

THE MOUNTAINS OF BRITISH COLUMBIA

CANADIAN PACIFIC RAILWAY EMPLOYS SWISS GUIDES TO PILOT DARING TOURISTS.

Main Lines of this Great System Convey Passengers from Montreal to the Region of Natural Marvels Within Three and a Half Days—Unparalleled Attractions of Scenery Along the Route and the Enticements of Snug Hosteleries Nestled in Fertile Valleys—A Journey by Rail from Boston to Vancouver by way of Canada's Metropolis and her Capital City and Thence by Steamer to the Leading Ports of the World.

THE mountain ranges of British Columbia, the Switzerland of the continent, are traversed for 500 miles, from east to west, by the main line of the Canadian Pacific Railway. From prairie to Pacific they are magnificent, and at every turn some peak looms up or some valley is revealed that evokes admiration and awe. Variety they have, variety of scenery and variety of interest; the

Lake Louise, two and a half miles from Laggan station, has been enlarged from a small, but comfortable chalet to a first-class hotel. Its windows face the wondrous Victoria Glacier, the other two lakes in the clouds are but two miles away, and Paradise Valley and the Valley of the Ten Peaks may be reached by enjoyable trips on horseback.

Mt. Stephen House, Field, lies near the base of Mt. Stephen, one of the

or less, and for the longer expeditions everything—guides, ponies, tents and outfits—may be procured at the hotels.

To ride through the forest, to come out here and there on a lovely view and at last to reach a point at which peaceful tarn, broad valley and mighty peak unite to form a landscape of indescribable beauty is to imprint on the memory scenes years will not efface.

Of all the wonders of the mountains the glaciers hold first place. The most accessible is the Great Glacier of the Illecillewaet, close by the station to which it has given its name; a mighty river of ice, seamed and split in every direction.

To the scientist it is a glacier, moving downwards remorselessly six inches a day; to the Alpinist it is a pathway of ice to be followed or crossed with caution and a rope.

The ice is veined like marble. A stream of clear water hurries down a blue channel, and disappears in a bottomless chasm, the sides in the depths a deeper blue. The glacier is split and cross-split by crevasses and the whole world seems of translucent blue. Blue are the pinnacles, blue are the recesses and blue strata form the islands into which the ice is divided. Once the crevasses are passed, the summit of the glacier is reached and a great field of snow—the neve—stretches for miles

main line of the Canadian Pacific Railway may be regained via Mission Junction.

The Climate of the Mountains.

The summer climate in the mountains is an ideal one for tourists.

It is delightfully cool. It is pure, dry and invigorating. It is free from dust. The days are long.

The valleys, in which the hotels are

are most welcome and visitors linger on the galleries at Banff, Lake Louise, Field and Glacier until the last rays of the sun have faded from the mountain tops—when the time has come to seek the log fire crackling so cheerily in the cosy reception room.

Routes to the Mountains.

The Canadian mountains are very accessible. The main line trains of the Canadian Pacific Railway reach them from

5. From Detroit and Toledo—
(a) To Toronto by Canadian Pacific Railway; thence by routes 2 to Banff.

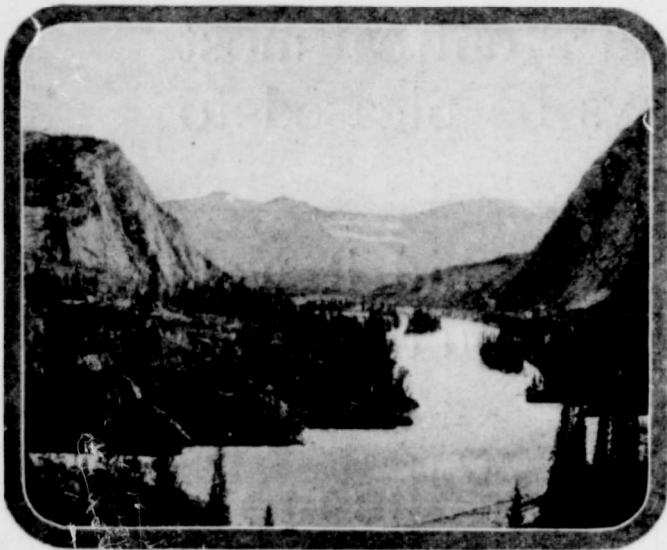
(b) To Chicago; thence by route 4 to Banff.

