshawa</b>	<i>" 87</i>	Shore line from Montreal to Toronto
<b>Bowmanville</b>	<i>" 119</i>	leaves the Peterboro line, passing through
<b>Lovekin</b>	<i>" 119</i>	a picturesque and fertile agricultural district.
<b>Port Hope</b>	<i>" 46</i>	The most important towns passed
<b>Cobourg</b>	<i>" 48</i>	are: Oshawa, <i>pop. 9,000</i> ; Bowmanville,
<b>Colborne</b>	<i>" 34</i>	<i>pop. 3,500</i> , the centre for a rich farming
<b>Brighton</b>	<i>" 53</i>	country; Port Hope, a very pretty town
<b>Trenton</b>	<i>" ..</i>	of 5,092 inhabitants, possessing one of the
<b>Belleville</b>	<i>" 14</i>	best harbors on the lake; Cobourg, <i>pop.</i>
<b>Shannonville</b>	<i>" 70</i>	5,074, a popular summer resort also a busy
<b>Lonsdale</b>	<i>" 146</i>	grain exporting town; Trenton, <i>pop. 5,000</i> ,
<b>Kingsford</b>	<i>" 214</i>	seat of an extensive lumber and milling
<b>Roblindale</b>	<i>" 210</i>	industry; Belleville, <i>pop. 12,000</i> , a thriv-

<b>Wilkinson</b>	<i>Alt. 301</i>	ing manufactur-
<b>Tichborne</b>	" 400	ing town situ-
<b>Crow Lake</b>	" 357	ated in the
<b>Bollingbroke</b>	" 358	Bay of Quinte.
<b>Christle Lake</b>	" 310	At Tichborne
<b>Glen Tay</b>	" 223	the subdivision

From Belleville to Glen Tay many prosperous farms are passed. At Glen Tay the Peterboro line is rejoined, where a double-track line continues into Montreal.



Portaging

**PETERBORO LINE CONTINUED**

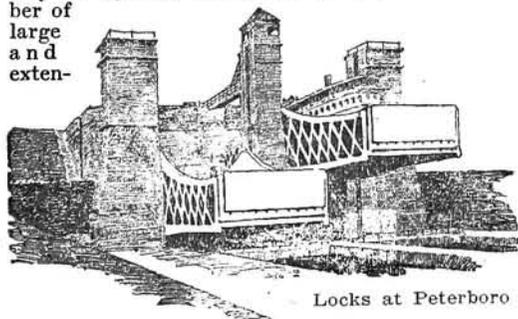
<b>Agincourt</b>	<i>Alt. 563</i>	Market sta-
<b>Locust Hill</b>	" 667	tions for a fine
<b>Claremont</b>	" 886	agricultural
<b>Glen Major</b>	" 845	country.
<b>Myrtle</b>	" 888	Wheat, rye,
<b>Burketon</b>	" 1057	oats, barley,
<b>Pontypool</b>	" 1067	butter, cheese and fruit are largely pro-
<b>Manvers</b>	" 968	duced and much attention is given to
<b>Bethany Jct.</b>	" ...	cattle breeding. From Burketon
<b>Cavan</b>	" 645	a subdivision of the Canadian Pacific

Railway extends to Lindsay and Bobcaygeon and the beautiful Kawartha Lakes, which are annually becoming better known as a summer resort. At Bethany, near Peterboro, a branch line of the railway from Port McNicoll on Georgian Bay connects with the main line.

**Peterboro'**—*Alt. 633 ft. Pop. 20,653.* On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufacturing factories. The city is well built, and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions and the fishing is especially good. The Peterboro or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from this city. Steamship and railway lines radiate in all directions.

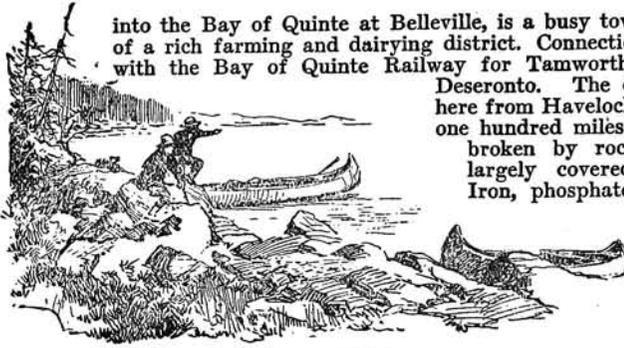
A structure worthy of note at Peterboro is the "lift lock," which can be seen from the train. By this contrivance progress of the vessel from a lower to a higher level is made by bodily lifting lock and vessel by means of powerful hydraulic machinery.

<b>Indian River</b>	<i>Alt. 709</i>	Passing through a fine farming country,
<b>Norwood</b>	" 671	of which Norwood is the market town,
<b>Havelock</b>	" 700	Havelock, a railway divisional point, is
<b>Blairton</b>	" 643	reached. The next station is Central
<b>Central Ontario</b>	" 598	Ontario Junction, where the line crosses
<b>Ivanhoe</b>	" 608	the Central Ontario Railway, extending
<b>Tweed</b>	" 476	from Picton and Trenton, on the
<b>Sulphide</b>	" 554	Bay of Quinte, northward to a num-
<b>Kaladar</b>	" 702	ber of
<b>Ardendale</b>	" 617	large
<b>Mountain Grove</b>	" 681	and
<b>Sharbot Lake</b>	" 646	exten-
<b>Maberley</b>	" 576	
<b>Bathurst</b>	" 479	
<b>Glen Tay</b>	"	



Locks at Peterboro

sively worked iron mines. Tweed, on the Moira River, a logging stream emptying



One of a Thousand Waterways

into the Bay of Quinte at Belleville, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway for Tamworth, Napanee and Deseronto. The country through here from Havelock east for nearly one hundred miles is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos, and

other valuable minerals abound. The Kingston subdivision, from Kingston on the St. Lawrence to Renfrew on the

main line of the Canadian Pacific Railway, is crossed at Sharbot Lake, a favorite resort of sportsmen, and especially noted for the good fishing it affords. Along this line are many picturesque spots. At Glen Tay the new Lake Ontario Shore Line is joined.

**Perth**—*Alt. 433 ft. Pop. 4,000.* A prosperous town with a number of mills. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity. The town has modern lighting and water systems.

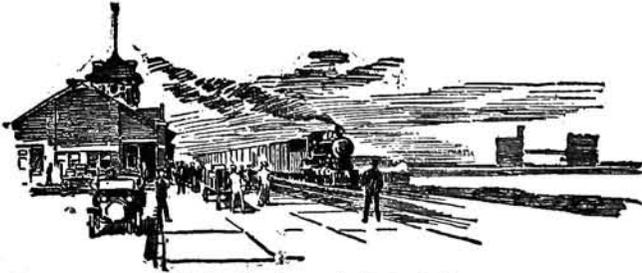
**Smith's Falls**—*Alt. 423 ft. Pop. 6,551.* Junction with Ottawa and Brockville subdivision of the Canadian Pacific Railway; and at Carleton Place, 13 miles northward, with the main line of the Canadian Pacific Railway (see page 72). The town has a number of important manufactories, for which falls in the Rideau River afford ample water-power. Superior brick is made here and good building stone abounds. Excellent refreshment rooms at the station.

<b>Merrickville</b>	<i>Alt. 352</i>	At Merrickville, a considerable
<b>Kempton</b>		manufacturing town, a fine iron bridge
<b>Mountain</b>	<i>" 273</i>	carries the line over the Rideau River.
<b>Winchester</b>	<i>" 247</i>	At Kempton, the Prescott subdivision
<b>Chesterville</b>	<i>" 238</i>	of the Canadian Pacific Railway
<b>Finch</b>	<i>" 273</i>	extends northward to Ottawa and
<b>Avonmore</b>	<i>" 324</i>	southward to Prescott, where connection
<b>Monoklands</b>	<i>" 323</i>	is made during summer
<b>Apple Hill</b>	<i>" 298</i>	months with the River St. Lawrence
<b>Glenroy</b>	<i>" 267</i>	steamers, and during summer
<b>Green Valley</b>	<i>" 279</i>	and winter by ferry with the
<b>Glen Norman</b>	<i>" 251</i>	New York Central Railroad for all
<b>Dalhousie Mills</b>	<i>" 225</i>	important points in New York State,
<b>St. Telesphore</b>	<i>" 225</i>	and at St. Polycarpe Junction the
<b>St. Polycarpe Jct.</b>	<i>" 191</i>	Grand Trunk Railway is crossed.
<b>St. Olet</b>	<i>" 177</i>	From St. Polycarpe also a newly constructed
<b>St. Lazare</b>	<i>"</i>	line extends southwesterly to
		Cornwall on the St. Lawrence.

At Ste. Anne de Bellevue are the splendid buildings of the Macdonald Agricultural College. Directly under the bridge are the locks by means of which steamships going up the Ottawa are lifted over the rapids. It was at Ste. Anne's that the poet Moore wrote his memorable Canadian boat-song. There is almost continuous settlement back of Ste. Anne's in a land of orchards, and a number of

<b>Vaudreuil</b>	<i>Alt. 87</i>	summer resorts on the shore of Lake
<b>Ste. Anne's</b>	<i>" 113</i>	St. Louis. The old village of Lachine is
		seen at the right; and beyond it the
<b>Beaconsfield</b>	<i>Alt. 108</i>	Canadian Pacific Railway bridge across
<b>Valois</b>	<i>" 93</i>	the river just above the famed Lachine
<b>Dorval</b>	<i>" 88</i>	Rapids. Passing Westmount, Montreal's
<b>Montreal West</b>	<i>" 155</i>	western suburb, the run is made
<b>Westmount</b>	<i>" 152</i>	on the brow of an embankment, and then on a high stone viaduct to
<b>Montreal</b>	<i>" 109</i>	Windsor Street Station.

Windsor Street Station.



C. P. R. Station at Port Arthur

**Main Transcontinental Line—Continued  
PORT ARTHUR TO CHALK RIVER: 745.8 Miles  
(Lake Superior Division)**

**Port Arthur**—*Pop. 17,000*—On the west shore of Thunder Bay, an arm of Lake Superior. It has substantial buildings and hotels, is the judicial centre for district of Thunder Bay, owns its own electric railways, light, telephone and waterworks, and is an important business centre, with modern lumber, smelting and grain industries. It is connected with Fort William by electric railway. Port Arthur is a favorite resort for tourists during the summer months, not only the natural beauty of the surroundings being very attractive, but the fund of amusement unending, and the air clear, dry and healthful.

Leaving Port Arthur and skirting the rocky and picturesque line which follows the ever-changing north shore of Lake Superior, the greatest inland body of fresh water in the world, the passenger is carried by and around promontories of so startling a character that he is thoroughly engrossed in interest. Rocky ledges, fishing grounds and arable land—stretches alternate for hundreds of miles.

<b>Mackenzie</b>	<i>Alt. 913</i>
<b>Beck</b>	<i>" 1049</i>
<b>Loon</b>	<i>" 1049</i>
<b>Pearl</b>	<i>" 847</i>
<b>Oulmet</b>	<i>" 743</i>
<b>Hurkett</b>	<i>" 610</i>
<b>Nipigon</b>	<i>" 682</i>

Eastward to Nipigon Bay are many fine fishing streams, much praised by the devotees of Izaak Walton. The constantly changing views on Nipigon Bay are charming. From Nipigon trip can be made to Lake Nipigon, the trout fishing in which has been said to be the finest in the world. The Lake with land for twenty miles around it has been set

apart by the Ontario Government as a Forest Reserve. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nipigon River especially, they are noted for their large size—six-pounders being not uncommon. Nipigon River, which is crossed by a fine iron bridge shortly after leaving the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, white-fish and the large lake trout are common.

Between Gravel and Rossport some of the heaviest work on the entire line of railway occurs, and approaching Schreiber (a divisional point and refreshment station) a chain of islands separates Lake Superior from Nipigon Bay. Travelers should keep in view the great sweep around Jack Fish Bay, which is particularly fine from a scenic point of view. Jack Fish is the great coaling station for the railroad on the northeast angle of Lake Superior. Until Heron Bay is reached the line is



On the North Shore



Around Jack Fish Bay  
North Shore of Lake  
Superior

<b>Kama</b>	Alt. 642
<b>Gravel</b>	" 629
<b>Rosspport</b>	" 646
<b>Schreiber</b>	" 996

level tract is found. From Round Lake the railway follows the White River to the station of the same name. At White River, in addition to buildings common to all subdivisional points, are yards for resting cattle en route from the ranches of Western Canada to Eastern and British markets.

<b>Jack Fish</b>	Alt. 636
<b>Middleton</b>	" 690
<b>Coldwell</b>	" 718
<b>Heron Bay</b>	" 714
<b>Trudeau</b>	" 1045
<b>Robert</b>	" 1094
<b>Bremner</b>	" 1182
<b>White River</b>	" 1225
<b>Amyot</b>	" 1382
<b>Grassett</b>	" 1238
<b>Swanson</b>	" 1224
<b>Franz</b>	" 1219
<b>Hobon</b>	" 1221
<b>Lochalsh</b>	" 1175
<b>Missanable</b>	" 1098

<b>Dalton</b>	Alt. 1155
<b>Wayland</b>	" 1432
<b>Pardee</b>	" 1524
<b>Chapleau</b>	" 1412
<b>Nemegos</b>	" 1421
<b>Ridout</b>	" 1364
<b>Wakami</b>	" 1471
<b>Woman River</b>	" 1439
<b>Ramsay</b>	" 1398
<b>Bisco</b>	" 1334
<b>Metagama</b>	" 1268
<b>Pogma</b>	" 1158
<b>Stralak</b>	" 1357
<b>Cartier</b>	" 1378
<b>Larchwood</b>	" 886
<b>Chelmsford</b>	" 889
<b>Azilda</b>	" 891

carried for sixty miles through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller. A mile from Heron Bay the Big Pie River is crossed by a high iron bridge, and from occasional rocky uplifts a

Near Missanable, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson Bay. Furs are brought here from the far north for shipment. At Big Stony Portage, twelve miles south of Missanable is excellent trout fishing. Several mines are being operated about Michipicoten, near Lake Superior.

The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region and the fishing in the many lakes and rivers is capital.

Chapleau — Pop. 2,200 — is another subdivisional point, with railway workshops and is a bright railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabequash, the waters of which flow into James Bay.

Bisco is situated on an extensive and irregular lake called Biscotasing, and has a considerable trade in furs and lumber.

Cartier is a subdivi-



sional point with the usual collection of sidings and railway structures.

East of here there are wide intervals of good agricultural land, but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario and are open to settlers.

Leaving Phelan, a good view of the high falls of the Vermilion River is to be had for a moment, the scenery from Bisco to this point being particularly fine. From Sudbury (*pop.* 7,061) the next place of importance, the "Soo" subdivision leads off to Lake Huron and thence along its shore and the Ste. Marie River to Sault Ste. Marie, 179 miles, at the outlet of Lake Superior, where a new immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, on the Main Transcontinental Line of the Canadian Pacific Railway.

**Sudbury**—*Alt.* 857. Sudbury is the point where the main lines of the Canadian Pacific Railway Company diverge for Toronto and Montreal.

