

PLEASANT HOURS

A PAPER FOR OUR YOUNG FOLK

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THE CANADIAN PACIFIC RAILWAY.*

WITHIN a few short years there has sprung into existence in Canada one of the greatest railway systems in the world, extending from the "blue waters of the Atlantic to the blue waters of the Pacific" with a continuous main line of 9,050 miles, and with arms reaching out in all directions—the Canadian Pacific.

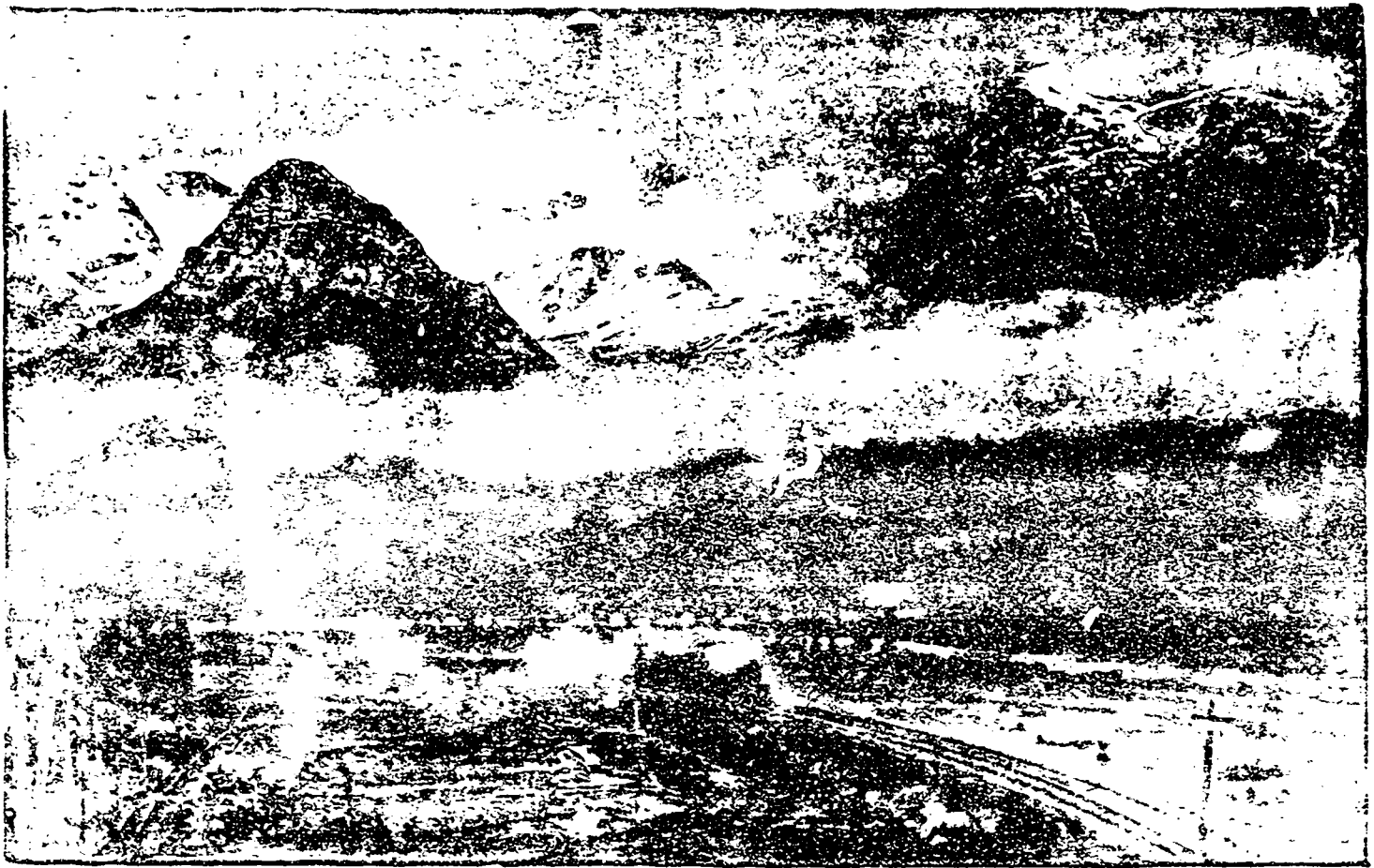
The main line passes up the Ottawa valley and thence westward around

