

BRITISH WAR PICTURES ON LAND AND SEA



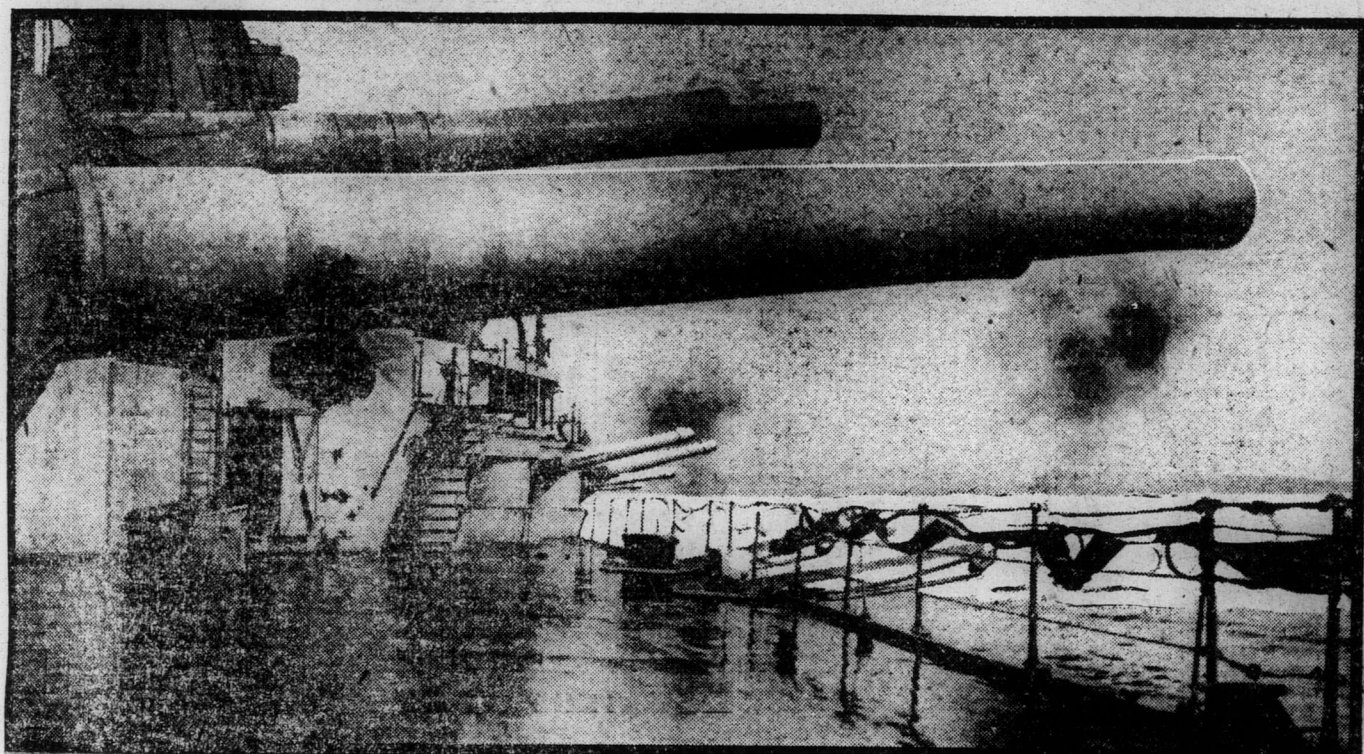
British Western Front — A Ruined Chateau in France

—Photo by courtesy of C.P.R.



Canadian official photo from the Western Front — A Canadian heavy Howitzer on the Somme

—Photo by courtesy of C.P.R.



With the British Navy in war time firing 6 in. guns 15 in. in foreground —Photo by courtesy of C.P.R.



Nurses of Heaton Convalescent Camp being inspected by the Queen —Photo by courtesy of C.P.R.

Motoring in the Rockies



A Padre assist the R.A.M.C. in lifting a wounded soldier who carries a German wire-cutting helmet as his trophy —Photo by courtesy of C.P.R.