## WINNIPEG AND TORONTO

		(See page 55 for description of Winnipeg.)
<b>Winnipeg</b>	<i>Alt.</i> 772	The Winnipeg-Toronto service, via the
<b>Kenora</b>	" 1091	Toronto-Sudbury subdivision furnishes an
		excellent service between the "Gate City"
		and "Queen City" as they are called. The Transcontinental line is
		followed from Winnipeg through eastern Manitoba and New Ontario
		and around the north shore of Lake Superior to Romford, seven
		miles east of Sudbury, in the great nickel
		mining country. (For full description of
<b>Port William</b>	<i>Alt.</i> 617	transcontinental line, see pages 55 to 66.)
<b>Port Arthur</b>	" 615	From Romford the line runs south-
<b>Sudbury</b>	" 857	easterly to Toronto through the park
<b>Romford</b>	" 846	region of the Parry Sound and

Muskoka districts, which are becoming the summer homes of many, and the favorite resort for anglers and hunters. Passing through a land of rock, which bears the unmistakable

**French** *Alt.* 629  
**Pickereel Landing** " 624

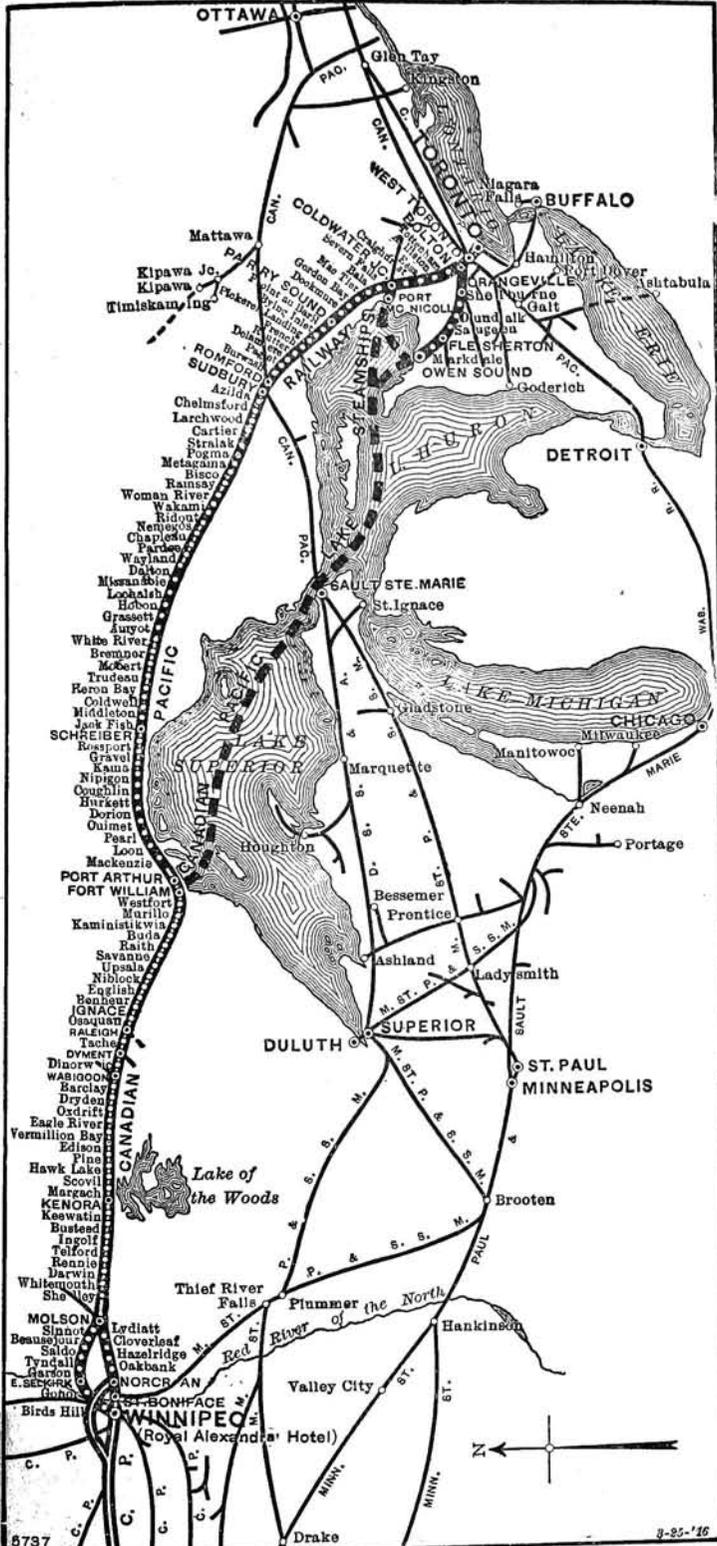
marks of glacial action, the French and Pickereel Rivers, which carry the outflow from Lake Nipissing to Georgian Bay, are crossed on huge structures. Both French and Pickereel are excellent fishing resorts—bass and maskinonge being plentiful.

**Byng Inlet**—*Alt.* 623 ft., *pop.* 1,700—  
which is located in an arm of the Georgian Bay, possesses a magnificent harbor.

This is one of the centres of timbering operations, which are here, as elsewhere along this new line, carried on extensively. The scenic delights of the region are almost continuous, but at Point au Baril nature seems to





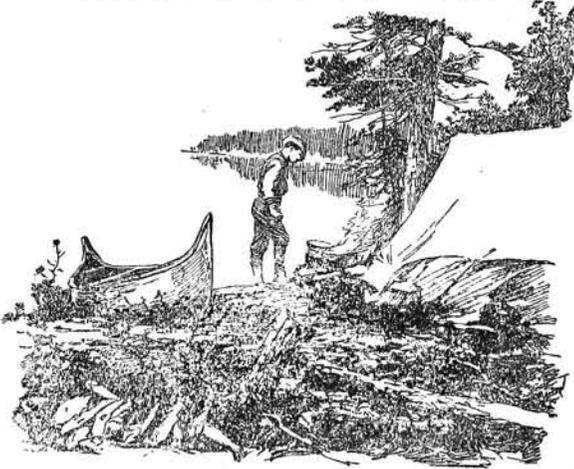


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Indicates Double Track

**LAKE AND RAIL ROUTE - WINNIPEG TO TORONTO**



On the Shores of Lady Evelyn Lake

known as the Timiskaming and Northern Ontario Railway, runs from here to Cobalt, Cochrane, etc., in the Timiskaming country. This railway has been materially assisted in its traffic by some famous mineral discoveries made along this line, the chief being the Cobalt silver mines. From Lake Nipissing the railway traverses a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows.

Nearing Sturgeon Falls the railway crosses directly over the falls of the Sturgeon River. Sturgeon Falls is a thriving village with a sawmill and several churches.

Bonfield, formerly called Callander, was originally intended as the eastern terminus of the Canadian Pacific Railway, to which connecting roads would run, but with the change of control from Government to Company, the transcontinental line was extended to Montreal.

At Mattawa the line strikes the Ottawa River, which for many miles is the dividing line between the Provinces of Ontario and Quebec.

<b>Cliffe</b>	<i>Alt. 700</i>
<b>Corbeil</b>	" 734
<b>Nosbonsing</b>	" 785
<b>Bonfield</b>	" 782
<b>Rutherglen</b>	" 789
<b>Eau Claire</b>	" 589
<b>Mattawa</b>	" 563

Mattawa (*pop. 1,673*) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts and agricultural country about Lake Timiskaming. From this point a subdivision runs up to Timiskaming and Kipawa, from each of which famous fishing and hunting grounds may easily be reached. At Timiskaming

there is steamer connection from Haileybury, from which place canoes and guides can be procured, and an endless series of trips, unsurpassed anywhere, can be made, including those to the peerless Timagami district. From Kipawa, exploration to the beautiful lake of the same name furnishes an ideal holiday. Those who love the wild will find their every desire satisfied in this part of the country, game and fish being in plenty, and the comforts of civilization not too far



Return from the Moose Hunt

### North Bay—*Alt. 662*

*Pop. 10,400.* The capital town of Nipissing District, situated on Lake Nipissing, an extensive and beautiful sheet of water, 90 miles long and 20 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc. The Ontario Government Railway,

<b>Klock</b>	<i>Alt. 529</i>
<b>Deux Rivieres</b>	<i>" 519</i>
<b>Bissett</b>	<i>" 549</i>
<b>Adelard</b>	<i>" 561</i>
<b>Stonecliff</b>	<i>" 476</i>
<b>Mackey</b>	<i>" 481</i>
<b>Moorlake</b>	<i>" 666</i>
<b>Wylle</b>	<i>" 528</i>
<b>Chalk River</b>	<i>" 523</i>

off. It is also a favorite centre for moose hunters, and with good reason. Guides and supplies may always be obtained here. An attractive point for tourists is Lake Timiskaming, and no more enjoyable canoeing can be imagined than in exploration of these waters, which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve.

**CHALK RIVER AND MONTREAL: 242 Miles  
(Eastern Division)**

**Chalk River**—*Alt. 523*—is a divisional point, with an engine house and the usual railway buildings and appurtenances. From Mattawa to Pembroke the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the sawmills, which occur wherever waterpower is to be had.

Pembroke (*pop. 5,624*) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa river is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Renfrew (*pop. 4,348*) a subdivision runs to Eganville, and it is also the junction of the Kingston subdivision, extending southward through a district abounding in iron, to Kingston, on the St. Lawrence. Arnprior (*pop. 4,700*) and Pakenham (*pop. 411*) are also important manufacturing

<b>Thistle</b>	<i>Alt. 508</i>
<b>Petewawa</b>	<i>" 467</i>
<b>Stafford</b>	<i>" 474</i>
<b>Pembroke</b>	<i>" 380</i>
<b>Meath</b>	<i>Alt. 416</i>
<b>Snake River</b>	<i>" 423</i>
<b>Cobden</b>	<i>" 475</i>
<b>Haley's</b>	<i>" 529</i>
<b>Renfrew</b>	<i>" 416</i>
<b>Mahew</b>	<i>" 416</i>
<b>Castleford</b>	<i>" 264</i>

points, lumber milling being a large industry. Proceeding to Carleton Place the line follows the beautiful Ottawa Valley, which, from Pembroke southeasterly, is well cultivated by farmers of British and European descent. Large clear streams come rushing down to the Ottawa from the hills at the west, and these and the Ottawa as well, afford fine fish-



Lumbering on the Ottawa River

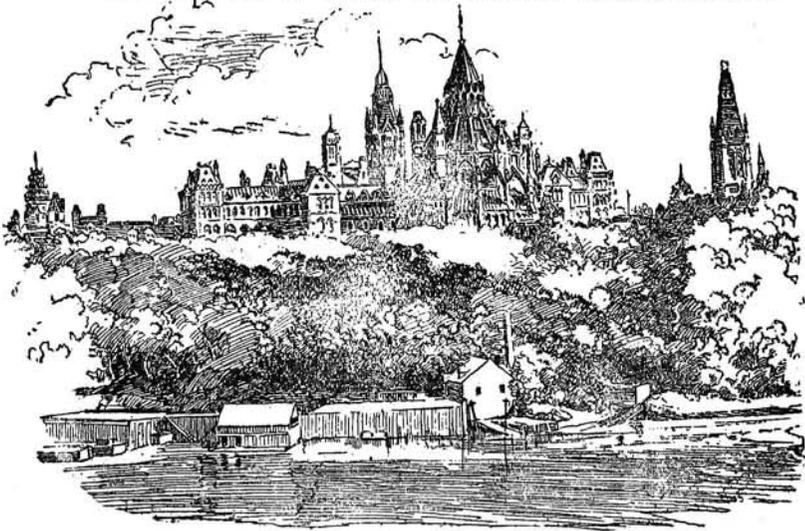
<b>Sand Point</b>	<i>Alt.</i> 265	ing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and sawmills occur at favorable places all along the river. At
<b>Braeside</b>	" 279	
<b>Arnprior</b>	" 300	
<b>Pakenham</b>	" 324	
<b>Snedden</b>	" 378	Almonte ( <i>pop.</i> 2,500), are large woollen
<b>Almonte</b>	" 399	mills and other manufactories.

**Carleton Place (Junction)**—*Alt.* 449. *Pop.* 3,900. Junction of a subdivision running south to Brockville on the St. Lawrence River, crossing the Montreal and Toronto

**Ashton** *Alt.* 449  
**Stittville** " 399  
**Bells Corners** 224  
**Britannia** " 181

Line at Smith's Falls. At Carleton Place are large sawmills, railway and other workshops. Nearing Ottawa the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of sawlogs held in "booms" for the use of the mills below.

**Ottawa (Broad Street)**—*Alt.* 214.—*Pop.* 101,795. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudière Falls, which here in-



Parliament Buildings, Ottawa

interrupt the navigation of the Ottawa River, afford water power for a host of sawmills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, the Royal Mint, the Victoria Museum, large hotels, etc. The stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is within the city limits. Many improvements have been made in Ottawa at the cost of the Federal Government, and the city, with its handsome buildings and beautiful parks, is one of which every Canadian has good reason to be proud. The driveways in and about Ottawa are unexcelled. Indeed it has been said to be the most picturesque Capital in the world. Ottawa possesses charms of situation and surroundings which, coupled with the foresight which has characterized the laying out of the city, have made it one of which not only every citizen, but also every Canadian, may well be proud. A subdivision of the Canadian Pacific Railway extends southward to Prescott on the St. Lawrence, where ferry connection is made with Ogdensburg, N.Y., and rail lines to New York.

Leaving Ottawa the main line crosses a long iron bridge, from which a fine view of the Chaudière Falls is obtained, and enters Hull (*pop.*

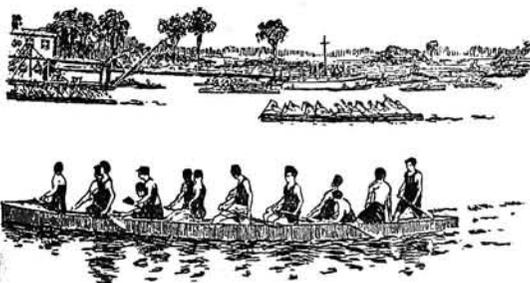
20,500) in the Province of Quebec, and then recrosses the Ottawa River by the Alexandra bridge to the Sparks St. Station in the heart of Ottawa. From the line of railway may be seen the matchless lumber plants of this busy annex to the Capital of the Dominion, comprising sawmills, and match and box factories of considerable magnitude, whose products find their way to foreign as well as domestic markets. Subdivisions of the Canadian Pacific Railway extend in a westward direction to Waltham, and up the Gatineau Valley to Miniwaki. These two subdivisions bring the great sporting facilities of the Gatineau within easy reach of the city dweller. Many delightful trips by automobile may be made in the vicinity of Ottawa.

<b>Ottawa</b>	<i>Alt. 214</i>	From the Sparks Street Station the line follows
(Sparks St.)		the banks of the Rideau Canal which, with the
<b>Navan</b>	<i>" 240</i>	Rideau River and Lakes, connects the Capital
<b>Leonard</b>	<i>" 272</i>	with the City of Kingston at the foot of Lake
<b>Hammond</b>		Ontario, and crossing the Rideau River runs
<b>Bourget</b>	<i>" 216</i>	southeasterly past a number of small but thriving
		towns which have been created by the con-
		struction of the Short Line between Ottawa and Montreal. Caledonia
		Spring is a health resort, on account of the medicinal properties of
		its waters. Vankleek is the first im-
<b>Plantagenet</b>	<i>Alt. 170</i>	portant town on the line, and nine
<b>Alfred</b>	<i>" 178</i>	miles beyond it is the flourishing
<b>Caledonia Springs</b>	<i>" 168</i>	French-Canadian town of St. Eugene.
<b>Vankleek</b>	<i>" 272</i>	Shortly after leaving St. Eugene, the
<b>St. Eugene</b>	<i>" 181</i>	Province of Quebec—which here ex-
<b>Rigaud</b>	<i>" 104</i>	tends beyond the Ottawa River—is

entered. To the right of Rigaud is the Rigaud Mountain, an eminence near whose summit is a curious deposit of small rounded boulders, covering an acre or two—a bare, desolate spot surrounded by luxurious vegetation—to which legend gives the name of the Devil's Playground. The Lake of the Two Mountains—an expansion of the Ottawa River—is reached shortly after leaving Rigaud, and its margin skirted for over ten miles. The pretty watering-places of Hudson Heights, Hudson and Como, where many Montrealers spend the summer months, are passed.

<b>Hudson</b>	<i>Alt. 92</i>	On the opposite shore of the Lake is the Trapist
<b>Como</b>	<i>" 100</i>	Monastery, whose silent inmates divide
<b>Vaudreuil</b>	<i>" 86</i>	their time between their religious duties and
<b>Ste. Annes</b>	<i>" 118</i>	the cultivation of the soil. Vaudreuil is a pic-
		turesquely placed village at the most westerly
		of the five mouths of the Ottawa River which
		empty into the St. Lawrence. Ste. Anne de Bellevue ( <i>pop. 2,200</i> )
		occupied a prominent place in the early history of Canada, and at one
		time there were efforts put forth to give it greater commercial import-
		ance than the Montreal of that day. Here are the splendid buildings
		of the Macdonald Agricultural College. The village is prettily situated
		and the scenery is beautiful. Ste. Anne was once the home of the poet
		Moore, and is the scene of his memorable boat song. There is almost
		continuous settlement back of Ste. Anne in a land of orchards, and a
		number of summer resorts on Lake St. Louis, a widening of the St.

Lawrence River, are passed in rapid succession. Just before reaching Montreal West (five miles from Montreal) the old village of Lachine is seen to the right; and above the trees further to the right a view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence.



War Canoe, St. Johns, Que.