fifty-two degrees, after which it traverses the heart of British Columbia to the sea. The tourist along this three thousand miles of railway—the longest single line owned by one corporation in the world—will encounter scenery fresh and attractive in an extraordinary degree, not only essentially contrasted to anything in the Old World, but different from what travellers in the United States are accustomed to.

Leaving the Ottawa, the course is past Niagara, and the other lakes of that region, westward to the northern

mad cascades. The granite walls and the isolated masses of rock with which their flanks are strewn, are painted with bright lichens, entwined into creeping vines, and shadowed by graceful trees. Through this pleasing combination of grandeur and prettiness the road makes its way, bridging the chasms and tunnelling the headlands. On Thunder Bay the rival towns of Port Arthur and Fort William, with their gigantic elevators and extensive docks, hotly contest for commercial supremacy, both claiming the honour

valley. At Winnipeg, where hardly ten years ago Fort Garry stood alone, but where now thirty thousand busy people have erected a handsome and most enterprising city, the traveller will probably pause a day or two. Resuming his journey, the railway conducts him through fertile river valleys and grassy uplands straight towards the setting sun. This vast stretch of open country—a thousand miles wide—is a closely grassed prairie of amazing extent, watered by many constant rivers, dotted with lakes, refreshed by



BEAVERFOOT MOUNTAINS, CANADIAN PACIFIC RAILWAY.

Lake Superior to Winnipeg. Westward from Winnipeg the line spans a thousand miles of grassy uplands to the crossing of the mountains near latitude

* The Canadian Pacific Railway are selling at all stations from Montreal West, tickets to the Pacific Coast, as follows.—Second class \$50. First class \$75 good for 9 days; and \$90 good for 30 days. First-class round trip, \$150 good for 30 days; \$120 good for 60 days; \$110 good for 90 days. These tickets are good for Victoria, Vancouver, Tacoma, or any Puget Sound port, are good by all rail or lake and rail. For particulars at any office of the Company, or write W. R. Colaway, District Passenger Agent, 110 King Street West, Toronto.

shore of Lake Superior. For a long distance Lake Superior is within view, the line sometimes running close between its beach and the adjacent crags, more often carried at a considerable height above it, so that the passenger's eye is able to take in a wide expanse of blue water, dotted with sailing vessels and steamboats.

The scenery of this part of the line is as notable, in its way, as any in the world. A range of mountains to the northward sends down spurs which reach the lake in abrupt and lofty headlands, separated by profound gulfs down each of which rushes a stream in

of being the lake terminus of the western section of the Canadian Pacific Railway, both destined in time to become part of one great city.

Between Thunder Bay and Winnipeg (continuing the journey westward, lies a region full of connected lakes and rivers, picturesque with every combination of rocks, tumbling water, and diversified foliage, where the names, people, and natural history are all associated with exploits of the fur-trappers and the Indians. From the rugged and legendary "Keweydya" the transition is surprisingly abrupt to the level prairies of the Red River

many summer rains, and varied by wooded elevations. The lakes are alive with water fowl, and their borders teem with birds and four-footed game. As the base of the Rocky Mountains is approached, agriculture gives way to the more profitable grazing of cattle and sheep.

Into the province of British Columbia are packed together, in half a dozen stupendous ranks, separated by narrow valleys, all the mountain ranges in Western America. We cross in succession the Rockies, the Selkirk, the Coast, and the Coast ranges, by a route six hundred