

THE KETTLE VALLEY

THE construction of the Kettle Valley Railway opened up a route of spectacular beauty to the prosperous fertile lake district of Southern British Columbia. It not only affords through railway communication from Nelson to Vancouver; it also links together the Kootenay, Arrow and Okanagan Lakes by a direct route at the southern ends.

From Nelson the branch line of the Canadian Pacific runs to Midway, following down the Kootenay River to Castlegar, and then ascending along the Arrow Lakes to the summit of the range at Farron, and thence down the west slope around Christina Lake through the Grand Forks Valley. This country, the far-famed "Boundary district," is one of the richest mining sections of Canada. At Midway the Kettle Valley Railway begins. The interesting and varied characteristics of the country traversed by this route claim the attention of the traveller, whether he be sportsman in search of hunting grounds, fisherman longing for the haunts of the speckled trout, or the weary man who would pause awhile and rest at the fountain of youth.

Leaving Midway, the valley of the Kettle River is followed to its source, passing through rich agricultural districts where fruit and grain are extensively grown. Descending the west slope of the mountains, the Kelowna Valley is soon seen in the distance, a panorama, beautiful beyond comparison, the orchard tracts reaching from the shores of the Okanagan Lake to the foothills of the mountains, the blossoms of fruit trees mingling with the verdant green of the mountain side. Passing on along, the placid Okanagan Lake bursts suddenly into view, bordered by beautiful homes surrounded by orchards, and very shortly Penticton is reached. (See page 12.)

Leaving Penticton, the line skirts along the edge of the West Summerland Valley, one of the most prolific fruit-growing districts of Canada. The entrance to this valley is guarded by "The Giant's Head," a rock projection of gigantic proportions. Leaving this valley, Trout Creek is reached through a picturesque canyon, a deep gorge in solid rock crossed by a single span bridge, 250 feet in length. The summit is at Osprey Lake. Following along a timbered belt for some fifteen miles, and past a fertile agricultural district near Jura, the descent is made to Princeton, a thriving little city in the midst of extensive coal and copper mines.

Passing down the Tulameen River, the next place

reached is Coalmont. After leaving Tulameen, the train swings round Otter Lake, one of the most beautiful of British Columbia's many inland bodies of water, the verdant green foliage along the shore reflecting in the emerald waters a picture that would stir the soul of an artist. Passing another summit at Brookmere, a descent is made to Brodie. Here the line forks, one branch going north through the rich Nicola Valley to Merritt and eventually joining the main line of the Canadian Pacific at Spence's Bridge, the other south-west through the Coquihalla Pass in the Cascade Mountains. Coquihalla Summit is 3,620 feet high.

The scene changes quickly to one of rugged grandeur, the vegetation disappearing and the solid rock crags and peaks standing out prominently as if to defy the hand of man. But, typifying the supremacy of engineering skill, the road bed, as it follows down the gorge, is hewn out of solid rock, here perched on a shelf on the mountain side or there piercing a jutting promontory with a tunnel. Near Portia Station the mountain peaks are higher yet, the tops tipped with snow and the sides covered with forests. At Othello the crowning achievement is reached—five tunnels in such perfect alignment that a view is obtained through all five of them at once. At the portal of each, the walls rise sheer for hundreds of feet, while the gap to the next tunnel is bridged by a steel span. Underneath, the Coquihalla River, now a raging torrent, zigzags its way between each. Beyond these tunnels is seen one of the notable mountain peaks of the continent—the Holy Cross Mountain—rising 6,500 feet, and deriving its name from a cross-shaped ravine at its top which, being always full of snow, exhibits the Christian symbol.

Hope is reached soon after. The train crosses the Fraser River by a gigantic steel bridge and joins the Canadian Pacific main line to Vancouver.

FULLER INFORMATION

In the foregoing pages, an attempt has been made to bring before the holiday-maker the attractions of the chief places in the southern British Columbia lake region. Fuller information can be gained by addressing the Boards of Trade at any of the places mentioned. This especially applies to hotel accommodation. At a large number of points there are good hotels, reasonable in price and offering splendid accommodation; and at these and other points there is abundant boarding house accommodation and the possibility of renting furnished cottages.