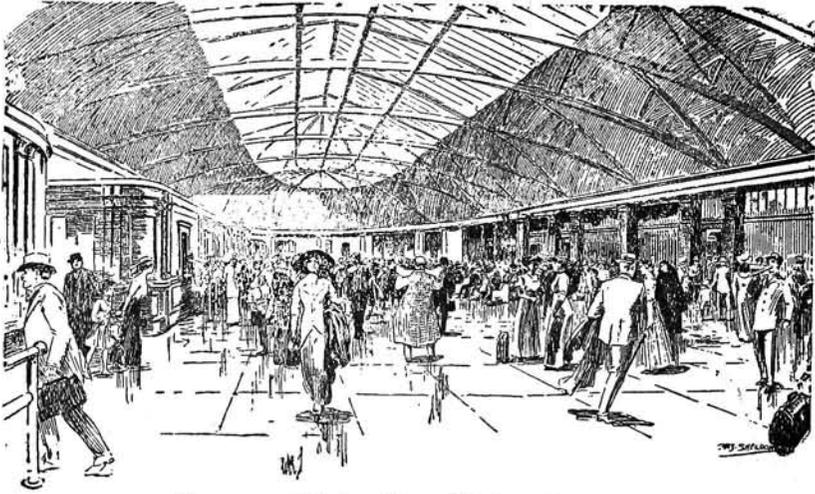
**Beaconsfield** *Alt. 107* Lachine was for a long time the point of  
**Valois** " 98 departure of the early trading military  
**Dorval** " 89 expeditions; and it was from here that  
 Duquesne set out in 1754 to seize the Ohio  
 Valley—an expedition that culminated in the defeat of Braddock.

**Montreal West**—*Alt. 157*.—This is the point of junction for trains from and to the Maritime Provinces, New York, Boston, Portland, and all trains to the West. The neighborhood is remarkable for its apple orchards, the world-renowned Fameuse being grown here to perfection, and the line from this point to Montreal crosses all streets and residential parts on overhead bridges.

**Westmount**—*Alt. 152*.—Montreal's fashionable suburb on its western limits.

**Montreal**—(Windsor St. Station). *Alt. 110 ft. Pop. (with suburbs) 672,717*. The chief city and commercial capital of Canada is situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the British in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Canadian Pacific Ocean Services, Donaldson, Cunard, White Star-Dominion, and other well-known lines run here. The St. Lawrence River and canals bring this way much of the trade of the Great Lakes. Recently the city gained prominence by being the location of the largest floating dry-dock in the world. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk Companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has seven miles of fine wharves of masonry, vast warehouses and grain elevators; imposing public buildings, handsome residences and superior hotels, one of the best of which is the Place Viger Hotel, which is connected with the C. P. R.'s new Place Viger Station, and is operated by the Company. The Canadian Pacific's other station, the Windsor, is the largest building of its kind in Canada. It is a huge grey stone structure, built on the most modern lines and equipped with every facility for the operation of the railway and the comfort of the public. Here are located the head offices of the Company. From the Windsor Street Station trains leave for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, St. Paul, Minneapolis, Winnipeg and Vancouver; and for Ottawa by the Short Line. From the Place Viger Station trains run to Ottawa by the North Shore Line, to Quebec, Mont Laurier in the Laurentian Mountains, and local points. In Montreal are the Angus Shops of the Canadian Pacific, where the Company builds and maintains a great proportion of its rolling stock. These shops cover an area of 200 acres and are claimed to be the largest and most modernly equipped shops on the continent. Connected with them are a free school for apprentices, a library, lunch rooms, where good meals can be obtained at reasonable prices, a fire brigade, police force, ambulance corps, an athletic association and many other features of a similar nature, all fostered by the railway for the purpose of furthering the welfare of its employees. These shops employ over six thousand men and turn out a complete new train every working day. Visitors with time to spare should make a point of visiting the historic old Chateau de Ramezay, which was for a great many years the residence of the former Governor-Generals of Canada. The place is full of tradition, and many interesting old relics can be seen of days gone by. It was here that Franklin set up his first printing press. The Montreal Art Gallery, The McGill College, and Mount Royal Park, from which a view of the entire city can be had, are other points of interest.





Concourse, Windsor Street Station, Montreal

### CONNECTING ROUTES FROM AND TO MONTREAL

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

#### **MONTREAL AND NEW YORK: 384 miles**

##### **Adirondack Route, via N. Y. Central**

**ROUTE I.**—Is by the New York Central from the Windsor Street Station, crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and thence through the Adirondacks, passing attractive summer resorts (Loon Lake, Paul Smith's, Saranac Lake, etc.), to Utica and Albany, and thence down the east bank of the Hudson River to New York. This trip may be pleasantly varied in summer by taking the steamer in the morning from Albany down the Hudson to New York.

##### **Rutland Route, via Troy and Rutland**

**ROUTE II.**—Is by the Rutland Railroad from the Windsor Street Station over the lines of the Canadian Pacific Railway to Iberville Junction, thence across the islands and along the eastern shore of Lake Champlain, finally running into New York over the tracks of the New York Central Railroad from Troy.

##### **D. & H. Route, via Troy and Saratoga**

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

**MONTREAL AND BOSTON: 341 miles**  
Via Montreal & Boston Air Line

**Montreal**  
**Newport**  
**Plymouth**  
**Boston**

There is a through service by Canadian Pacific trains. The route traverses the most fertile section of the English settled part of Southern Quebec, crosses the international boundary at Newport, Vt., touches Lake Memphremagog, runs through the picturesque valley of Northern Vermont, with the Green Mountains in view, and skirting the White Mountains of New Hampshire, passes through the most interesting parts of New England.

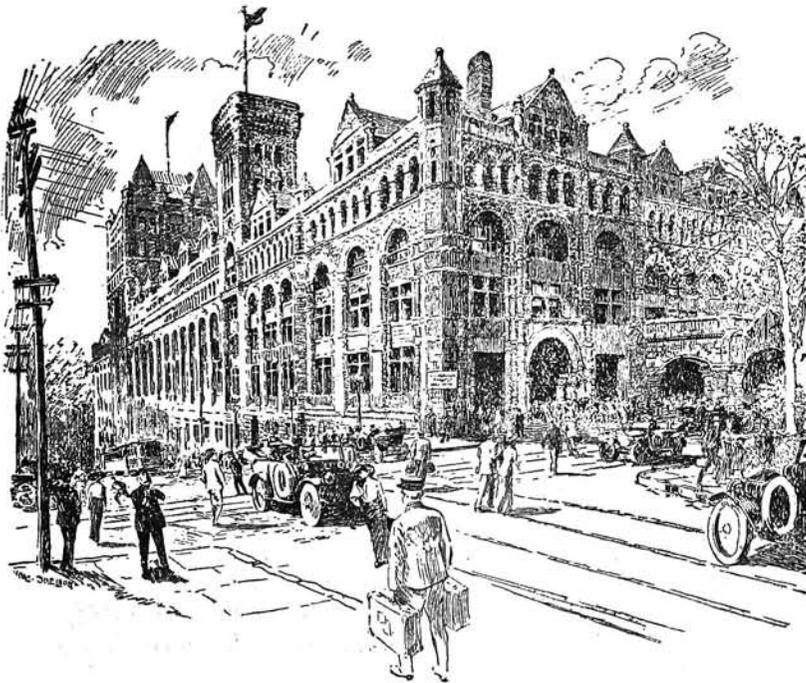
**MONTREAL AND PORTLAND, ME.: 286 miles**  
Via White Mountains

**Montreal**  
**Newport**  
**St. Johnsbury**  
**Fabyan**

The same route as above is followed to St. Johnsbury, Vt., where connection is made with Maine Central trains to Portland. From St. Johnsbury, the line penetrates the White Mountains, passing Lunenburg, Fabyan, the Crawford Notch and North Conway, thence through Southern Maine to Portland.

**Portland**

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



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

**MONTREAL AND HALIFAX: 757 miles**  
**Via Short Line**



The Haunt  
of Big Fish

<b>Westmount</b>	<i>Alt. 152</i>
<b>Montreal West</b>	<i>" 155</i>
<b>Highlands</b>	<i>" 117</i>
<b>Adirondack Junc</b>	<i>" 98</i>
<b>St. Constant</b>	<i>" 94</i>
<b>St. Philippe</b>	<i>" 117</i>
<b>L'Acadie</b>	<i>" 131</i>
<b>St. Johns</b>	<i>" 161</i>
<b>Iberville</b>	<i>" 111</i>
<b>Iberville Junction</b>	<i>" 115</i>
<b>Ste. Brigide</b>	<i>" 165</i>
<b>Farnham</b>	<i>" 192</i>
<b>Brookport</b>	<i>" 269</i>
<b>Adamsville</b>	<i>" ...</i>
<b>West Shefford</b>	<i>" 430</i>
<b>Fulford</b>	<i>" 533</i>
<b>Foster</b>	<i>" 697</i>
<b>South Stukely</b>	<i>" 837</i>
<b>Eastray</b>	<i>" 910</i>
<b>Orford Lake</b>	<i>" 911</i>

**Montreal** — (Windsor St.)  
—From Montreal the train runs on an elevated embankment to Montreal West, the point of divergence for lines north, west and south, and crossing the Lachine Canal, reaches the south bank of the St. Lawrence just above the Lachine Rapids, by a wonderful steel bridge. This bridge, which is one of the largest in America, was considered at the time of building to be of sufficient size and strength to carry the Company's traffic for some years to come. Recently, however, so rapidly has the traffic over this part of the line increased that the Canadian Pacific has found it necessary to double-track the structure. These operations, costing over two million dollars, were carried on without interfering in the slightest degree with the passing of trains. The old structure has been removed and replaced with one twice as wide and over four times as heavy. To the right of the bridge is the Indian village of Caughnawaga. St. Johns (*pop. 8,000*) is a prettily located prosperous town, and across the Richelieu River is Iberville, and a little further on, Iberville Junction, from which a railway runs to St. Hyacinthe and Sorel on the St. Lawrence. The Stanbridge and St. Guillaume subdivision of the Canadian Pacific Railway is crossed at Farnham (*pop. 3,927*), which is a railway subdivisional point with the usual collection of buildings common to such places. At Brookport the Montreal and Boston Air Line diverges for the White Mountains and Boston. At Eastray the Orford subdivision diverges northward to Mansonville. At Foster the Drummondville subdivision of the Canadian Pacific Railway is crossed.

**Magog** *Alt. 689*  
**Rock Forest** " 701

Magog (*pop. 3,000*) is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands and surrounded by rugged, heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Orford and Owl's Head—are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity.



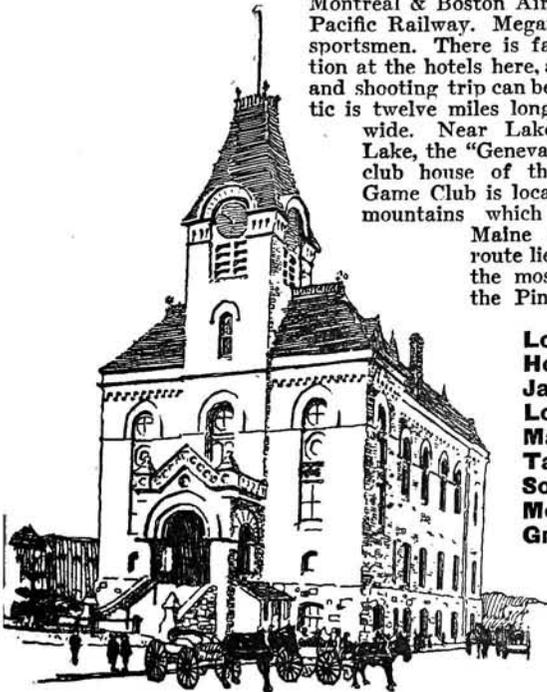
Station and Hotel, McAdam, N.B.

**Sherbrooke** *Alt. 604*  
**Lennoxville** " 498  
**Johnville** " 852  
**Bulwer** " 930  
**Birchton** " 971  
**Cookshire** " 684  
**Bury** " 1065  
**Scotstown** " 1193  
**Milan** " 1646  
**Spring Hill, Que.** " 1690  
**Megantic** " 1314  
**Ditchfield** " 1476  
**Boundary** " 1849

Sherbrooke is the metropolis of the English-speaking district of the Eastern Townships. It is an exceedingly pretty place, with a population of 19,243, and possessing many important factories and business establishments. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. At Lennoxville, distant three miles east from Sherbrooke, connections are made with Boston & Maine Railroad.

running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. Megantic is a rare spot for sportsmen. There is fairly good accommodation at the hotels here, and guides for a fishing and shooting trip can be secured. Lake Megantic is twelve miles long by from one to four wide. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the club house of the Megantic Fish and Game Club is located. At Boundary the mountains which divide Quebec from

Maine are passed, and the route lies for 200 miles through the most picturesque part of the Pine Tree State.



Market and Church at Fredericton, N.B.

**Lowelltown** *Alt. 1605*  
**Holeb** " 1253  
**Jackman** " 1223  
**Long Pond** " 1181  
**Mackamp** " 1176  
**Tarratine** " 1116  
**Somerset Jct.** " 1000  
**Moosehead** " 1041  
**Greenville Jct.** " 1059

From Jackman the Moose River and its chain of lakes are easily reached.

where game and fish are abundant. Long Lake is a water of this chain. Near Tarratine station the Kennebec River leaves Moosehead Lake, a magnificent water stretch, forty miles long and from one to fifteen miles broad. The scenery along the lake is charming. Moosehead is a small station on the lake shore, and Greenville Junction (*pop.* 1,700) is a busy little town also on the lake, and is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, grouse, etc., being found within short distance. There are several hotels that offer excellent accommodation, and guides, canoes, etc., can be obtained on the spot. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. Near Wilson Stream the road runs close to the base of the Boarstone Mountains. At

<b>Onwana</b>	<i>Alt. 637</i>
<b>Brownville Jct.</b>	<i>" 389</i>
<b>Lake View</b>	<i>" 460</i>
<b>Seboois</b>	<i>" 196</i>
<b>Mattawamkeag</b>	<i>" 223</i>

Brownville Junction the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line is considered to rank amongst the finest in Maine, Lake Onawa being perhaps as pretty as any of the numerous waters. The Penobscot River is crossed at Mattawamkeag, and many canoeists make this station their objective point, descending the river from Moosehead Lake, a trip that offers great inducements in the way of fishing and scenery.

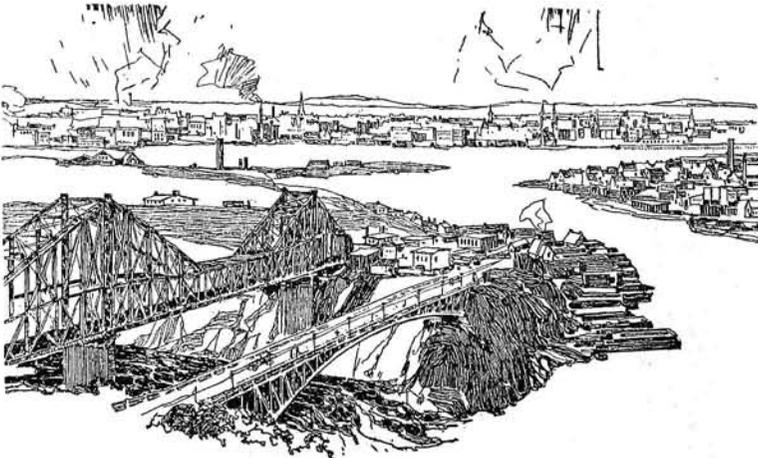
<b>Kingman</b>	<i>Alt. 325</i>
<b>Bancroft</b>	<i>" 334</i>
<b>Danforth</b>	<i>" 380</i>
<b>Eaton</b>	<i>" 400</i>
<b>Forest</b>	<i>" 435</i>
<b>Lambert Lake</b>	<i>" 417</i>

These are comparatively new and very prosperous villages. The country is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman. Guides are usually obtainable, and if the time can be found a stop-over is made worth while by those in search of sport. Arrangements for guides

should be made in advance through the General Tourist Agent of the C. P. R. at Montreal.

**Vanceboro**—*Alt. 387.*—The last station before crossing the boundary between the State of Maine and New Brunswick. It lies close to the beautiful St. Croix River, the outlet of the boundary chain of lakes, and is an excellent point for the angler and hunter.

Entering New Brunswick, the first stop is made at McAdam, where connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., Edmundston to the north, and for St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the



Reversing Falls, St. John, N.B.

south. St. Andrews is situated on Passamaquoddy Bay, and for beauty of environment is not surpassed by any point on that portion of the

<b>McAdam</b>	<i>Alt. 445</i>	Atlantic coast. The Algonquin, a splendid Canadian Pacific Railway
<b>Magaguadavic</b>	<i>" 391</i>	Hotel, is situated here. At Fredericton
<b>Harvey</b>	<i>" 491</i>	Junction connection is made for the
<b>Fredericton Junc.</b>	<i>" 71</i>	city of Fredericton ( <i>pop. 7,203</i> ),
<b>Hoyt</b>	<i>" 60</i>	sometimes called "the Celestial City,"
<b>Welsford</b>	<i>" 77</i>	the capital of New Brunswick. The
<b>Westfield Beach</b>	<i>" 22</i>	line soon strikes the St. John River,
<b>Fairville</b>	<i>" 28</i>	and follows it for some miles, crossing it near St. John, where the Reversible

Falls present to the traveller a remarkable tidal phenomenon. The Bay of Fundy is skirted to St. John, the loyalist city.

