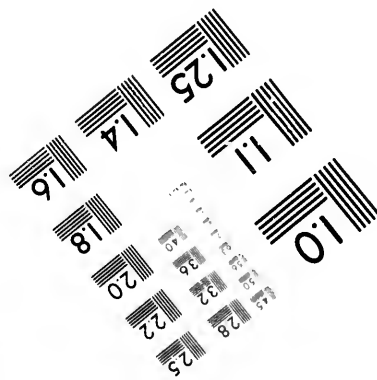
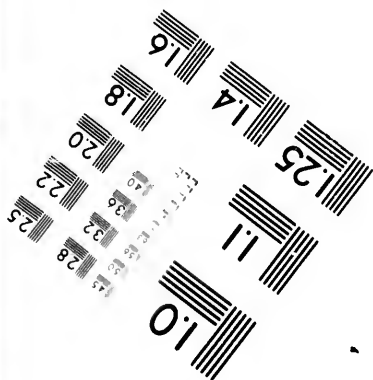
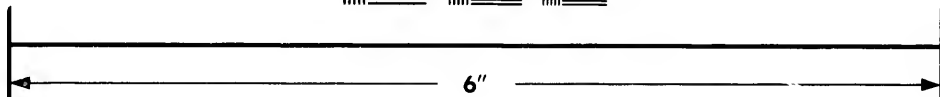
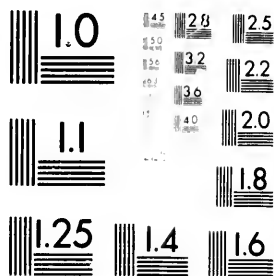


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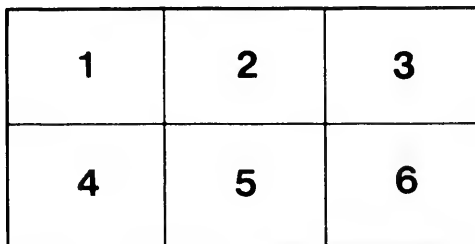
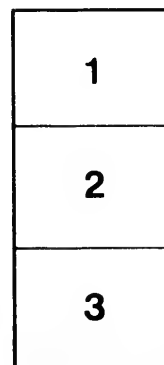
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CORRECTED TO FEBRUARY 19th. 1890



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TIME TABLE

WITH BRIEF DESCRIPTIVE NOTES

OF THE

TRANSCONTINENTAL ROUTE

THE GREAT LAKES ROUTE

THE

HALIFAX, ST. JOHN AND MONTREAL

AND THE

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QUEBEC AND TORONTO LINES

CORRECTED TO FEBRUARY 19th, 1890.

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TIME TABLE

WITH BRIEF DESCRIPTIVE NOTES

OF THE

TRANSCONTINENTAL ROUTE

THE GREAT LAKES ROUTE

THE

HALIFAX, ST. JOHN AND MONTREAL

AND THE

MONTREAL AND TORONTO LINES

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J. A. SHEFFIELD	Supt. Sleeping, Dining and Parlor Cars	Montreal
E. S. ANDERSON	General Baggage Agent	Montreal

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F1015

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Miles
from
Mont'

172

167

165

159

146

142

137

135

130

127

119

114

107

97

CANADIAN PACIFIC RAILWAY

ANNOTATED TIME TABLE.

QUEBEC TO MONTREAL

Eastern Division—Quebec and Montreal: 172 Miles

Miles from Mont ^l	West-Bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc ^o v'r
172	LEAVE *1.30 P. M.	Quebec —Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759.—No city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels are found. Lower Town is the commercial quarter, and abounds in irregular, narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport—The railways leading here are the Canadian Pacific and the Quebec & Lake St. John. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Beaver and Dominion lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.	ARRIVE *2.30 P. M.	3053
	EASTERN STANDARD TIME		Places of interest	
			Railway and steamship connections	
167	1.39	Lake St. John R'y Junction	2.20	3048
165	1.47	Lorette	2.12	3046
159	2.00	Belair	2.00	3040
146	2.27	Pont Rouge	1.33	3027
142	2.35	St. Bazile	1.24	3023
137	2.45	Portneuf	1.15	3018
133	2.54	Deschambault	1.07	3014
130	3.02	Lachevrotiere	1.00	3011
127	3.08	Grondines	12.53	3008
119	3.23	Ste. Anne de la Parade	12.38	3000
114	3.34	Batiscan	NOON	
107	3.49	Champlain	12.27	2995
97	4.09	Piles Junction	12.10	2988
		ing of every kind are plentiful. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.	11.51	2978

* Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Montreal at 10.03 p.m.