6. From New York.

To Montreal or Toronto; thence by thence by route 1 to Banff.

7. From Boston—

Boston and Maine and Canadian



THE VALLEY OF THE BOW RIVER, BANFF.

tourist, the climber, the man of science and the artist are alike satisfied by this sea of mountains.

At Banff there is the beauty of the valley, shut in on every hand by fine ranges; and the charm of the river, flowing through woods of sweet-scented pine or cutting its way between miniature canyons.

At Lake Louise is revealed the beauty of the snowfield, lake and pine.

At Field the pass is grandly beautiful. The Kicking Horse River swirls by between barrier heights, Mt. Stephen on the one hand, and Mt. Burgess on the other, and in the distance the jagged, snow-bound peaks of the Ottertail and Van Horne ranges cut the sky.

The tarn with its peaceful waters charms at Emerald Lake. Giant peaks are stationed round its shores; thick woods clothe its strand and it sleeps forever amid its stately sentinels.

The cascade is seen in its most wonderful form in the Yoho Valley. The Takakaw Fall leaps 1,200 feet, a shimmering sheet of spray and mist. Endowed with life it seems, the crowning glory of the lovely deep-cut valley into which it springs.

At Glacier is the beauty of the wilderness. From high up the mountain side the Great Glacier comes down, and on every hand peak crowds on peak. The Arrow Lakes, the Crow's Nest Pass, the canyons of the Fraser and the Thompson, the Burgess Pass, too, are beautiful, each in its own way, and until all have been seen the wonders of the mountains have not been exhausted.

The Mountain Hotels.

In its mountain hotels the Canadian Pacific Railway has brought the luxury of the city into the heart of the everlasting hills by placing charming hostleries here and there.

Banff Hotel, the largest, is built just above the Bow Falls, where the Bow and Sprays Rivers unite in the shadow of Mts. Rundle and Sulphur. Magnificent views are obtained from its verandahs, pleasant drives may be made through the picturesque Bow Valley, while excellent pony trails have been cut to many of the nearby summits. The hotel is a mile and a half from the station, embedded in pine woods. Sulphur springs provide water for drinking and bathing purposes of great value in rheumatic and kindred affections.

grandest of the Rockies, and is open the whole year. It is the central point of the Mountain Hotel system, and is reached in a few hours by rail from the other resorts. Moreover, expeditions may be made from it to Cataract Valley, Lakes O'Hara and Annette, the Ice River Valley, Emerald Lake and the Yoho Valley. Beautiful drives may be made from it to Emerald Lake and towards the Ottertail Range, and the curious Natural Bridge is only one of the other neighboring points of interest.

Emerald Lake Chalet, seven miles from Field, affords the comfort of a hotel with the cosiness of a farm house. It stands on the brink of a quiet tarn, and from it parties are outfitted for the famous Yoho Valley and the Takakaw Fall. The trail over the Burgess Pass gives some magnificent views and the fishing in Emerald Lake is excellent.

Glacier House remains open the whole year, and is enlarging for the second time this winter. From it the Great Illecillewaet Glacier may be reached in forty minutes' stroll, and other expeditions may be made among the grandest of all the mountain scenery.

At Revelstoke, Sicomous and North Bend are other first-class houses which form excellent headquarters from which beautiful scenery may be visited or splendid sport obtained.

The Hotel Vancouver, at Vancouver, stands in the first rank of city hostleries. It is situated on one of the main business streets and is five minutes' walk from the railway station and steamboat piers. Its furnishings, service and cuisine approach perfection.

Climbing in the Mountains.

For those who would climb the mountains, the Canadian Pacific Railway has made every arrangement. At Lake Louise, Field and Glacier, Swiss guides are stationed, and with their skilled assistance many notable ascents have been made by some of the most famous mountaineers in the world. They are at the disposal of all and are ready at all times to introduce the novice to the fascinating world of craig and glacier, cool and cornice.