**St. John, N.B.**—*Alt. 15.*—*Pop. 60,000.*

The city of St. John was destroyed by fire in June, 1877, causing a loss of between \$20,000,000 and \$30,000,000. From its ashes has arisen a bright progressive city, with nothing to-day to indicate the awful calamity which then befell it. Old St. John, with all her romantic



Acadian Simplicity

tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—the winter port for the Atlantic steamers. An inspection of the docks and different craft is always of special interest to a visitor. At present the Dominion Government is making large extensions to the harbor, there being under construction new deep water docks which will provide berths for twenty-four ocean liners of the largest type. An immense new dry-dock, which will be the largest in the world, is also being built, and altogether the outlay will amount to about \$25,000,000. In the new harbor twenty-three wharves are to be built, from 900 feet in length upwards. The Canadian Pacific has just completed a million dollar grain elevator, and many important manufacturers have recently established large plants and warehouses in this progressive city. The St. John River, "the Rhine of America," with its wonderful "reversing cataract," should be seen by every visitor; also the fine traffic bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply every week day between St. John and Digby, where connection is made with the Dominion Atlantic Railway for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces, the railway traversing the land of national and romantic associations, the matchless Annapolis Valley, the scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's *Evangeline*. The Eastern Steamship Co.'s Line gives connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.

<b>Hampton</b>	<i>Alt. 27</i>	The train traverses the lovely Kennebecasis
<b>Sussex</b>	<i>" 69</i>	Valley, in which are some of the finest New
<b>Petitcodiac</b>	<i>" 100</i>	Brunswick farms. In the immediate vicinity
<b>Salisbury</b>	<i>" 102</i>	of St. John are attractive watering places.

The scenery is soft and pleasing—the round-hills and abrupt heights forming pictures that delight the eye. To the east and south are many small lakes in which trout are

abundant. Sussex and Hampton are pretty little towns. The Petitcodiac River is followed for some distance to Moncton. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes up with great force in a huge wave, often several feet high, that fills the empty riverbed.

**Moncton**—*Alt. 50. Pop. 11,329*—situated on a bend of the Petitcodiac River. It is the headquarters of the Intercolonial Railway System, the chief offices and workshops of which are located here. It has many important industries, including a cotton mill, foundry and wood-working and clothing factories.

<b>Painsec Jct.</b>	<i>Alt. ...</i>	Hunting grounds abound within a radius of a few miles and sportsmen usually outfit here for an expedition into the wilds of northern New Brunswick. From Painsec Junction a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island. Sackville has a fine college and Methodist academies, and is situated in a choice
<b>Sackville</b>	<i>" 26</i>	
<b>Amherst</b>	<i>" 63</i>	
<b>Spring Hill Jct.</b>	<i>" 199</i>	
<b>Oxford Junction</b>	<i>" 94</i>	
<b>Londonderry</b>	<i>" 334</i>	



The Haunts of the Moose

grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. Just beyond Sackville the Province of Nova Scotia is entered. The remains of Fort Cumberland are of historic interest as the scene of hard-fought battles in the early days between the English and French. Amherst (*pop. 10,000*) is a manufacturing town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Spring Hill are important coal mines, and from here a branch line extends to the watering place of Parrsboro on Minas basin. From Oxford Junction a branch runs to Pugwash and to Pictou, and Oxford has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. The Acadian Iron Works are three miles from Londonderry, a branch line extending to them.



Annapolis Royal

### THE LAND OF EVANGELINE

The pretty college-town of Wolfville, embowered in orchards, and reached after a seventy-mile rail journey through that wonderful "Apple Empire" of Canada, the Annapolis Valley, is the headquarters of visitors to the Land of Evangeline. It occupies the western slope of the fertile ridge dividing the valley of the Gaspereau from the valley of the Cornwallis. As Charles G. D. Roberts graphically pictures it: "Before the windows of Wolfville unrolls a superb view—marshes of pale green, reclaimed from the sea by spades of old-time Acadian farmers; sharp strips of red or orange-tawny flats, where the retreating tide has left the beach uncovered; to the left front a well-grouped cluster of white cottages, spires and masts about a bridge—the shipping village of Port Williams; the long low lines of green upland outstretching from either side to almost the centre of the picture—the delicious summer retreats of Starr's Point and Long Island; between them and beyond, away to the far blue barrier of the Parrsboro shore, the restless waters of Minas Basin, yellow in the foreground, but in the distance purple, sapphire, green, or silver, as changing hour and changing sky may decree; and in the middle distance, dominating all the scene with its mass of sombre indigo, the majestic bastion of Blomidon out-thrust against the tides. These are effects of full daylight; but by the aerial magic of sunrise (too seldom seen!) and the voluptuous sorcery of sunset such transformations are wrought as make the scene an ever-changing realm of faery."

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



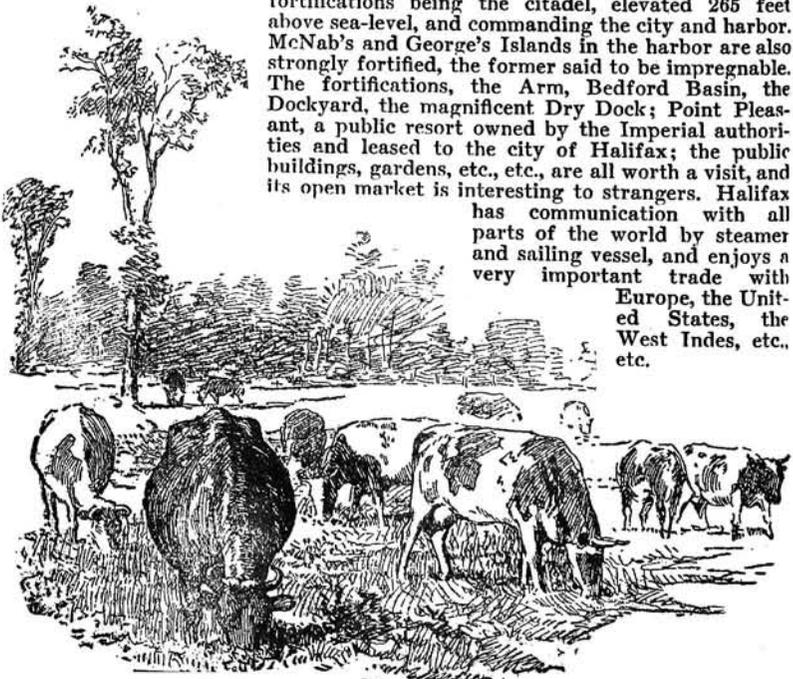
### TO HALIFAX (Continued)

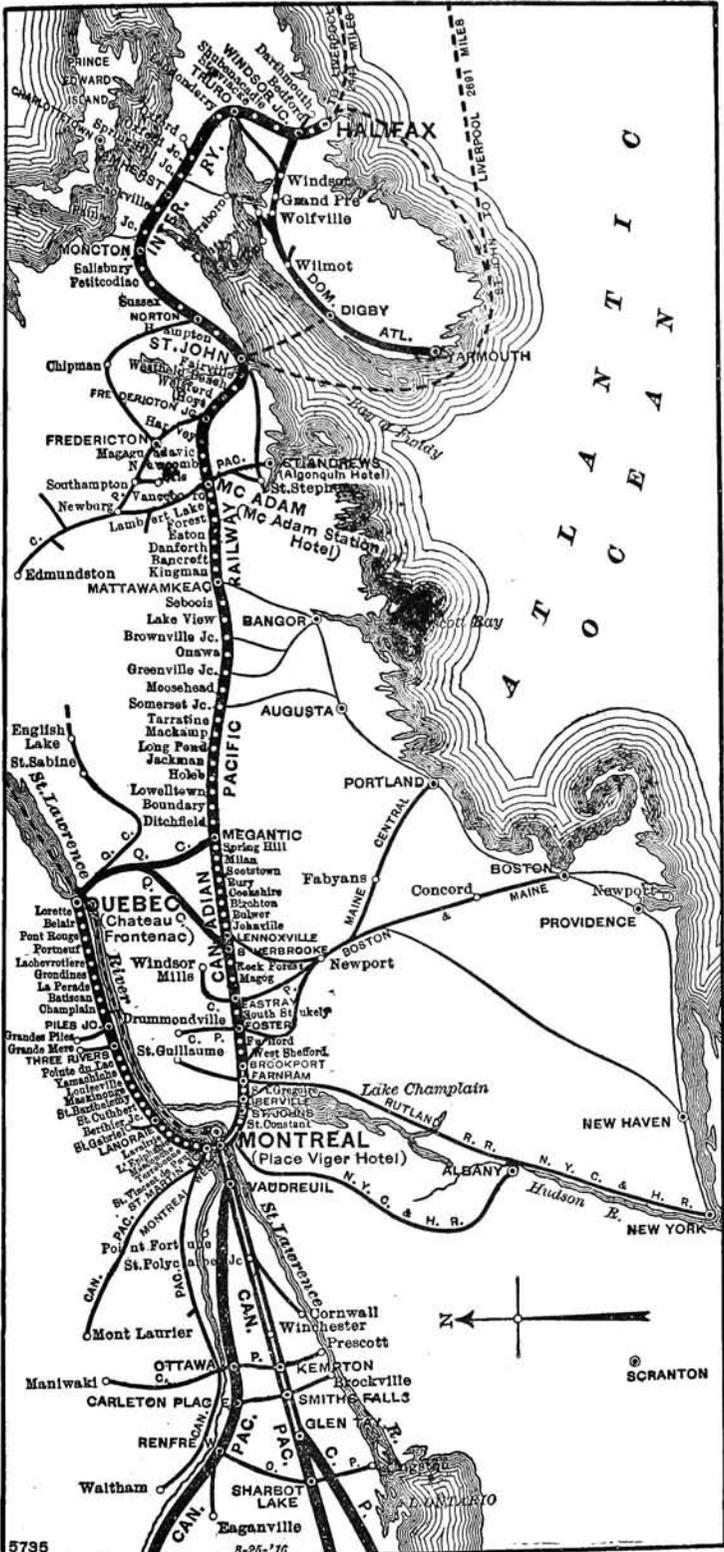
**Truro**—*Alt. 60 ft. Pop. 6,107.* A pretty and thriving town in the midst of most picturesque scenery and having one of the finest natural parks in North America, within half a mile of the railway station. Within easy driving distance of Truro are a number of streams and lakes in which there is good trout fishing. Moose are found in the Stewiacke Mountains, and caribou about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and Mulgrave, on the Straits of Canso, connecting with steamers from Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, which have become great industrial centres and give promise of further future development. From them, historic Louisbourg is easily reached by rail. A capital service has been inaugurated between North Sydney and Port aux Basques, Newfoundland—the sea voyage only occupying six hours—there connecting with the Reid-Newfoundland Co.'s Ry., which traverses the island to St. John's on the eastern coast, and by these delightful excursions can be made. The Reid-Newfoundland Co. also controls the steamer service to the Labrador Coast.

<b>Stewiacke</b>	<i>Alt. 86</i>
<b>Shubenacadie</b>	<i>" 66</i>
<b>Windsor Jct.</b>	<i>" 129</i>
<b>Bedford</b>	<i>" 44</i>

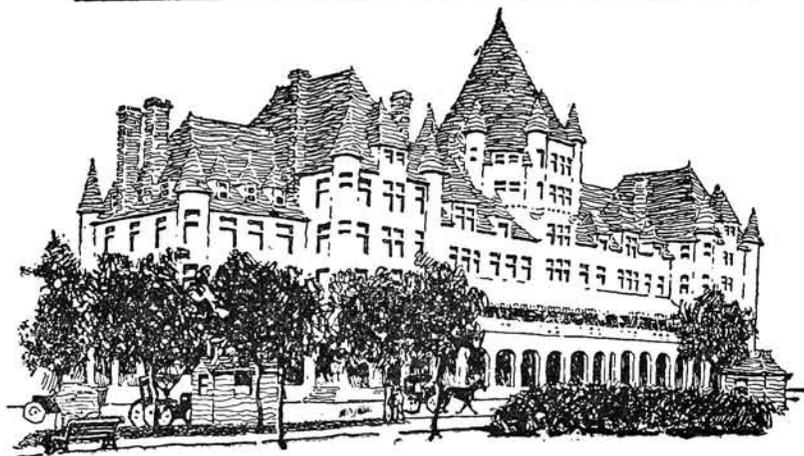
The little towns of Stewiacke and Shubenacadie are passed, and at Windsor Junction the trains of the Dominion Atlantic Railway branch off through the Land of Evangeline to Digby and Yarmouth, where steamer connection is made with Boston. At Bedford the railway reaches Bedford Basin, a magnificent sheet of water, along which it runs for several miles, amidst pretty scenery, to Halifax.

**Halifax**—*Alt. 57. Pop. 55,000.* The capital of Nova Scotia, and from its long association with the military and navy of the mother country, the most thoroughly English city on the continent. The fame of its magnificent harbor is known in every land, it ranking amongst the four finest in the world. Halifax is a winter port for the Atlantic steamships carrying the Royal Mail, including those operated in connection with the Canadian Pacific Railway. It is a military and naval station, and it is a strongly fortified city, chief of the fortifications being the citadel, elevated 265 feet above sea-level, and commanding the city and harbor. McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard, the magnificent Dry Dock; Point Pleasant, a public resort owned by the Imperial authorities and leased to the city of Halifax; the public buildings, gardens, etc., etc., are all worth a visit, and its open market is interesting to strangers. Halifax has communication with all parts of the world by steamer and sailing vessel, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.





Indicates Double Track



Place Viger Hotel, Montreal

**MONTREAL AND QUEBEC: 173 Miles**  
**QUEBEC ROUTE**  
**(Eastern Division)**

**Montreal**—*Alt. 59 ft.* Start is made from the Place Viger passenger station and hotel, a handsome structure erected and operated by the Canadian Pacific Railway Company.

<b>Mile End</b>	<i>Alt. 222</i>
<b>Bordeaux</b>	" 75
<b>St. Martin Jct.</b>	" 110
<b>St. Vincent de Paul</b>	" 75

The line runs around the eastern part of Montreal, crosses the Back River at Bordeaux, and at St. Martin Junction branches off to the right. St. Vincent de Paul is the site of the Quebec provincial penitentiary. The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the river. This is for the most part a perfectly level and closely cultivated plain, cut up into the narrow fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual subdivision of bequeathed estates. The compact villages are very prosperous, and much resorted to in summer by city people. In each one



In a Lumber Camp

the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings.

<b>Terrebonne</b>	Alt. 65
<b>Mascouche</b>	" 65
<b>Cabane Ronde</b>	" 76
<b>L'Epiphanie</b>	" 76
<b>Vaucluse</b>	" 77
<b>Lavaltrie</b>	" 89
<b>Lanoraie</b>	" 76
<b>Berthier Jct.</b>	" 40
<b>St. Cuthbert</b>	" 41
<b>St. Barthelemy</b>	" 36
<b>Maskinonge</b>	" 53
<b>Louiseville</b>	" 46
<b>Yamachiche</b>	" 37
<b>Pointe du Lac</b>	" 72

Berthier are the stations for populous riverlandings of the same names, the latter reached by a short branch line from Berthier Junction.

At Terrebonne the north branch of the Ottawa is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, and in railway bridge-building, and other heavy masonry. From Lanoraie diverges a subdivision northward to Joliette (pop. 8,200), St. Felix and St. Gabriel de Brandon (pop. 3,300). Lanoraie and



A familiar sight in Québec

**Three Rivers**—Pop. 19,000.—At the mouth of the St. Maurice and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. Large pulp and cotton mills also furnish employment to the townspeople. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog iron ore of the vicinity. Steamers ply daily to adjacent river villages.

<b>Piles Junction</b>	Alt. 127
<b>Red Mill</b>	" 80
<b>Champlain</b>	" 51
<b>Batiscan</b>	" 37
<b>La Perade</b>	" ..
<b>Grondines</b>	" 123
<b>Lachevrotiere</b>	" 133
<b>Deschambault</b>	" 132
<b>Portneuf</b>	" 192
<b>St. Basile</b>	" 205
<b>Pont Rouge</b>	" 356
<b>Belair</b>	" 189
<b>Lorette</b>	" 87

From Piles Junction a subdivision extends to the farming district of Grandes Piles, 27 miles northward, near the St. Maurice, a stream affording fine fishing. Shawinigan Falls is reached by another subdivision direct from Three Rivers. The water-power has been harnessed by an enterprising company. Eight miles below the falls is the prosperous village of Grand Mere, at which are the extensive works of the Laurentides Pulp Company.

