

from the prairie. As we come nearer, we observe beneath the snow-line the dark green of the forests which cover the valleys and foothills and ascend up the sides of the mountains until the region of everlasting ice and snow is reached.

At Calgary, a thriving little city of a few years' growth, and which stands as the western gateway to the prairie region, just as Winnipeg is the eastern gateway, we enter the valley of the Bow river. From this point westward the scene changes, and instead of the prairie we have a run of a few hours through a romantic park-like country. Calgary is the principal town of the western territories, and it is the centre of a large region, famous for stock-raising and agriculture. A considerable lumbering industry is centred here. The logs are brought down the Bow river and its tributaries, from the forests in the foothills and valleys of the mountains, fir and spruce being the principal varieties of timber tributary to these streams. From Calgary the beautiful valley of the Bow River is followed, famous as a grazing country. As we approach the mountains the valley becomes more broken and hilly, the river becomes rapid in places, and broken with cataracts, and the mountains appear to rise like great barriers of impenetrable rock only a short distance ahead. For some time the train rushes on until it would appear that it would be dashed against the solid walls of rock in front, but with a sudden turn in the line the train enters a gap, hitherto unobserved, between two high piles of rock, and before the traveller has realized the situation he is in the heart of the mountains, surrounded by peaks of dazzling height on every side.

From this point onward to the coast, the scene is one continuous panorama of nature. Once the mountains are entered at the Gap, it cannot be said that we are out of them until the coast is reached. The Gap is 2,326 miles from Montreal, and there are yet 550 miles of travelling through the grandest of scenery before Vancouver is reached. Lofty peaks break in upon the view for the moment, and then are lost. Long glimpses of the valley, enclosed on all sides by mountains great and small, are occasionally afforded by the curves of the track, and then again the vision is confined to narrow range by the surrounding peaks. Here is one with its snow-capped summit lost in the clouds, while a less lordly mount is covered to the top with forest growth. Dashing, boiling, seething, foaming, leaping cataract after cataract, the river rushes onward as if possessed of life as if its existence depended upon its reaching a certain point in an almost impossible time. Again peaceful lakes and little Garden-of-Eden-like parks—resting spots in the mountains—come in on the view, but are lost again as quickly. Glaciers, gulches, rapid rivers, mountain torrents, canyons which enclose the turbulent waters within deep, perpendicular walls of rock; bridges innumerable, high trestles, cascades, like streaks of foam, descending the sides of the mountains from the melting snow in the gulches above; silvery streams rippling over gravelly beds, with the pebbles glistening through the clear water, and in their deeper portions reflecting the towering mountains above; spray of falls. Such is the ever changing panorama which can be gazed upon for hour after hour in passing through the mountains over the Canadian Pacific. And all this can be enjoyed in ease and luxury through the unexcelled service provided by the Railway Com-

pany. Every comfort and convenience for travellers that money will procure is at hand. The perfect equipage of the road, including sleeping, dining, observation and tourist cars, make the traveller feel as comfortable and as much at home as if resting in a first-class hotel.

Shortly after entering the Mountains Canmore station is reached. This is a divisional point on the railway, and is likely to become an important place, owing to the rich discoveries of coal at that point. The Canmore coal is pronounced the best quality yet discovered in the West, and it is claimed that it is in such quantity that it can be cheaply worked. The railway people have put a bridge across the Bow river and run a spur track to the mine, and the property is now being developed. The Canmore mines must not be confounded with the Anthracite mines, eight miles farther west, and which are closed down at present.

Banff station, thirteen miles west of Canmore, is the depot for the Canadian National Park. Travellers cannot afford to pass this delightful spot without remaining over a few days to view at leisure the glories which nature has here provided. It would require a small volume to do justice to this place. Here are situated the famous hot springs, which, with their wonderful curative effects, add additional attraction to the place. Accommodation equal to the city of Montreal can here be enjoyed at the luxurious hotel established by the railway company, while those wishing good plain hotel accommodation can also have it at moderate rates. Hunting the wild sheep and the mountain goat, fishing for trout, boating, bathing, mountain climbing, etc., are among the attractions of the National Park, combined with a cool summer climate.

