

Miles from Mont'l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	and terrific engineering seen in crossing the other mountain ranges. It is in this attractive region that we pass a little station alongside the Eagle river, 2,553 miles from Montreal, which has been given the sturdy Scotch name of <i>Craigellachie</i> . It was here that the "last spike" in the construction of the Can. Pac. Ry. was driven with modest ceremony by Sir Donald Smith, in November, 1885.	
	Driving the last spike.		
2568	19.50	<b>Sicamous</b>	The London <i>Times</i> recently described this part of the road most excellently: "The Eagle river leads us down to the Great Shuswap lake, so named from the Indian tribe that lived on its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at <i>Sicamous</i> narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the Salmon arm." <i>Sicamous</i> is the station for the Spallumcheen mining district and other regions up the river and around Okinagan lake, where there is a large settlement; steamboats ascend the river thirty miles, and a railway is proposed. "For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake, with its bordering slopes, gives a fine reminder of Scottish scenery. The railway in getting around it leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the Salmon arm of the lake rather than go a circuitous course around the mountains to reach the Southwestern arm, the line strikes through the forest over the top of the intervening ridge [Notch hill.] We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson river. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, haystacks, and good farmhouses on the level surface, while herds of cattle, sheep, and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold range on both sides of the railway, and
2587	20.45	<b>Salmon Arm</b>	
2595	21.03	<b>†Tappen Siding</b>	
2604	21.32	<b>†Notch Hill</b>	
2620	22.12	<b>Shuswap</b>	
2636	22.52	<b>Ducks</b>	
		Sicamous and Okinagan.	
		The Shuswap lakes.	
		Thompson Valley	