Many of the towns passed are ancient settlements, originally seigniories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. Portneuf (pop. 1,800) is a thriving factory town devoted principally to shoe-making and wood-pulp. Lorette is mainly a settlement of Christianized Huron Indians, founded 250 years ago.

**Québec**—Alt. 19 ft. Pop. 87,000.—

This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here

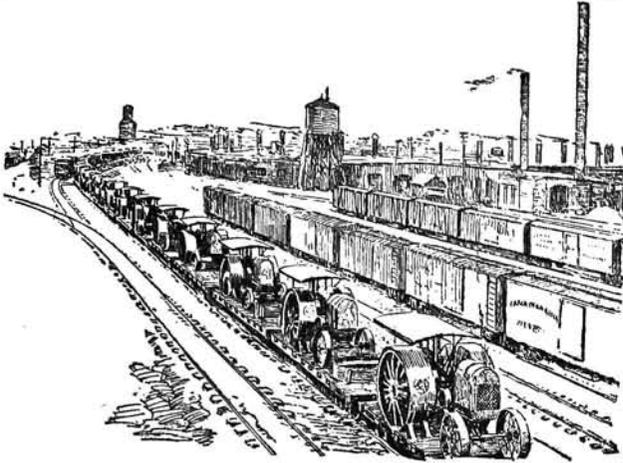


their trading headquarters. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, are the public buildings, churches, convents, schools, business blocks and hotels, chief among which is the Chateau Frontenac, on Dufferin Terrace, a magnificent fireproof structure. Lower Town is the commercial quarter, and abounds in irregular, narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence, and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport, and the city is not only a favorite summer resort, but its attractions in winter are yearly becoming more popular and Quebec has become the winter sport capital of North America. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi and the head waters of the Saguenay. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Canadian Pacific, Allan, Dominion and several other lines call here in summer, and local steamers depart for the Lower St. Lawrence and Saguenay Rivers.

The Chateau Frontenac occupies an enviable place amongst the famous hotels of the continent. Its furnishings are rich and ornate without being too elaborate, its cuisine is unexcelled, and its situation makes it a most convenient headquarters for both the sight-seer and those who have business to transact in the city. The whole building is ventilated by a specially designed system that keeps the rooms cool and comfortable in the hottest days of summer, and warm and snug when the mercury threatens to break the bottom out of the thermometer. Dufferin Terrace under the Chateau's windows is the promenade of the city, and surely no other city has one that can vie with it in the beauty of its view, and in the exhilarating freshness of its air. By day or night, in winter, spring or summer, the view from the Chateau Turret Rooms looking away down the St. Lawrence from Beauport round over the Isle of Orleans to Levis never fails to impress itself on the beholder, as much on the last day of visit as on the first, as a picture simply perfect, incomparable, that never palls. As the night falls Levis becomes a hillside of twinkling lights while big liners and perhaps a man-of-war blaze like gigantic glowworms on the water. The Chateau Frontenac is built on the site of Frontenac's Chateau St. Louis, a fortress which withstood many a fierce attack from besiegers in days gone by.



Chateau Frontenac, Quebec



Trainload of Farm Tractors in Winnipeg Yard

**THROUGH LINE**  
**Winnipeg to Minneapolis and St. Paul**  
**Winnipeg to St. Paul: 461 Miles**

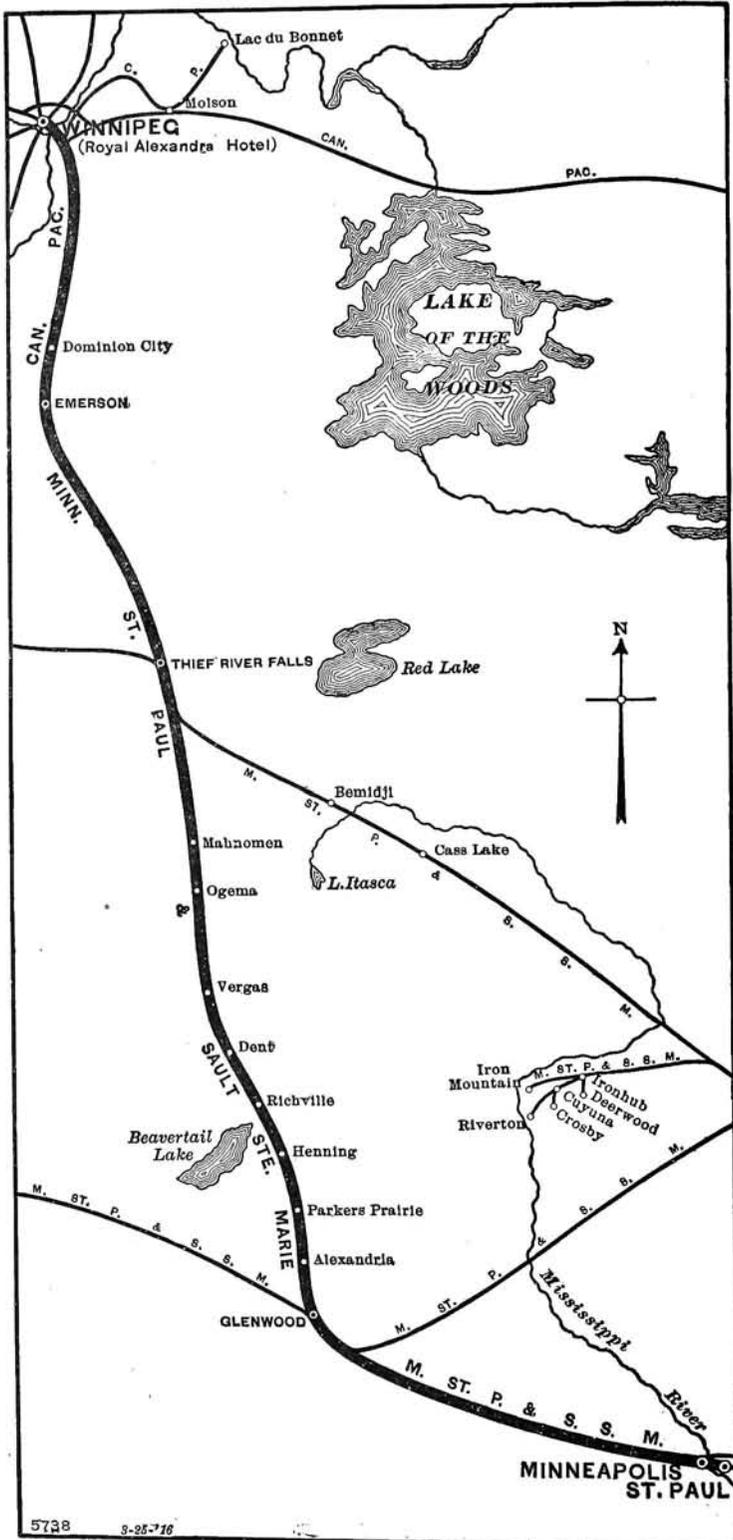
**Winnipeg** Alt. 761  
**Dominion City** " 787  
**Emerson** " 761

The shortest, quickest and most convenient connection between Winnipeg and the Twin Cities, Minneapolis and St. Paul, is afforded by the Through Canadian Pacific Railway Soo Line route, by

way of Emerson and Glenwood. After leaving Winnipeg the line runs up the fertile valley of the Red River of the North. On either side are seen great stretches of prairie land that are now mostly under the plough. Thriving settlements are passed every few miles, and the country has an air of great, almost unrivalled, prosperity.

In olden days Fort Garry and the Red River settlement were reached by following the current, firstly, in voyageurs' bateaux and later in shallow-draught steamboats, and settlers took up land along the river many years before the back country was opened, consequently some of the farms have been under cultivation for several generations. Fifty-five miles after leaving Winnipeg, Dominion City (*pop.* 400) is reached.

Sixty-five miles from Winnipeg the boundary is crossed at Emerson (*pop.* 1,250), the most southerly town of the Province of Manitoba. Emerson has grown rapidly during the past few years and promises to attain to a much more prominent position in the near future, being now an important station on the new through Canadian Pacific line between Winnipeg and the south. When Emerson is reached the train leaves the wheat belt of Manitoba, a part of what is rapidly becoming the greatest wheat producing country in the world. Here the train commences its journey over the Soo Line to Minneapolis and St. Paul without change. The line passes just northwest of the Red Lake Indian Reservation, and then through the western part of the White Earth Indian Reservation. From this Reservation southward to Alexandria the scenery in its nature varies but little, being a succession of well-tilled farms, of beautiful groves of magnificent timber and of picturesque sheets of sparkling spring water. The towns are in close proximity to each other, the country being rich enough to support many busy business centres without having long distances intervene. Between Emerson and Detroit the country is far less well developed, and although farmed to some extent is as yet almost virgin territory. But for fishing and shooting it stands without a peer. The fish pre-



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WINNIPEG TO MINNEAPOLIS-ST. PAUL

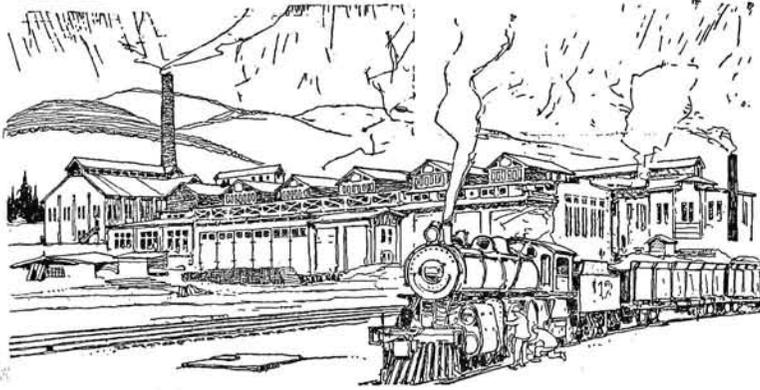
dominating is, of course, the black bass, although pike, pickerel, crappies and perch are plentiful. Throughout the country north of Detroit and through the reservations the lakes, and there are many, are virgin. Game is plentiful; prairie chicken are found everywhere, and duck of a dozen varieties flock to the immense feeding grounds of wild rice and celery. Partridge and quail are plentiful, and the grouse shooting is also good in the season. The reserves with their great tracts of standing pine are a refuge for all kinds of game. Detroit is an old established town of this section of the country, the last census giving it the credit of about three thousand people. It is far-famed as a summer resort, being finely located in the midst of numerous lakes, and having within a small radius a great number of summer hotels and cottages. It is a business centre of importance, and is recognized as one of the coming cities of the State. Altona, Dent and Richville are located all advantageously in splendid farming country and are towns of great promise. Ottertail is located on the shores of the great Ottertail Lake, and already has a population of several hundred.

Of Alexandria, which is quite an important town, it may be said, as of the farming country north and south, that it has seen years enough to remove many of the necessary marks of early rawness. In the city are well-made streets with symmetrical trees, lawns well kept, and a type of residences that tells of prosperous content after strenuous years. It is completely surrounded by lakes. Lakes Victoria and Geneva lie about a mile east of the town and extend five miles north and south. Between these is Geneva Beach, where are situated, among other summer hostelries, the Geneva Beach Hotel and its colony of pretty cottages. At Glenwood the new line, the shortest and quickest route from Winnipeg, the metropolis of the Canadian West, to the Twin Cities, leaves the heart of the greater lake region directly south through which it has been passing, past the White Earth Indian Reservation, from the Canadian Boundary, and joins the main line, which strikes in here from the prairie country. The route is now by main line on to the Twin Cities.

The lakey way in the firmament of Minnesota lakes much resembles in outline a gigantic fish-hook, with the eye at the Twin Cities, the

<b>Thief River Falls</b>	<i>Alt. 1137</i>
<b>Mahnomen</b>	<i>" 1200</i>
<b>Vergas</b>	<i>" 1390</i>
<b>Dent</b>	<i>" 1375</i>
<b>Richville</b>	<i>" 1375</i>
<b>Henning</b>	<i>" 1439</i>
<b>Parker's Prairie</b>	<i>" 1440</i>
<b>Alexandria</b>	<i>" 1391</i>
<b>Glenwood</b>	<i>" 1403</i>
<b>Minneapolis</b>	<i>" 825</i>
<b>Station</b>	
<b>St. Paul</b>	<i>" 704</i>
<b>Union Station</b>	

shaft running northwest, as though in ages past some titanic bass had struggled with it. This belt is not comparatively wide through the first hundred miles of its length out from the Twin Cities, but broadens as it turns northward, a territory at once the beauty spot and the black bass preserve of the great West. West of this region the country smooths down and sobers off into the famous prairies of the Red River Valley, every foot of which is capable of furnishing its quota of wheat, corn and other cultivated crops. East, the land varies from prairie to pinery, but the Park Region itself is a territory with slightly rolling surface, where wood-rimmed lakes are divided by wooded prairies and where prosperous farming has not harmed but heightened the charm of the scenery.



Smelter at Trail, B.C.

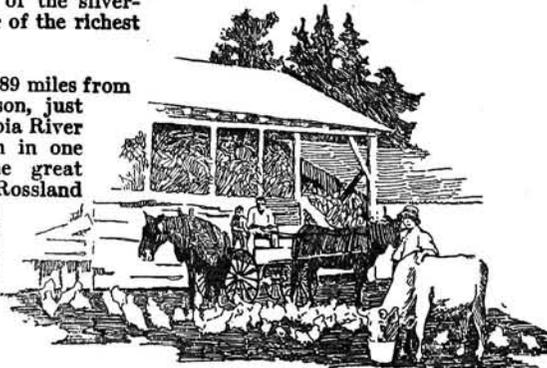
**CROW'S NEST PASS ROUTE**  
**Through Arrow and Kootenay Lakes and**  
**Crow's Nest Pass**

**Revelstoke**—*Alt. 1,492 ft.* The shortest and quickest route to the mining regions of West and East Kootenay from the Pacific coast is provided by the combined water and rail service furnished by the Canadian Pacific Railway Co., which also gives an alternate way through the mountains of southeastern British Columbia to the Canadian West, where close connection is made with the trans-continental trains which run on the main line.

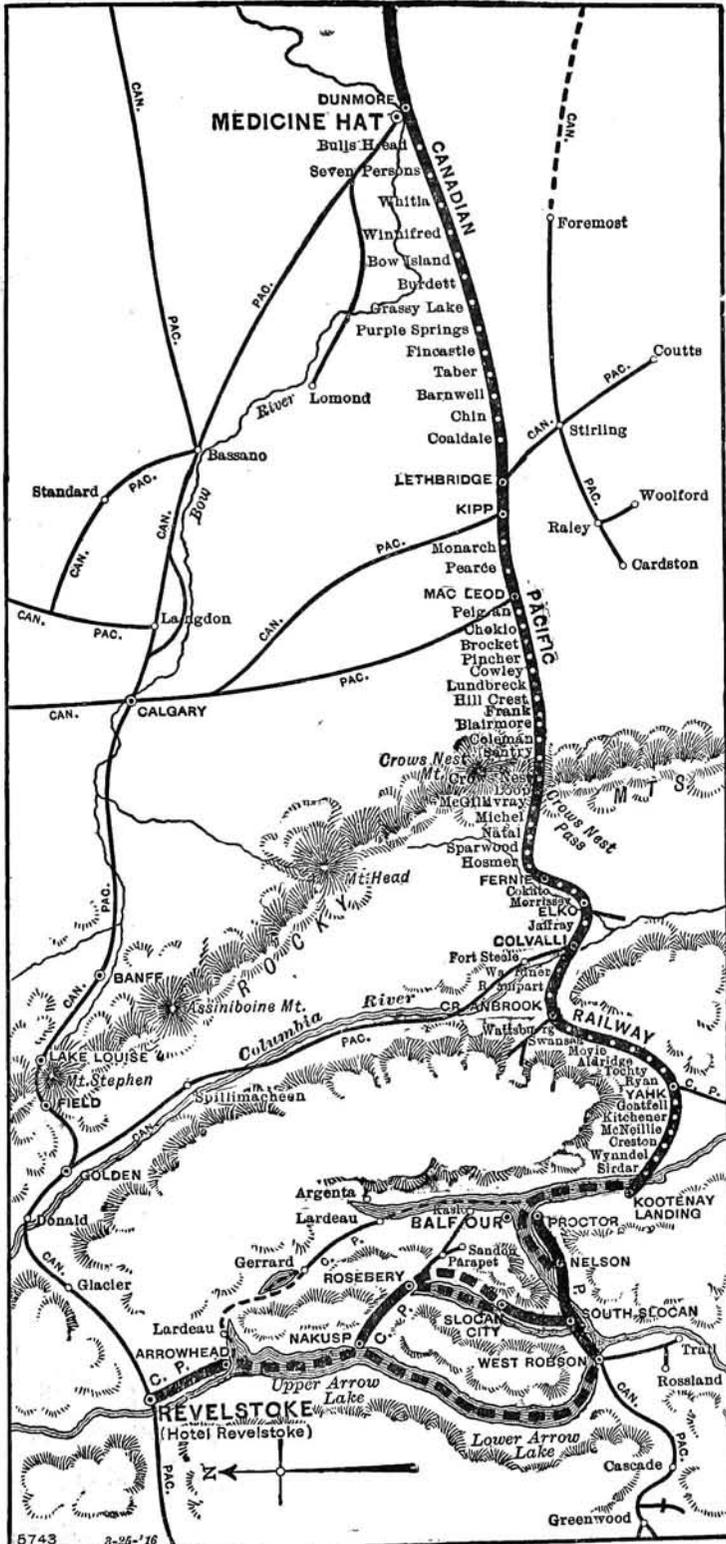
**Arrowhead**—From Revelstoke the Arrow Lake subdivision of the Canadian Pacific Railway follows the eastern bank of the Columbia River, 28 miles to Arrowhead, at the head of Upper Arrow Lake—an expansion of the Columbia—where one of the fine Steamers of the Company is boarded. It is a most delightful sail through the lakes and river, the scenery having that picturesqueness and charm characteristic of mountain waters. On either side crag and cliff alternate with wooded ravine, their beauty accentuated by many little rills and cascades dropping over the overhanging banks.