33254

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanco ^v r
95	LEAVE 4.30 P.M.	St. Maurice River	§ Three Rivers —Population 10,000. At the mouth of the St. Maurice, and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber. The Dominion government has expended \$200,000 in improving navigation upon the St. Maurice, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron-works and machine-shops here, making stoves and car-wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	ARRIVE 11.30 LUNCH	2976
87	4.49			Pointe du Lac	11.12	2968
80	5.03	Yamachiche	The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a distance from the river constantly increasing as we proceed.	10.57	2961
74	5.15	Louiseville	This is for the most part a perfectly level and closely cultivated plain, cut up into the small fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual subdivision of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,500), where Lake St. Peter is seen, are the St. LEON SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names,	10.45	2955
70	5.25	Maskinonge		10.35	2951
64	5.37	St. Berthelemi		10.23	2945
60	5.45	St. Cuthbert		10.15	2941
56	5.53	Berthier Junction		10.08	2937
48	6.10	Lanoraie		9.55	2929
		Ancient Customs		Lake St. Peter	
48	6.12	Joliette Junction	reached by short branch-lines; the former has a population of 2,500.	9.54	2929
43	6.22	La Valtrie Road		9.42	2924
39	6.30	Vaucluse	From <i>Joliette Junction</i> diverge branch-lines northward to <i>JOLIETTE</i> (pop. 3,500) St. FELIX DE VALOIS (pop. 2,500) and St. Gabriel de Brandon.	9.35	2920
35	6.40	L'Epiphanie		9.27	2916
26	6.55	St. Henri		9.12	2907
23	7.05	Terrebonne	At <i>Terrebonne</i> the north branch of the Ottawa is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main trans-continental line is joined and followed around the base of Mount Royal into Montreal.	9.02	2904
17	7.18	St. Vincent de Paul		8.50	2898
12	7.35	St. Martin Junction		8.40	2894
10	7.41	Sault aux Recollets		8.33	2896
5	7.51	Mile-end		8.25	2901
1		Hochelaga			2905
				EASTERN TIME	
	ARRIVE			A.M.	
0	8.05 P.M.		Montreal —Quebec Gate Station, Dalhousie Square.	*8.10 LEAVE	2908

§ Refreshment Station.

† Flag Station

* Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Montreal at 10.03 p.m.

HALIFAX TO MONTREAL

ATLANTIC SECTION: 758 MILES.

Miles from Vanc'v'r	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Montreal	
2976	0	6.50 A.M.	Halifax —Population 40,000. The Capital of Nova Scotia, from her long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of her magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mails, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands, in the harbor are also strongly fortified. The fortifications, the Arm, Bedford Basin, the Dockyard; the public buildings, gardens, &c., &c., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and a very important trade with Europe, the United States, the West Indies, &c., &c.	10.30 P.M.	758	
		Halif'x		Communication by str. with West Indies, &c.		
2968						
2961						
2955						
2951						
2945						
2941						
2937						
2929						
	9	No stop-page	Bedford	No stop-page.	749	
	14		Windsor Junc. At Windsor Station. The Windsor and Annapolis Railway traverses		744	
	36		Milford.		722	
	40	7.59	Shubenacadie. that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	9.22	718	
	62	8.40	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery, boasting several comfortable hotels. Speckled trout and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island.	8.40	696	
2929						
2924						
2920						
2916						
2907		Trout & salmon fishing		Moose, Caribou and Grouse shoot'g		
2904						
2898						
2894						
2896						
2901						
2905						
	79	9.12	Londonderry.		8.10	
	108	10.07	Oxford Junc.	The Acadian Iron Works are three miles from Londonderry, a branch line extending to them. Oxford has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. Near	7.18	650
	121	10.40	Spring Hill Junc.		6.50	
	139	11.18	Amherst.		6.10	
	148	11.37	Sackville.		5.52	
2906	179	12.45 P.M.	Painsec Jc		4.42	
		Fishing and shooting	Spring Hill are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. Amherst is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Sackville has a fine college and Methodist academies, and is situated in a choice grazing county. From Painsec Junction	Minas Basin	579	