For those who do not aspire to such lofty heights, trails have been cut up the lower mountains, and to the chief points of interest. Nearly all the regular excursions may be made from the hotels, on foot or horseback, in a day

into the mountains, glistening pure and white in the sunlight.

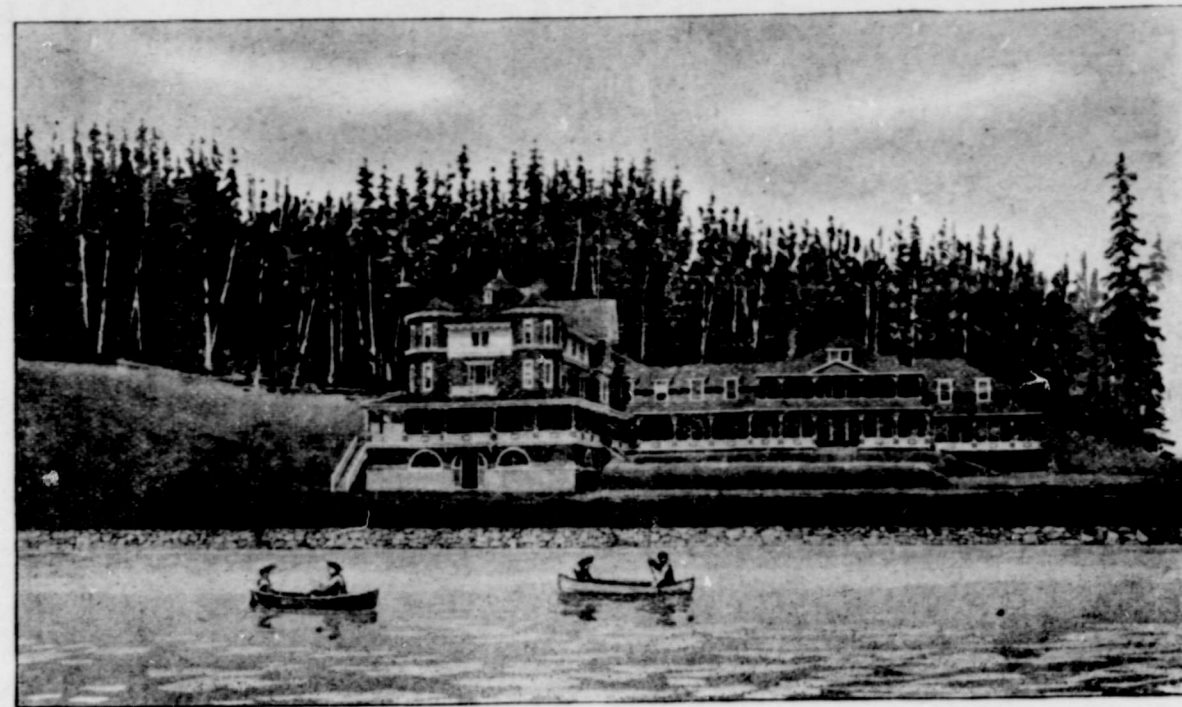
The Pacific Coast.

The Rockies and the Selkirk traversed, most people will continue to the Pacific Coast, after perhaps stopping for a few days at Golden for the trip up the Columbia, at Revelstoke to see the charming Arrow Lakes, or at Sicomous for the beautiful scenery and splendid fishing of the Shuswap Lake and the Okanagan Valley. The Thompson and Fraser Canyons afford a magnificent exit from the mountains, and even during the hundred miles from Yale to Vancouver the heights are still in sight.

Vancouver is a prosperous city, the terminus of the Canadian Pacific Railway, the port of the Canadian Pacific Railway Empress Steamship Line to the Orient, of the Canadian-Australian Line to Hawaii, Fiji, Australia and New Zealand, and of the British Columbia Coast Service of the Canadian Pacific Railway to Seattle, Skagway and Alaska. The Hotel Vancouver offers splendid accommodation. There are many beautiful drives in the neighborhood, and the salmon canneries at Steveston are well worth visiting.