**Halcyon Hot Sps.** The first port of call is Halcyon Hot Springs, whose waters possess those qualities which make the place a popular health resort. A fine hotel is erected here, and there are several cottages  
**Nakusp** for the use of visitors. Twenty-three miles further down the lake is Nakusp, the starting point by rail over the Nakusp-Slocan subdivision of the Canadian Pacific Railway to Rosebery and Sandon, the latter being the centre of the silver-lead mining district, one of the richest on the continent.

**Rosebery**—Nakusp is 89 miles from West Robson, just below which the Columbia River is bridged. Trains run in one direction to Trail, the great smelter centre, and Rossland the progressive mining town of the Trail Creek district, where are located Le Roy and



Ranch near Ralfour



5743 3-26-'16

REVELSTOKE TO MEDICINE HAT VIA



Kootenay Lake

other wealth-producing mines, and through the Boundary District to Midway (*Alt. 1,700 ft.*), on the international boundary, passing en route the mining towns of Grand Forks (*Alt. 1,588 ft.*) and Greenwood (*Alt. 2,298 ft.*), where immense smelters are in active operation. The wealth of the Boundary District is yearly becoming more apparent, and the construction by the railway company of short spurs to different camps is materially aiding in the work of development.

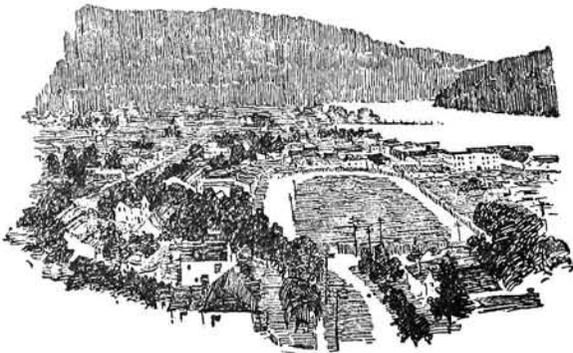
From West Robson, the Columbia and Kootenay subdivision of the Canadian Pacific parallels on the north bank the Lower Kootenay, which flows in turbulent rapids from Kootenay Lake to the Columbia, which it enters just below Robson. The Kootenay is a magnificent trout stream, and yearly attracts large numbers of

**South Slocan** anglers. Bonnington Falls, near South Slocan, is a grand waterfall, whose power has been harnessed by an electric company which supplies both light and power to the mines of Rossland and elsewhere. Thirteen miles east of South Slocan is the picturesque and prosperous city of

**Nelson, Alt. 1,769 ft.** Nelson, one of the best residential towns of British Columbia, and the judicial centre of the district. Nelson (*pop. 8,000*) has an electric street car system, fine hotels, churches, schools and several public buildings, and is rapidly progressing. Its commerce is steadily expanding. The Hall Mines' Smelter is here, and the company's mines are on Toad Mountain, four miles away, and connected by aerial tramway for carriage of ore. Nelson is situated on an arm of Kootenay Lake, and in the locality excellent shooting and fishing are to be had.

From Nelson all parts of the lake are reached by the splendid steamers of the Canadian Pacific Railway—Pilot Bay, Ainsworth, Kaslo, Lardo, Argenta, Kootenay Landing, etc., Kootenay

**Kootenay Landing, Alt. 1,768 ft.** Landing is the western terminus of the Crow's Nest Pass Route, the intervening distance between Nelson and this place affording a most enjoyable water trip.



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

## KOOTENAY LANDING AND DUNMORE also SPOKANE TO ST. PAUL

Via Crow's Nest Pass Route

Kootenay Landing to Dunmore: 392 Miles

**Kootenay Landing** *Alt. 1768*  
**Sirdar** " *1802*

The present western terminus of the Crow's Nest Pass Route, whose construction is one of the record-breakers in the annals of rail-roading. The transfer from steamer to train is easily made on the mammoth slips erected at Kootenay Landing. The railway line rises from the Kootenay Flats to Sirdar, then skirting Duck Lake, which swarms with wildfowl, follows the western slope of the Purcell range of the Selkirks, and rounding the southern slope of Goat Mountain, passes Creston and crosses the famed Goat River Canyon four miles east of that station. The canyon is a remarkable rock crevice, through whose narrow width the angry waters of the Goat rush and roar with terrific speed. The valley of the Goat River is followed to Kitchener, near which are immense deposits of hematite iron now being developed. The ascent of the Selkirks continues beyond Goatfell, and the summit is reached at an altitude of 2,857 feet.

**Creston** *Alt. 1933*  
**McNeillie** " *2124*  
**Kitchener** " *2435*  
**Goatfell** " *2940*

**Portland, Ore.**—*Alt. 16 ft.* On the Willamette River at its confluence with the Columbia (*pop. 250,000*). Many large factories and fine public buildings. Chief distributing point for State of Oregon and several adjoining States. Here are departments of the Universities of Oregon and Willamette. Portland is now known as "The Rose City," owing to the wonderful wealth of roses to be seen everywhere. The climate is unsurpassed and the death rate is only 9.5 per thousand.

**Spokane, Wash.**—*Alt. 1,950 ft. Pop. 100,000.* A rising commercial centre. Has many fine buildings, parks and pleasant driveways. The Spokane River Falls, which within half-a-mile fall 150 feet, give the city a valuable water power. Gold, silver and lead are mined and granite quarried in the vicinity. Direct rail connection is made from Portland and all important points on Pacific Coast.

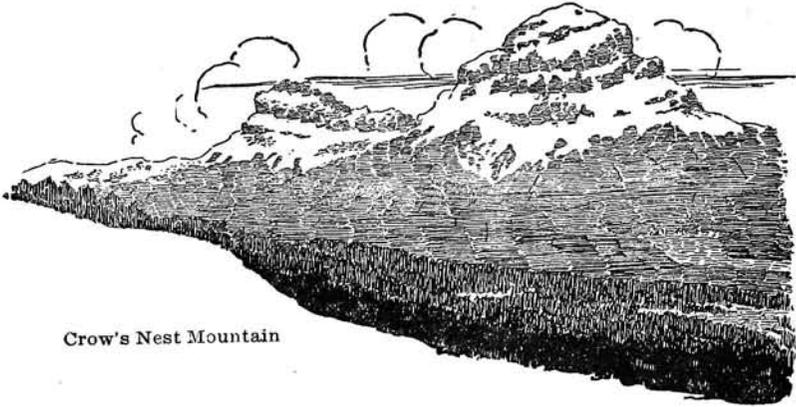
**Sand Point** *Alt. 2102*  
**Bonner's Ferry** " *1778*

Leaving Spokane by the Spokane International Railway, the traveller is taken through the famous Sentinel Valley via Sand Point and Bonner's Ferry. The climate in this district is even and pleasant, and the scenery is unequalled for novelty, interest and picturesque outlook.

**Kingsgate (Eastport)**—*Alt. 2,638 ft.* Arriving at Kingsgate the Canadian Boundary has been crossed and connection made with the Canadian Pacific Railway via Shore Line to Yahk, the junction point of the Spokane and Kootenay Lines.

**Yahk** *Alt. 2817*  
**Tochty** " *2964*  
**Aldridge** " *3051*  
**Moyie** " *3045*  
**Wattsburg** " *3230*

Following down Summit Creek, the valley of the Moyie is entered just west of Yahk station, and from here and along the route to Tochty splendid views of the Yahk Mountains on the south are obtainable. The Moyie River is followed through a heavily timbered country, and at the southern extremity of Lower Moyie Lake, a pretty water stretch, is Moyie, near



Crow's Nest Mountain

which mining operations are extensively carried on, this being the site of the Ste. Eugene Consolidated, one of the largest silver-lead properties in the world. Game is abundant in the locality—both large and small—and there is capital fishing. The line closely follows the winding shores of Moyie Lake, the waters of which, occupying the whole valley, force the railway into the mountain's sides. Leaving Swansea, a park-like country is entered, through which flow several streams, from some of which gold has been extracted. A northerly course is followed to Cranbrook, one of the most prettily located towns in British Columbia.

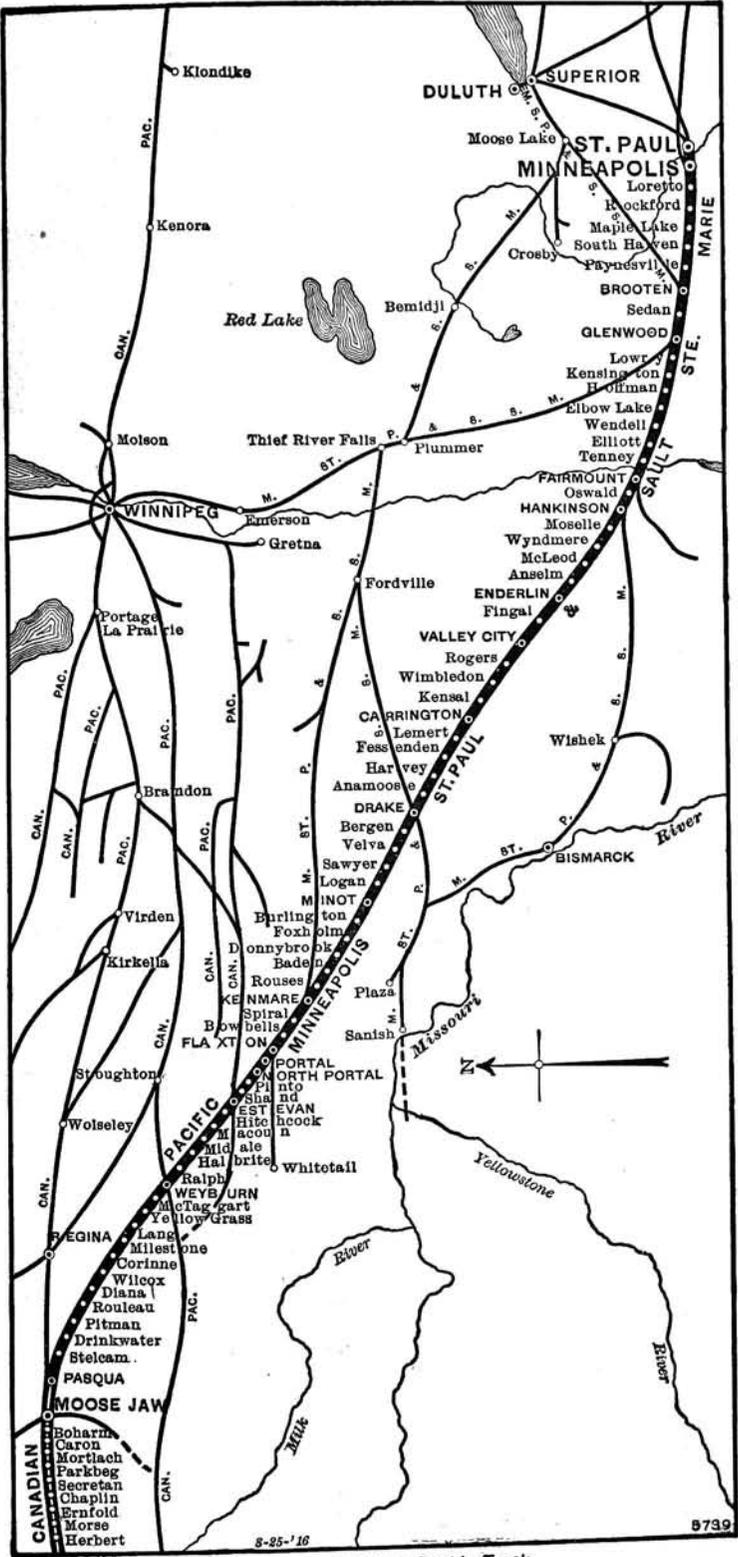
**Cranbrook**—*Alt. 3,013 ft. Pop. 2,600.* The broad valley between the Selkirks and the Rockies in which Cranbrook lies is a fertile stretch, in which are ranches, small farms, and budding orchards. The town itself shows every indication of prosperity and progress, being the supply point for the mines and ranches in the vicinity. Col. Baker has here a ranch of several thousand acres. Cranbrook has already become a centre of great importance. It is the chief divisional point on the Crow's Nest Pass Route, and has, besides the shops of the railway, a number of well-stocked stores, chartered bank, hotels, churches, schools, etc. It is the principal lumbering point in East Kootenay, having four sawmills operating within its limits. The town is lighted by electricity, and as a residential town it has no superior in British Columbia. A subdivision of railway runs to the North Star and Sullivan Mines and Kimberly (18 miles) and Marysville. From Cranbrook, the grade gradually rises to Isidor Canyon,

**Wardner** *Alt. 2,184*  
**Jaffray** " *2,699*

whose brink is skirted. A branch line turns off at Colvalli for Fort Steele and the beautiful Windermere county, connecting in the main line at Golden. The grandeur of the mountains is not lost, and the giants of both the ranges can be viewed from the train with scarcely any obstruction. After penetrating natural park lands perfectly clear of undergrowth, the valley of the Kootenay is reached. The course has been in a southeasterly direction, and follows the Kootenay River, which is crossed at Wardner, on a magnificent Howe truss bridge. The Kootenay flows to the south, and defecting in Idaho, returns to Canadian territory near Kootenay Landing, where its waters pour into Kootenay Lake. Lofty peaks and frowning precipices confront one—those of the last great range, the Rockies, the backbone of the continent. The three isolated peaks are called the "Steeple." The next station is

**Elko** *Alt. 3,082*  
**Morrissey** " *3,132*

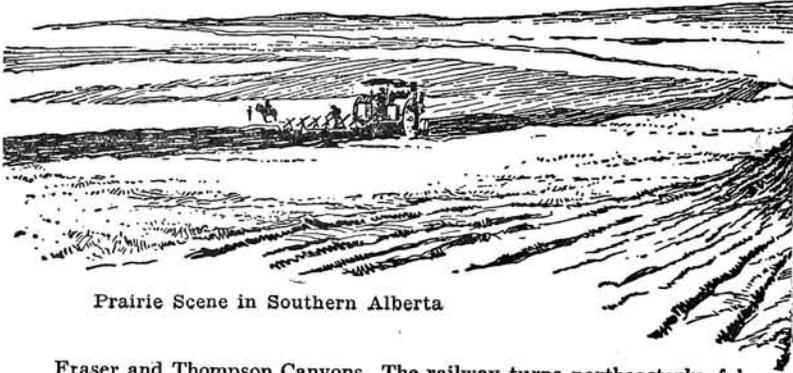
Elko, which is destined to be the market town for the Tobacco Plains and the farming settlements to the south. The utilization of the water-power of the Elko at this point should make this town one of great importance. Beyond Elko, the Elk River is crossed, and about a mile below is the Elk River Canyon, which extends for several miles. The water drops 600 feet in that distance, and being compressed between narrow vertical walls, turbulently rushes through the canyon. The scenery here rivals that of the