The railway follows the Bow river past the source of the river at the summit of the Rockies near Stephen. The summit of the mountains means really the summit of the pass through the range, and is about one mile above the level of the sea. But though at the summit of the pass the mountains still tower above six or seven thousand feet. Here rise two streams, one which becomes the Saskatchewan river and flows into Hudson's Bay, and the other flows into the Columbia river and thence to the Pacific Ocean. We now enter the province of British Columbia.

From the summit the railway follows a stream which rises here and dashes down the western slope until it is merged in the Columbia river. This stream and the pass through which it runs are commonly known by the uncouth name of "The Kicking Horse." After a run through the wildest scenery for something less than 50 miles, the Columbia river valley is reached at Golden. Here a little town has grown up, which promises to become a mining centre. A smelter is being established here this summer, and will be ready for operation in a few months. The country south of Golden, which can be reached by navigation on the Columbia river for a distance of 100 miles, is supposed to contain great mineral wealth. Many claims have been taken up, and some are being developed. As soon as the smelter is completed miners will be able to send their ores in for treatment, and this is expected to encourage and hasten the development of the mineral resources of the region.

From Golden the railway turns and follows the Columbia valley to Donald, where the river is crossed and the railway continues down on

the opposite side. Donald is the terminus of the western division and the beginning of the Pacific division of the railway. It is an important supply point for the railway. Travellers going westward will here turn back their watches one hour to keep track with the railway time. Leaving Donald the railway follows the Columbia through canyons and along precipices until the Selkirk range of mountains is entered by the Beaver valley and for about twenty miles the ascent of the ranges is made through tunnels and snow-sheds innumerable. This is a heavily timbered country, the fir and cedar trees attaining large size. About the summit of the pass through the Selkirks the climax of grandeur is reached. Mighty glaciers are here seen in all directions—vast masses of ice and snow which have endured for ages, and beside which the glaciers of the Alps are said to be small indeed. Here the engineers were put to the greatest test in finding a practical route for the railway. Near the foot of one of these great glaciers the railway company has erected a handsome little hotel, where travellers may remain for a day or two and undertake adventures among the surrounding peaks. At Illecillewaet a number of silver mines are being developed, and the prospect is good.

Descending the western slope of the Selkirks by the Illecillewaet valley, the Columbia river is again reached at Revelstoke. Here a little town has grown up, with good prospects of becoming a mining centre. A smelter has been lately completed here, and is ready for operation as soon as the mines in the surrounding country can be sufficiently developed to supply the quantity of ore required. The Columbia river is navigable southward from Revelstoke away down into the state of Washington, and is also navigable about 50 miles northward from Revelstoke. A short line of railway is being built in the interior, from Sproat on the Columbia river to Nelson on Kootenay Lake, thus connecting two large stretches of navigable water. This railway will permit of the shipment of ores from the mines on Kootenay Lake to the smelter at Revelstoke. The railway will be completed this fall. The Columbia valley is heavily timbered, the cedar especially attaining large size and being very abundant. There is a good opening for a lumbering interest here. The slopes of the mountains both eastward and westward from the Columbia are also well timbered.

The railway again crosses the Columbia river at Revelstoke by a bridge about half a mile long, and at once strikes into the Gold range of mountains. This range is crossed through the Eagle pass, which provides an excellent and easy route for the railway. The highest point on the railway in this pass is only 525 feet above the Columbia river. The pass is narrow, fairly straight and deep cut, and would appear to have been provided by nature purposely for a railway. The Gold range is heavily timbered with cedar, fir, spruce, hemlock, balsam, black pine and other varieties of timber, some of them attaining very large size. The last spike in the great railway was driven at Craigellachie, on Nov. 7, 1885, construction from the east and west having met at this point. Emerging from the pass the Shuswap Lakes are reached, a famous region for the sportsman. Waterfowl are plentiful, and the deer family is represented by several varieties, including cariboo. Fishing is also good. Sicamous station is the distributing point for