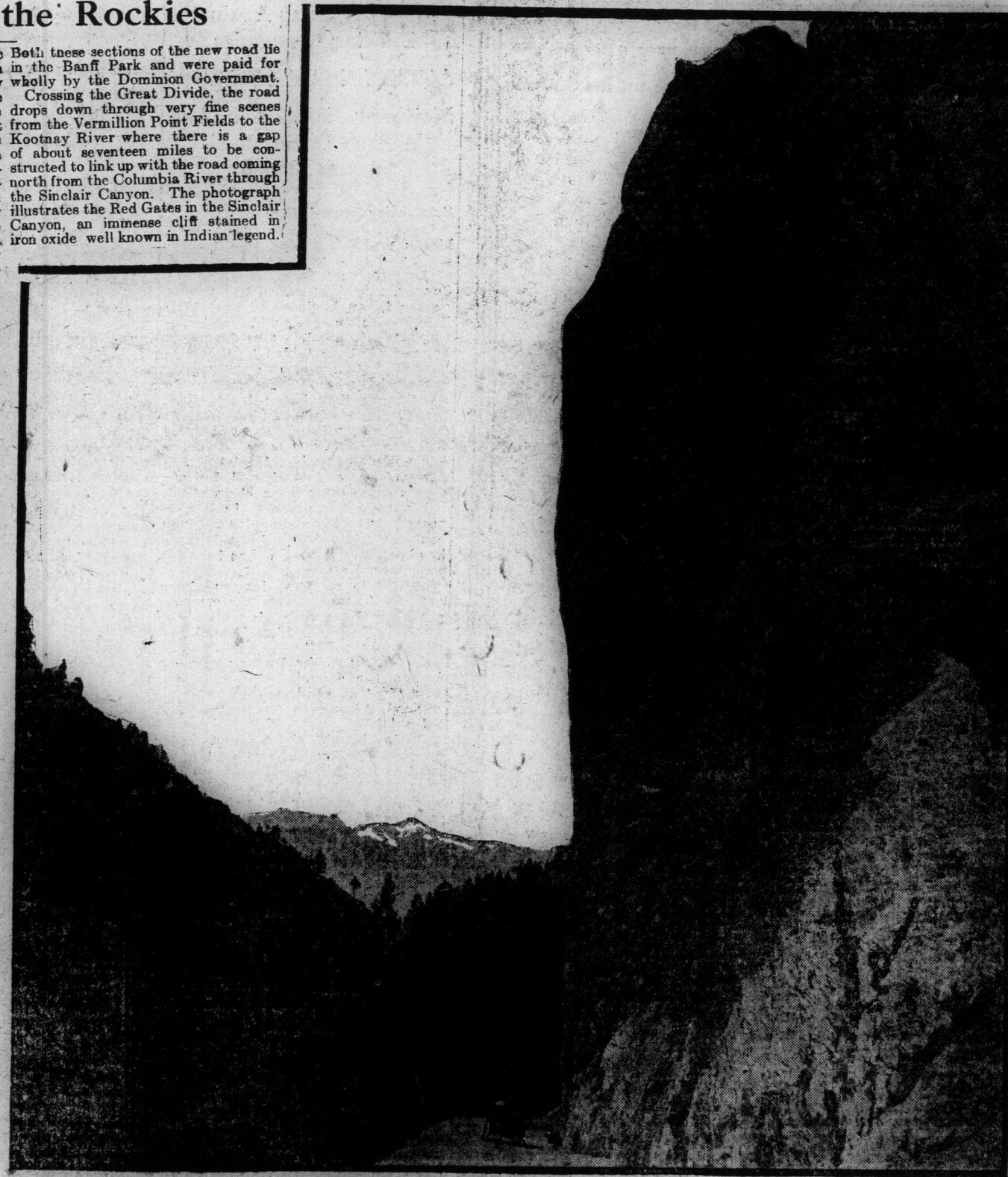
British advance in the West—On the road —Photo by courtesy of C.P.R.

Motor travel in the Canadian Pacific Rockies received a great impulse when the Canadian Government withdrew the regulations forbidding automobile traffic within the confines of the National Park at Banff and itself put to work upon an automobile road from Banff to Lake Louise. This in conjunction with the other road under construction from Banff on the Vermilion Pass to Windermere in the Upper Columbia Valley will render accessible some of the finest scenery in Canada which hitherto was reached only by pony service. A highway built specially for travel by motorcar through 100 miles of wholly unsettled country and over a route chosen with primary regard for scenic beauty—these are the features of the Banff-Windermere road now nearing completion in the Rocky Mountains of Alberta and British Columbia, just south of the main line of the Canadian Pacific Railway, and to be known as the Highway of the Great Divide. The project has received widespread attention because of the demand by the large number of visitors who annually spend their holidays in the tourist resorts between Banff and Field for a first class motor highway linking these points together and extending about 65 miles in a south-westerly direction through two ranges of the Rockies to the Windermere valley which is assuming importance as a tourist center. In addition to scenic attractions the new road shortens the distance from Banff to the Windermere district from 170 to 103 miles and makes readily accessible a region only slightly known and in no way developed. Considerable sums have been spent by the Canadian Pacific Railway in improving the trails and roads in the Rocky Mountain Park, as it is believed that the successful handling of large numbers of tourists in a mountainous country is not possible unless access to surrounding territory is easy to the majority of such visitors. The railroad company was therefore willing to contribute to the cost of the Banff-Windermere road, and joint financial backing was arranged between the Dominion and Provincial Governments and the Canadian Pacific Railway.

Locating engineers were first in the field in 1910 and, after running lines over several alternative routes, selected one which crossed Sinclair and Vermilion passes, at elevations of 4580 and 5264 ft. respectively. The elevation at Banff is 4500 ft. The choice was based on a consideration of lowest grades, best scenic advantages, and least cost of construction and maintenance.

From Banff to Windermere the new route divides itself naturally into four divisions of unequal length. The first, an 18-mile stretch from Banff to Castle was located and partially constructed in 1912. The second natural division, 11 miles long, reaches from Castle to the British Columbia boundary line and was located late in 1912. Five preliminary lines were run out before an entirely satisfactory route was secured.

Both these sections of the new road lie in the Banff Park and were paid for wholly by the Dominion Government. Crossing the Great Divide, the road drops down through very fine scenes from the Vermilion Point Fields to the Kootenay River where there is a gap of about seventeen miles to be constructed to link up with the road coming north from the Columbia River through the Sinclair Canyon. The photograph illustrates the Red Gates in the Sinclair Canyon, an immense cliff stained in iron oxide well known in Indian legend.



Windermere Motor Road through Sinclair Canyon