8-25-'16

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Indicates Double Track  
 MOOSE JAW TO MINNEAPOLIS

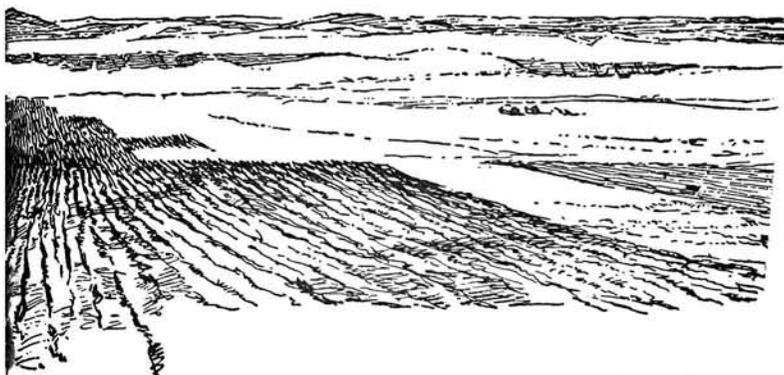


Prairie Scene in Southern Alberta

Fraser and Thompson Canyons. The railway turns northeasterly, following the Elk for over 40 miles. Along the Elk thick seams of coal crop out, for here are the great coalfields of East Kootenay, which are said to be the largest undeveloped coal measures in the world. Coal exists to the summit of the Rockies, and beyond the pass it is again found underlying vast areas. An analysis and test of these coals have been made, and the results as shown in the Government reports prove that they compare favorably with the best coals of the same variety in Pennsylvania. Of coking coal there is an abundance, which is proving of great importance to the smelters of British Columbia. Passing through a thickly timbered country and crossing

<b>Fernie</b>	Alt. 3306
<b>Hosmer</b>	" 3451
<b>Natal</b>	" 3775
<b>Michel</b>	" 3861
<b>McGillvray</b>	" 4165
<b>Crowsnest</b>	" 4444

Morrissey and other creeks, the railway runs into Fernie, the present centre of development of the coal industry. This town (pop. 4,500), which is at the mouth of Coal Creek, only sprang into existence in 1898, and is making wonderful progress. It has fine hotels, good stores and a large number of comfortable residences. Already a large number of coke ovens are in operation, and as the supply of coal is inexhaustible, these will be increased as the demand for coke by the smelters of the province becomes greater. The coal mines are five miles to the south and are connected with the town by a branch railway. The railway continues up along the Elk to Michel, at its junction with Michel Creek, where coal mining operations are in progress. Thence it follows the Michel and climbs up the mountain sides, making some amazing turns and twists to gain higher ground. By the "Loop" nearly three miles are travelled to make a height of less than 200 feet—the road doubling back on itself to within a stone's throw of its course directly below. Summit Lake and Crow's Nest are reached at an altitude of 4,410 feet. A short distance east the summit of the Rockies is crossed at an altitude of 4,427 feet. Here is the dividing line between British Columbia and Alberta, and a mountain stream separating its waters flows both to the east and to the west, one emptying finally in Hudson Bay and one in the Pacific Ocean. Shortly after the descent is commenced Island Lake, a placid hill-girt stretch, is skirted at an altitude of 4,409 feet, and beyond is Crow's Nest Lake (alt. 4,390 ft.), whose western bank is followed for several miles. This lake is credited with being the birthplace of the zephyrs that blow across the plains, and it is known that on occasions, while the western part of the lake is still and calm, "white caps" predominate on the eastern part. The railway runs directly past "the cave"—a hole in the side of Sentinel Mountain—from which pours out a great flood. This is the source of the Middle Fork of the Old Man River, which is believed to be the outflow of a subterranean stream. Five miles to the north is a remarkable phenomenon in the shape of a natural tunnel which pierces a mountain. Directly to the left is Crow's Nest Mountain, a magnificent hoary-headed giant, which rises to a height of 7,800 feet, at whose rear is a cluster of pinnacles known as the Seven Sisters. On this great isolated mountain the attention of the traveller is naturally concentrated, its splendor and beauty being one of the chief glories of this region of



the Rockies. When first seen from Crow's Nest Lake it has the appearance of a mastiff's head.

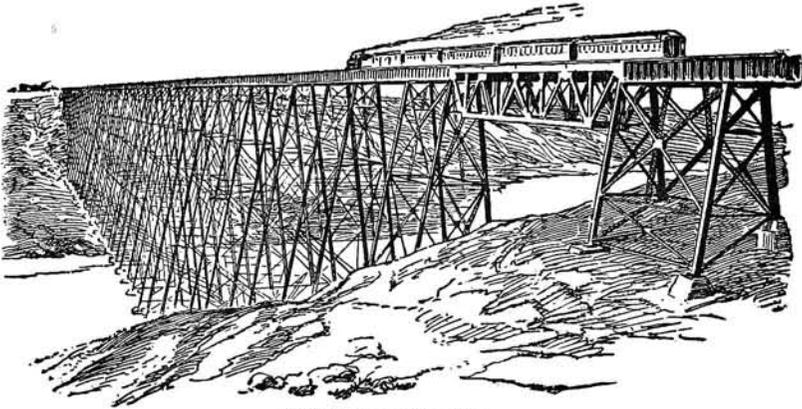
**Coleman** *Alt.* 4305  
**Blairmore** " 4228  
**Frank** " 4205  
**Hillcrest** " 4114

Blairmore, to the east of which are cold sulphur springs whose waters are sought by many, is reached and beyond is a narrow defile—"The Gap"—through which the train finds its way to the foothills and the plains. To the right Turtle Mountain looms to great height, its base forming one of the walls of the Gap, and here a last view of the grand Crow's Nest Mountain is obtained. From Crow's Nest Lake the line has followed the middle fork of the Crow's Nest or Old Man River, with which it keeps company as a rule as far east as MacLeod. East of Blairmore, the thriving town of Frank, of recent birth, is another centre of coal mining operations. At the crossing of the Middle Fork, near Burmis, is a pretty little crescent-shaped fall. To the left is Massacre Butte, the scene of a horrible tragedy about thirty-five years ago, when a party of German prospectors were butchered by the Indians. The mountains to the left are the Livingston range of the Rockies, between whose base and the Porcupine Hills is a wide tract of grass country on which large herds of cattle and horses feed. In this region there has been a large influx of settlers in recent years, and agriculture as well as stock raising is carried on.

**Lundbreck** *Alt.* 3910  
**Cowley** " 3834  
**Pincher** " 3764  
**Brocket** " 3505  
**Peigan** " 3314

Cowley is situated about two miles west of the crossing of the south branch of the Old Man River, and six miles east is Pincher (*pop.* 1,250), the station for the thriving town of Pincher Creek, situated in the fertile valley to the south. Four miles east of Pincher, and snugly ensconced in a valley, is the Indian Industrial School, which is civilizing and educating the youthful "brethren in red." There is a round descent, and the line curves gradually to the south of the Porcupines, crosses many streams that seam the earth, and in which there is capital fishing, and reaches the broad Albertan plain—the home of the cowboy and the cattle king. The Rockies are paralleled for a short distance, affording magnificent views of their marvellous proportions. Victoria Creek (9,360 ft.) and Castle Mountain are prominent in the distance, and Turtle Mountain, shaping itself into a huge tortoise, is silhouetted against the sky. There is a glorious panorama spread before one—on one side the vast plains which stretch far away until earth and sky seem to meet; on the other the serrated Rockies, standing forth in all their sublimity and grandeur, piercing the very clouds. On the plains a long line of large boulders marks the existence of an ice age in prehistoric times, and directly ahead on the left is the town of MacLeod.

**MacLeod**—*Alt.* 3,109 ft. *Pop.* 2,000. On the Old Man River, one of the most typical of western railway towns, and the headquarters of the ranching industry of Southern Alberta. Throughout this region are many stock ranches, and farming operations are now being largely carried on, large yields of winter wheat of good quality being produced. There is plenty of feed, shelter, and water, and the climatic conditions are most favorable for stock raising, the mean



Lethbridge Viaduct

temperature being higher than in Central Ontario, owing to the prevalence of the Chinook winds, whose moderating influences are felt nearly as far east as Medicine Hat. From Macleod a subdivision runs northwards to Calgary (108 miles) and to Edmonton on the banks of the North Saskatchewan (300 miles), a district which, like Southern Alberta, is attracting a great deal of settlement.

From Macleod the railway continues due east through a level plain, passing several unimportant stations, one of which—Kipp, junction point for the new Acme subdivision—was a trading post in the early

days, and the scene of many an Indian battle, and reaches the valley of the St. Mary's River. West of Lethbridge there has been completed by the Canadian Pacific Railway one of the most gigantic engineering works in Canada,

the bridging of the Belly River and the Old Man River, replacing twenty wooden bridges by two immense steel viaducts, one 5,330 feet in length with a maximum height of 314 feet above the river and the other 1,900 feet in length with a height of 146 feet above the bed of the river. The cost of this work exceeded two million dollars. The former is one of the notable steel structures of the world. It required 645 cars to transport the steel used in the construction of these viaducts, and nearly one thousand cars of material were used in the building of these mammoth permanent structures.

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

The lands under irrigation in this region and near Lethbridge are being transformed from a range country to a farmer's paradise. Reaching the eastern bank of the St. Mary's, a short run brings the train to Lethbridge (*pop.* 11,070).

<b>Lethbridge</b>	<i>Alt.</i> 2976	Is a prosperous coal mining town, owning its own electric light and power plant and waterworks. The output of the mines finds a ready market in Montana, in British Columbia, and as far east as Winnipeg, in Canada. The C. P.R. Coultts branch connects Lethbridge with Great Falls, Montana. This district is now known as the home of the celebrated Alberta Red wheat, although not a few years ago it was one vast cattle range. From Lethbridge the railway runs due east through a flat country, broken in places by gulches, for 107 miles, and at Dunmore connects with the main line of the Canadian Pacific Railway, which is followed until Moose Jaw is reached.
<b>Coaldale</b>	" 2821	
<b>Chin</b>	" 2777	
<b>Barnwell</b>	" 2726	
<b>Taber</b>	" 2663	
<b>Fincastle</b>	" 2631	
<b>Purple Springs</b>	" 2618	
<b>Grassy Lake</b>	" 2644	
<b>Burdett</b>	" 2568	
<b>Bow Island</b>	" 2612	
<b>Winnifred</b>	" 2715	
<b>Whitla</b>	" 2737	
<b>Seven Persons</b>	" 2469	
<b>Bull's Head</b>	" 2400	
<b>Dunmore</b>	" 2399	
<b>Medicine Hat</b>	" 2168	

**Dunmore**  
**Maple Creek**

**Moose Jaw**—The junction point with the Soo Line, where connection is made for Minneapolis, St. Paul and Chicago. Portal, Minot, Hankinson and Glenwood are flourishing towns passed en route, and constantly changing panoramic views of lakes, forests, rivers, farms and cosy villages are brought before the traveller as he passes through the lakey way to the twin cities of the Middle States.

**Minneapolis**  
**St. Paul**

The social and commercial centres of the Middle States. Politically two municipal corporations, but in substance one large community of nearly half-a-million population. St. Paul is the capital of the State of Minnesota. Around the city are numerous natural lakes and parks. It is the terminus of nearly all the principal railways of the Western States and a great tourist centre.

The Chicago Line of the Soo Line has many things to commend it to the traveller to Chicago, Milwaukee or to any of the many beautiful summering places to be found east of the Twin Cities along the line. The way is through the beautiful Minnesota country to the

**New Richmond**  
**Chippewa Falls**  
**Abbotsford**  
**Marshfield**  
**Stevens Point**

Wisconsin line, where the St. Croix River is spanned by a mighty bridge. Through Wisconsin the line runs through an agricultural country that is fast becoming known as some of the best farming lands in the entire western country. The heavy timber which for so many centuries has covered the land is fast disappearing, and in its place the landscape is becoming dotted with splendid up-to-date farms and fine buildings, for the Wisconsin farmer always prospers.

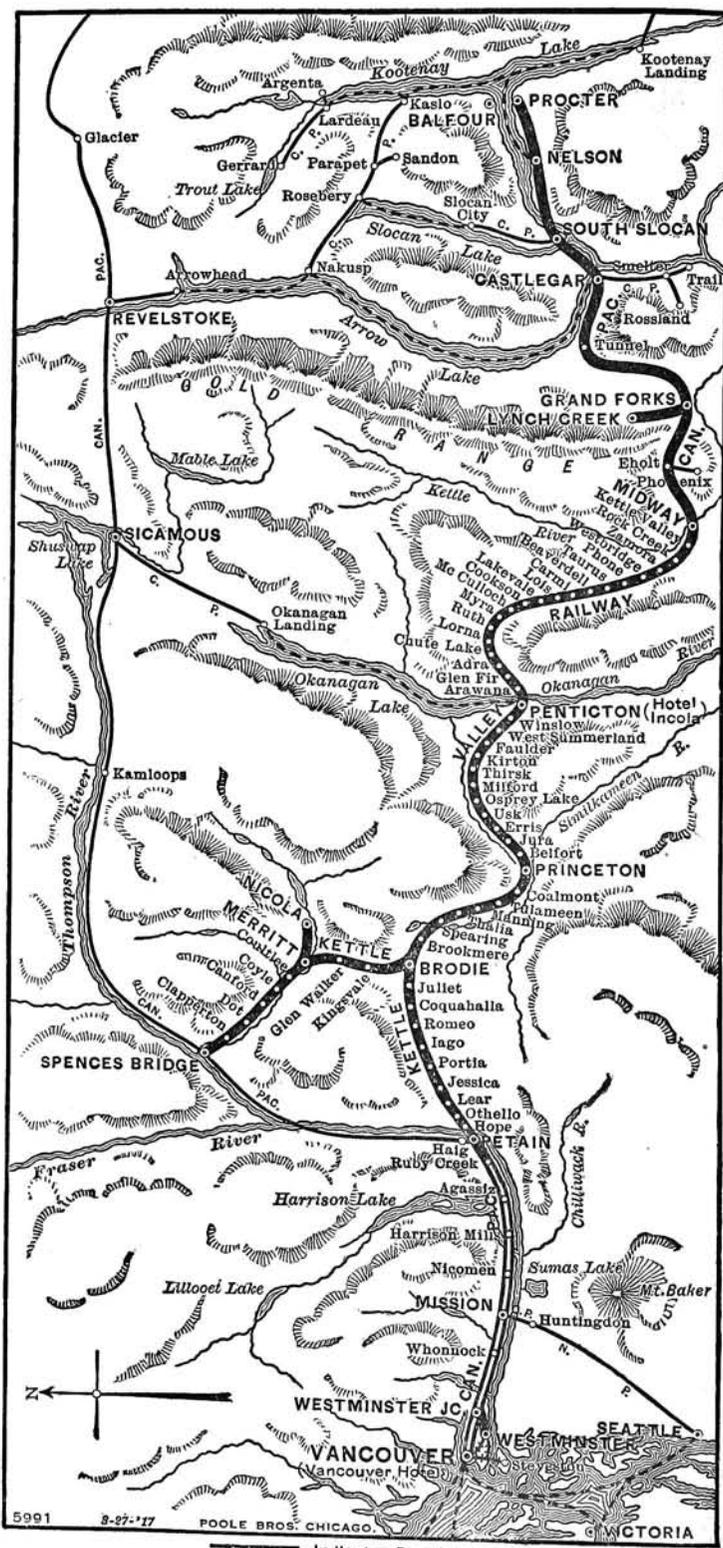
There are thousands of beautiful lakes along the right of way through the entire state, and many are well known as ideal summering places because of the fine summer homes, and well-appointed summer hotels which are built along their shores. The clear crystal waters of these lakes are wonderfully stocked with game fish of all descriptions, the large and small-mouthed black bass, however, being the most popular with the average sportsman, although the mighty muskalonge, which often grows to a weight of over forty pounds, is also a prime favorite.