† Flag Station

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal	Miles from Halifax	W. b. T.	
		a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.				279	4	
188	P.M. 1.05	Moncton —Population 7,500, situated on a bend of the Petitcodiac River. It is growing rapidly and bids fair to attain considerable importance. It is the centre of the Intercolonial Ry. System and offices and work-shops are located here. It has several good Hotels, and many important industries, prominent among which are the Sugar Refinery and Cotton Factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave many feet high.		4.25	570	291	4	
	Head-quarters of Intercolonial Ry.			Local		301	4	
						314	5	
						321	5	
201	†1.28	Salisbury	The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. Sussex is a village that is likely to develop into a large town. It is situated in the beautiful Kennebecasis valley and surrounded by some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please. Hampton is a popular summer resort for the citizens of St. John, and is growing steadily.	4.00	557	342	6	
211	†1.48	Petitcodiac			2.47	547	361	6
234	2.29	Sussex			2.08	524		
255	3.10	Hampton				503		
	Picturesque Scenery			Hills and heights		379	†	
						383	†	
						388	†	
						393	†	
						402	†	
						414	†	
277	P.M. 4.10	St. John, N.B. —Population 40,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens are resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city, and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John river, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis river, is one of the finest rowing courses in the world. A trip up the St. John river to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily between St. John and Digby and Annapolis, and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.		1.15	481	423	9	
	Stately buildings			St. John river		430	†	
	Bay of Fundy					444	†	
						459	†	
						465	†	
						483	†	
							P	
							1	
						499	†	
						509	†	
						517	†	
						532	†	
						539	†	
						552	†	
						563	†	

† Flag Station

East-bound Train	Miles from Montreal	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal	
		279	4.18	Fairville		1.08	479
		291	4.39	Westfield		P.M.	467
		301	4.57	Welsford			457
		314	5.20	Hoyt		A.M.	444
25	570	321	5.37	Fredericton Jc. These are stations of minor importance to the tourist. At Fredericton Junction connections are made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.	11.49	437	
		342	6.20	Harvey		11.09	416
		361	6.58	McAdam Junction At McAdam Junction connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.	10.32	397	
			St. Andrews Seaside Resort				
00	557						
	547						
47	524						
08	503						
		367	7.25	Vanceboro. —The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.	9.55	391	
					St Croix river		
		379	7.47	Tomah		9.33	379
		383	7.54	Forest	The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman, but as the villages are all new, they possess no features worthy of special notice.	9.26	375
		388	8.02	Eaton		9.19	370
		393	8.13	Danforth		9.09	365
		402	8.28	Bancroft		8.50	356
		414	8.51	Kingman		8.27	344
5	481	423	9.10	Mattawamkeag	Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At	8.05	335
		430	9.35	Chester		7.45	328
		444	10.00	Sebcois		7.22	314
		459	10.27	Schoodic		6.57	299
		465	10.45	Brownville Junc.		6.40	293
		483	11.25	Onawa		6.03	275
			P.M.			A.M.	
			Lake Onawa	Brownville Junction the line of the Kathadin Iron Works Railway is crossed. The scenery along this section of the line compares well with the best bits of Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.		Good fishing and hunting	
			A.M.				
		499	12.05	Greenville		5.23	259
		509	12.27	Moosehead	Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, cariboo, deer, bear, grouse, etc., being found within a	5.00	249
		517	12.43	Askwith		4.44	241
		532	1.13	Long Pond		4.15	226
		539	1.28	Jackman		4.00	219
		552	1.55	Holeb		3.32	206
		563	2.30	Beattie		2.55	195

‡ Flag Station

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
		short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. Moosehead is a small station, also upon the lake shore. Near Askwith station the Kennebec river leaves Moosehead lake. Trout brook is, as its name indicates, close to a good fishing water. From Jackman the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. Holeb, Caswell and Beattie are small stations near the boundary between Maine and Quebec.	Steamer from Greenville to Mount Kineo.	697 708 714 718 727 728 732 739 744 748
	Moosehead Lake			
	Game and trout.			
567	\$2.45	Boundary	\$2.45	191
583	3.25	Lake Megantic	2.05	175
591	3.46	Spring Hill	1.46	167
597	\$3.58	Marsden	\$1.31	161
607	4.19	Scotstown	1.06	151
613		Gould		145
621	\$4.46	Bury	\$12.33	137
630	5.05	Cookshire	12.10	128
	Spider Lake	We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory. Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At Megantic Station sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.		
635	\$5.17	Birchton	A.M. \$12.00	123
637	\$5.23	Bulwer	\$11.54	121
641	\$5.32	Johnville	\$11.45	117
648	\$5.50	Lennoxville	\$11.25	110
650	6.05	Sherbrooke	\$11.10 P.M.	108
	Magog and St. Francis rivers	At Lennoxville, distant three miles from Sherbrooke, connections are made with the Boston and Maine Railroad, running south to the summer resort of Newport. Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal and Boston Air Line of the Canadian Pacific Railway. Sherbrooke, the metropolis of the English-speaking district of the "Eastern Townships," is an exceedingly pretty place, with a population of about 9,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. From here runs the Quebec Central Railway to Quebec.	Falls of the Magog	
654	\$6.17	Rock Forest	\$10.55	104
666	6.35	Magog	10.35	92
677	\$6.55	Eastman	\$10.09	81
680	\$7.04	South Stukely	\$10.00	78
685	\$7.14	Foster	\$9.50	73
688		Fulford		70
	Owl's Head	Magog is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands and surrounded by rugged heavily wooded hills. This lake is a justly popular one with summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis, and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily,		