Victoria and Seattle are reached from Vancouver by the superb twin screw Canadian Pacific Railway steamer "Princess Victoria." It is the fastest commercial steamer on the Pacific, and is fitted up most luxuriously. From its observation room in the bow an unobstructed view of the lovely archipelago of the Bay of Georgia may be obtained. The route lies through lanes of water hemmed in by rocky islands, some of almost the dignity of mountains, others mere rocks awash with the tide. Woods clothe them to the water's edge, or fine bluffs end them abruptly, while afar off the snow-crowned pyramid of Mt. Baker, 14,000 feet high, looms through the mist.

Victoria is reached in four hours and the steamer, winding in through the tortuous harbor, comes to its berth by the graceful pile of the Provincial Parliament buildings, close to which is the site of the Canadian Pacific Railway hotel, now under construction. Half a mile away is Beacon Hill Park, from which a beautiful view is obtained of the jagged Olympian Range, across the Straits of Juan de Fuca. The city itself, with its irregular streets and pretty residential quarters, bears a distinctively English look, and three miles to the west is Esquimalt, the headquarters of the Pacific squadron of the Royal Navy. Seattle is another four hours' steam up Puget Sound, and from there the



LAKE LOUISE HOTEL

situated, are all over 4,000 feet high, and this ensures a pleasant coolness. At Banff the average summer temperature is 23½ degrees lower than in Washington, D.C., and the mercury in the mountains seldom rises higher than 75. Walking in such a climate is most enjoyable, driving is not too cool, while a secluded corner on the veranda is the very place for a cosy chat or a quiet read. Many people camp out for weeks at a time, and find it neither too hot by day nor too cold when the sun goes down. Shade is abundant at noontide and a couple of blankets are ample protection at night.

The air is wonderfully pure and dry. No large centres of population, no fac-

Montreal in three and a half days, and may be joined from southern points at many different places. Moreover, there is much to interest the tourist in the trip.

The principal routes are as follows:

1. From Montreal—

(a) Canadian Pacific Railway main line to Banff, via Ottawa, Mattawa, North Bay, Fort William, Winnipeg, Moose Jaw, and Calgary.

(b) Canadian Pacific Railway to Toronto; thence by routes 2 to Banff.

2. From Toronto—

(a) Canadian Pacific Railway to Owen Sound; Canadian Pacific Railway Upper Lake Steamship to Fort William; Canadian Pacific Railway main line to Banff.

(b) To North Bay; Canadian Pacific Railway main line to Banff.

3. From St. Paul and Minneapolis—

Minneapolis, St. Paul and Sault Ste. Marie Railway (Soo Line) to Port Huron; Canadian Pacific Railway main line to Banff.

4. From Chicago—

To St. Paul; thence by route 3 to Banff.

Pacific Railways to Montreal; thence by routes 1 to Banff.

8. From Los Angeles, San Francisco and the Pacific Coast—

To Seattle, via the Shasta route; thence (a) by train to Mission Junction and Canadian Pacific main line to Glacier.

(b) Canadian Pacific Railway S.S. "Princess Victoria" to Vancouver; thence by Canadian Pacific main line to Glacier.

Whatever route is followed the journey is full of interest. The Province of Ontario bears on every hand signs of prosperity and progress and many thriving cities are passed. Along the shores of Lake Superior the scenery is bold and impressive, and as the train skirts the water's edge numerous bays of great beauty are opened up. If the lake route be taken, the tourist cannot but notice the immense amount of shipping and the splendid equipment of Fort William. At Winnipeg he will see a city destined to be the great commercial centre of the North-West, and from there to the Rockies he will traverse 900 miles of agricultural and ranching land, the like of which is not to be found elsewhere in the world.