**Waupaca**  
**Neenah**  
**Oshkosh**  
**Fond du Lac**  
**Milwaukee**  
**Waukesha**

Waupaca, Wis., is one of the most noted of the vacation spots within easy reach of either Chicago, Milwaukee or the Twin Cities. The lakes at Waupaca are over twenty in number and form a chain several miles in length. The irregular shores with their hard sandy beaches, tempt the lover of bathing, while the launch or canoe owner finds the place ideal for cruising. There are many other beauty spots including Stevens Point, Fremont, Fond du Lac, Oshkosh, Cedar Lake, etc. Waukesha, Wis., is famous for its wonderful water, which is shipped all over the country. Waukesha is a city of beautiful drives and handsome residences, and the hotel accommodations are of a high order. There are several lakes nearby, and the Fox River flows near the city. Resthaven, at Waukesha, is open for business. This model fireproof structure is built upon an elevation which commands a splendid view of the surrounding country. A competent staff of medical specialists, representing the best talent in Milwaukee and Chicago, will be available. The line to Milwaukee branches off from the main line at Rugby Junction, but through sleepers are operated daily between Milwaukee and the

**Mukwonago**  
**Burlington**  
**Silver Lake**  
**Camp Lake**  
**Lake Villa**  
**Chicago**

Twin Cities. Chicago, the second city in size and importance in the United States, is reached in the morning, after a fast, comfortable, enjoyable run on a perfect train.



5991 8-27-17 POOLE BROS. CHICAGO.

Indicates Double Track  
**KETTLE VALLEY RAILWAY**

## KETTLE VALLEY RAILWAY

Pentain is the junction for the Kettle Valley Railway, a new branch line to the orchards of the southern Okanagan Valley and the Kootenays, the mining districts of southern British Columbia, and the prairies of southern Alberta, thus providing an interesting alternative route to the main line.

After leaving the first station, Hope, the railway twines through the most spectacular series of tunnels in North America. The track has been cut through precipitous cliffs, and through the occasional openings of the tunnels one looks down upon the steep canyon at the foot of which rages the Coquihalla River. From Hope to the summit there is excellent trout fishing in this beautiful stream. Jessica is the third station within about two miles or so of Ladner Creek, in a district of great natural beauty. At Portia the railway reaches an elevation of about 2,000 feet above sea level. The country has a very rocky, mountainous aspect at the next station, which is called Iago, to keep up the Shakespearean tradition. Near Romeo there is a charming view looking up towards a bald, rocky



Track near Pentiction, B.C.

mountain from Slide Creek bridge. Coquihalla Summit is opposite two delightful lakes. From this point the track falls both ways, the average gradient going west being about 2.2 per cent., whilst that going east being much lighter, about 1 per cent. The elevation of Coquihalla Summit is about 3,300 feet above sea level. The lakes are full of trout and are most interesting from a geological point of view on account of the many crater holes in the formation, caused, it is supposed, from gaseous emanations in ages past. Juliet, the next station, is eternally separated from Romeo by the summit. At Slide Creek there are some picture rocks, rude representations of a horse, supposed to have been painted by the Indians at some remote date. Pentiction, at the lower end of Okanagan Lake, is half way house to Nelson, and as such has an excellent hotel, the Incola. The balmy, equable climate of the lower Okanagan Valley, the excellent motoring, the delightful bathing, the opportunities for motor-boating, sailing, fishing, and, at the proper seasons, for hunting, combine to make this

an ideal holiday resort. Penticton is in the centre of one of the most fertile orchard districts in British Columbia and as such has a well-settled community to take part in any social activities. Penticton is also the southern terminus of the Canadian Pacific steamers plying on the Okanagan Lake, the northern terminus being Okanagan Landing, which has excellent train service through Vernon to Sicamous, on the main line of the Canadian Pacific Railway. From Penticton the railway climbs up through the benches to a height which com-



Coquihalla Canyon

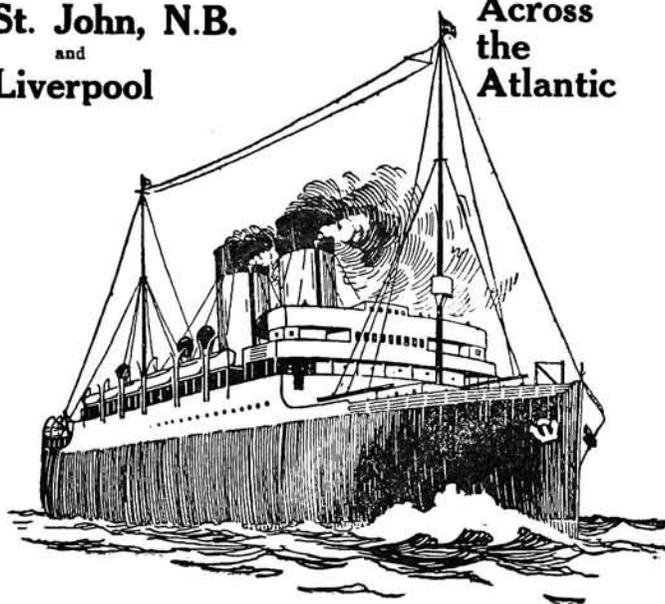
mands a magnificent view of Okanagan Lake, then descends through forest-clad ranges by romantic canyons till the farms and settlements of the lower Kettle Valley are reached. After the junction is made with the Canadian Pacific Railway at Midway, the train passes by lake and mountain till the beautiful defile of the Columbia River is reached. Out of the windows one looks down upon the sapphire waters of that noble stream, flanked by tall trees and overtowering heights. The train reaches Nelson in the evening and though the boat for Balfour and the East does not leave till next morning, one can go straight on board to one's comfortable berth.

# Canadian Pacific Ocean Services, Limited

## TRANS-ATLANTIC LINES

**Montreal Quebec**  
**St. John, N.B.**  
 and  
**Liverpool**

**Shortest Route**  
**Across**  
**the**  
**Atlantic**



### S.S. MISSANABIE

The Trans-Atlantic Steamers of the Canadian Pacific Ocean Services, Limited, ply on the Montreal-Quebec-Liverpool Route in Summer, and St. John, N.B.-Liverpool Route in Winter. The "Missanabie" and "Metagama," sister ships, 12,600 tons, entered the service in 1915 and are the last word in passenger ship construction. They carry but one class of cabin passengers and at moderate rates, also third-class. Capacity 520 cabin and 1,200 third-class. Empress of Britain, length 570 feet, breadth 65 feet, 14,500 tons register, 18,000 horsepower, makes the passage between Liverpool and Quebec in less than a week. Accommodation for 350 1st Cabin, 350 2nd Cabin, 1,000 3rd Class Cabin passengers.

All Canadian Pacific Steamships are equipped with Marconi Wireless Telegraphy and a submarine signal system, thus ensuring perfect safety in navigation. The submarine signal acts in foggy weather in the same capacity as a lighthouse does to clear weather.

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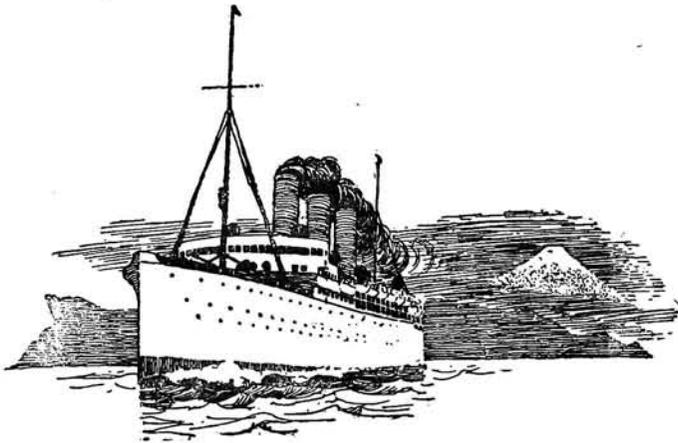
Complete information, relative to trip to or from Europe,  
 will be cheerfully given on application to any  
 Canadian Pacific Agent.

**W. G. ANNABLE,**  
 General Passenger Agent,  
 MONTREAL, Que.

Dominion Express Building.

# Canadian Pacific Ocean Services, Limited

## TRANS-PACIFIC LINES TO JAPAN, CHINA and PHILIPPINES



### Empress of Russia and Empress of Asia

Gross register 16,850 tons. displacement 30,625 tons. Quadruple  
Screws, Turbine Engines; Sea speed, 20 knots.

### QUICKEST TIME ACROSS THE PACIFIC

- 10 Days—VANCOUVER to YOKOHAMA
- 14 Days—VANCOUVER to SHANGHAI
- 15 Days—VANCOUVER to PEKING (Via Yokohama)
- 18 Days—VANCOUVER to MANILA
- 20 Days—VANCOUVER to HONG KONG

Complete information relative to trip to the Orient or Around the World  
will be cheerfully given by any Canadian Pacific Agent.

C. E. BENJAMIN,  
General Passenger Agent,

Windsor Street Station

Montreal, Que.

# Canadian-Australasian

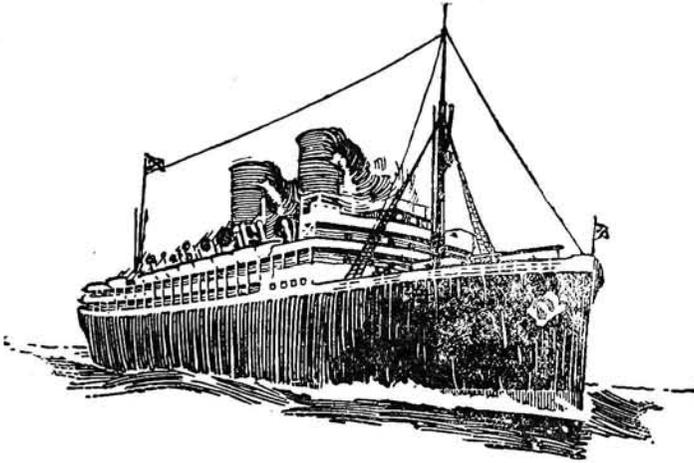
Royal Mail Steamship Line

BETWEEN

Vancouver-Victoria

AND

Honolulu, H.I. Suva, Fiji,  
Auckland, New Zealand,  
Sydney, Australia



“NIAGARA” “MAKURA”

Fine Twin-Screw Steamships

Clyde built and fitted with bilge keels; also all modern appliances for speed, safety and comfort.

The smooth, short and enjoyable route to the Antipodes

THE STATE-ROOMS ARE LARGE AND WELL VENTILATED. THE DINING-ROOM EXTENDS THE WHOLE WIDTH OF EACH STEAMER, WHILE THERE IS ALSO A PLEASANTLY SITUATED DRAWING-ROOM AND LOUNGE ON DECK. THE VESSELS ARE FITTED THROUGHOUT WITH ELECTRIC LIGHT AND AN AMPLE NUMBER OF BATHS ARE PROVIDED.

For rates and sailings ask or write any Canadian Pacific Railway agent.

# CANADIAN PACIFIC RAILWAY COMPANY'S

## British Columbia Coast Service

Modern Steel Steamers

BETWEEN

Vancouver, Victoria, Seattle,  
Vancouver, Prince Rupert, Anyox  
and Skagway, Alaska.

Vancouver, Nanaimo.

Vancouver, Victoria, Comox.

Vancouver, Powell River.

Victoria, West Coast Vancouver  
Island.

Reflecting as they do, the care in construction and operation so characteristic of the Canadian Pacific in all its undertakings, the B.C. Coast steamers, from one and all of which the passenger sees unrivalled beauties daily in the course of his passage through the magnificent fjords of the north, are a delight to all who travel on them.

FOLDER ON REQUEST FROM ANY C. P. R. AGENT

# Popular Resorts in Ontario

*reached by the*  
CANADIAN PACIFIC

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Georgian Bay and Thirty  
Thousand Islands, French  
River, Point au Baril, Mus-  
koka Lakes, Kawartha  
Lakes, Rideau Lakes, Lake  
of the Woods, Nipigon,  
Lake Ontario Shore Line



¶ Good accommodation is obtainable and stop-overs are made worth while by the enjoyment and benefits derived.

¶ Pamphlet "RESORTS IN ONTARIO," giving full information, can be had from any Canadian Pacific Agent. ❀ ❀

# Popular Resorts in Quebec

*reached by the*  
CANADIAN PACIFIC

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The Laurentians,  
Eastern Townships,  
The Gatineau Valley,  
Lower St. Lawrence,  
Quebec, Montreal



In summer the numerous lakes and waterways, with their wooded shores and many islands, make this an ideal country for summer recreation, and in winter when all is covered by the white mantle of "My Lady of the Snows," winter sports furnish the amusement which makes Quebec such a delightful all-season province.

Pamphlet on request from any C. P. R. Agent.

# Land in Western Canada

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The Canadian Pacific Railway has for sale large areas of choice farm lands in the provinces of Manitoba, Saskatchewan and Alberta, adjacent to its main line and branches. These lands, which include two irrigation districts in Alberta, are suitable for grain-growing, stock-raising, dairying and general mixed farming. Prices are reasonable, and the terms of sale spread payments over a long period of years. Settlers in irrigation districts with approved farming experience can avail themselves of a loan up to \$2,000 in improvements, with land as sole security. Taxes are low, and improvements are exempted from taxation.

The Company has also for sale a number of improved farms on which are suitable houses and barns, with fencing, well, and in many cases, cultivation. Town lots for sale in growing towns.

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For literature, maps and information, apply to DEPARTMENT OF NATURAL RESOURCES, CANADIAN PACIFIC RAILWAY :: CALGARY, ALBERTA

# HOTEL SYSTEM

## CANADIAN PACIFIC RAILWAY

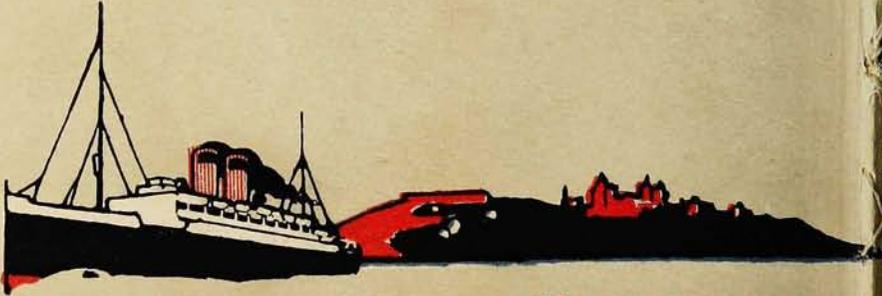
Name of Hotel, Plan, Distance from Station and Transfer Charge	Altitude	Season	No. Rooms	Rate Per Day	Single Meals
<b>St. Andrews, N.B.</b> The Algonquin.....A 1 mile—25 cents	150	June 20- Sept. 30	200	\$5.00 up	{ B. \$1.00 L. 1.25 D. 1.50
<b>McAdam, N.B.</b> McAdam Station Hotel A At Station	445	All Year	16	3.00 up	{ B. .75 L. .75 D. .75
<b>Quebec, Que.</b> Chateau Frontenac.....E 1 mile—50 cents	300	All Year	375	2.00 up	a la carte
<b>Montreal, Que.</b> Place Viger Hotel.....A At Place Viger Station. 1½ miles from Windsor Station—50 cents.....E	57	All Year	125	3.50 up	{ B. 1.00 L. 1.00 D. 1.50
<b>Winnipeg, Man.</b> The Royal Alexandra...E At Station	760	All Year	475	2.00 up	a la carte
<b>Calgary, Alta.</b> Palliser.....E At Station	3425	All Year	315	2.00 up	a la carte
<b>Banff, Alta.</b> Banff Springs Hotel...E 1¼ miles—25 cents	4625	May 15- Oct. 15	350	2.00 up	a la carte
<b>Lake Louise, Alta.</b> Chateau Lake Louise...E 2¼ miles 50 cents Narrow Gauge Railway	5670	June 1- Oct. 15	365	2.00 up	a la carte
<b>Field, B.C.</b> Mt. Stephen House....A At Station	4066	All Year	65	4.00 up	1.00
Field—11 miles.....		July 1- Sept. 15	15	4.00	1.00
<b>Emerald Lake (near Field, B.C.)</b> Emerald Lake Chalet...A 7 miles—\$1.00	4066	June 15- Sept. 30	16	4.00 up	1.00
<b>Glacier, B.C.</b> Glacier House.....A 1½ miles carriage road	4086	June 1- Oct. 15	90	4.00 up	1.00
<b>Sicamous, B.C.</b> Hotel Sicamous.....A At Station	1146	All year	60	3.50 up	{ B. .75 L. .75 D. 1.00
<b>Penticton, B.C.</b> Hotel Incola.....A Near Steamer Wharf		All Year	62	3.00 up	.75
<b>Cameron Lake, B.C.</b> Cameron Lake Chalet...A Vancouver Island		May 1- Sept. 30	.....	3.50	.....
<b>Vancouver, B.C.</b> Hotel Vancouver...E ½ mile—25 cents	100	All year	650	2.00 up	a la carte
<b>Victoria, B.C.</b> Empress Hotel.....E 100 yards—25 cents	Sea Level	All year	320	2.00 up	a la carte

A—American. E—European. Rates subject to alteration.





**TRANSCANADA**



**TRANSATLANTIC**



**TRANSPACIFIC**

27