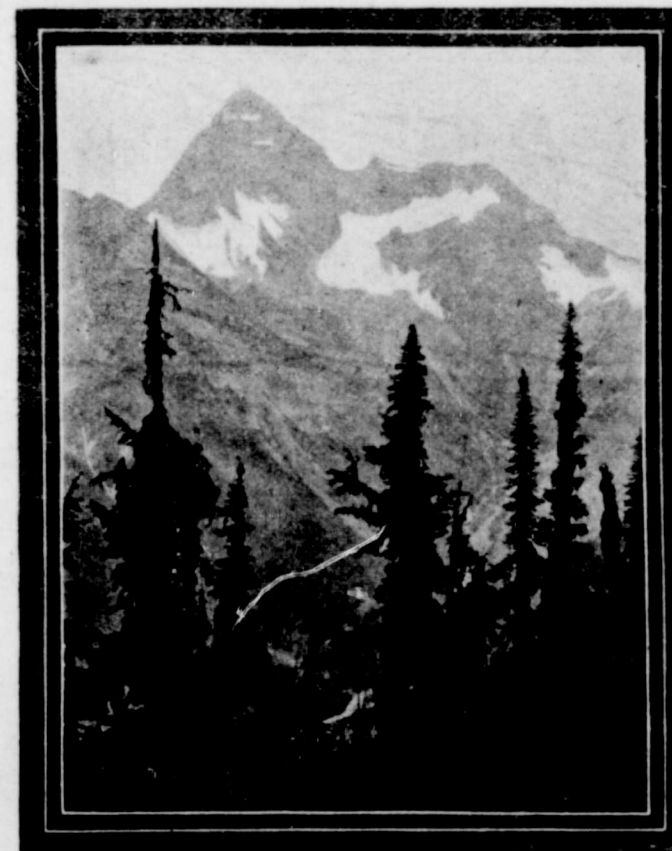


PARADISE VALLEY

tories full of grimo and dirt pollute the atmosphere; but the winds sweep for hundreds of miles over forest and mountain, meeting nothing to take from their freshness. Such air is most invigorating and seems to endow the muscles with new strength. In such a climate a man can eat and sleep well and his nervous system is braced up as by a powerful tonic.

There is no dust in the mountains. There cannot be. The hotels of the Canadian Pacific Railway are surrounded by evergreen forests and are often on the shores of lakes.

The summer days are long in this northern land, and night seems reluctant to come on. The line runs through the mountains above the 51st degree, nearly ten degrees north of New York and Chicago. There the sun stays longer above the horizon than in the cities to the south, and the gloaming in July lasts till half past nine o'clock. Amid such scenery these long twilights



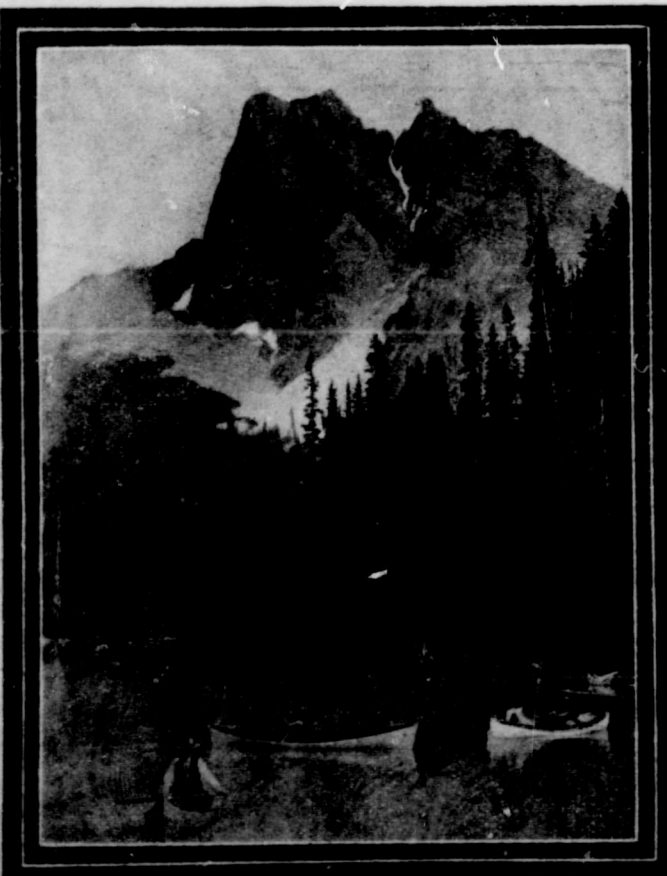
SIR DONALD, SELKIRK RANGE.

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