‡ Flag Station

East-bound Train	Miles from Montreal	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
				during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At Foster the Sutton Junction and St. Guillaume Branch of the Canadian Pacific Ry. is crossed.			
			Str. to Newport, Vt				
			A.M.				
			697 †7.29	West Shefford.	At Brigham Junction the Montreal	†9.30	61
			708 7.50	Brigham Junct.	and Boston Air Line diverges for	†9.10	50
			714 †8.05	Farnham	the White Mountains and Boston,	8.55	44
			718	St. Brigid	and at Farnham the Stanbridge		40
			727	Iberville	and Sorel branch of the Canadian		31
			728 †8.31	St. Johns	Pacific Railway is crossed. Caugh-	8.35	30
			732	Lacadie	nawaga is an Indian village on the		26
			739	St. Phillippe	south shore of the St. Lawrence,		19
			744	St. Constant	where dwell the descendants of the		14
			748 9.08	Caughnawaga	once powerful Iroquois nation. From	8.02	10
‡2.45	191		750 9.18	Lachine	here come the celebrated dusky		8
2.05	175		753 †9.25	Montreal Junct.	lacrosse players. Crossing the	7.47	5
1.46	167		758 †9.35	Montreal	broad St. Lawrence by the wonder-	7.35	0
1.31	161		A.M.		ful new steel bridge a fine view is	P.M.	
1.06	151				obtained up and down the river.		
	145				Just below are the famous Lachine		
12.33	137				Rapids. This bridge was built by the		
2.10	128				Canadian Pacific Railway. The		
					channel spans are each 408 feet		
					long and lofty enough to allow		
					the passage of the largest steamers		
					and it is justly considered one of		
					the engineering triumphs of the		
					century. On the north shore of		
					the St. Lawrence we reach the	Wind'r	
					pretty little village of Lachine—	St. stu	
					thence on to Montreal Junction,		
					from whence the several lines		
					of the Canadian Pacific Railway		
					extend to Toronto, Ottawa,		
					Quebec, Winnipeg and Boston.		
					There we finally roll along		
					upon the elevated tracks, until		
					the train stops under a lofty		
					ceiling and we have arrived at		
					the stately stone structure,		
					lately completed, and known		
					as the Canadian Pacific Rail-		
					way's Windsor Street Station,		
					Montreal.		

‡ Flag Station. † Runs daily.

Steamer from Greenville to Mount Kineo.
 ‡2.45
 2.05
 1.46
 1.31
 1.06
 12.33
 2.10
 A.M.
 2.00
 1.54
 1.45
 1.25
 1.10
 1.08
 123
 121
 117
 110
 108
 104
 92
 81
 78
 73
 70

Wind'r St. stu

ROUTES TO MONTREAL.

From **New York** the traveller going to Montreal has choice of three routes. The most direct is by rail, or by steamboat up the renowned Hudson River as far as Albany. Here he can take the route of the Delaware & Hudson Canal Company's railway, through Saratoga Springs, past Lake George, and along the mountainous western shore of Lake Champlain to Rouse's Point, N.Y., and thence down the storied Richelieu Valley, within sight of the Adirondacks, to Montreal; or he can go by rail, by way of Rutland and St. Albans, Vt., between the eastern margin of Lake Champlain and the Green Mountains; or he can take a slower but extremely enjoyable journey, with several exchanges from cars to steamboat, across Lakes George and Champlain to Burlington, Vt., and thence northward via the Vermont Central line. By either of the all-rail routes specified he leaves New York at 6.30 p.m.,* and reaches Montreal at 8.25 a.m. the next morning. He can also leave New York at 5 p.m. by steamer, or at 4.00 p.m. by rail, and go northward via New Haven, Hartford and Springfield, up the beautiful Connecticut Valley to Newport, Vt., on Lake Memphremagog, reaching Montreal at 9.35 a.m.

From Montreal to New York trains are as follows: By the Delaware and Hudson Rd., 4.30 p.m.; by the Central Vermont 8.30 a.m. and 4.20 p.m.; by the Canadian Pacific Ry., via Springfield, 4.00 p.m. All these trains have sleeping or drawing-room cars.

From **Boston** through trains leave by the Boston & Maine Rd. at 9 a.m. and 7 p.m., arriving at Montreal at 8.30 p.m. and 7.30 a.m., respectively. The route traverses the most historic and interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N.H., Lake Winnepesaukee and the White Mts.; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts.—From Montreal, trains to Boston by the Montreal & Boston Air Line leave the Canadian Pacific station at 9.00 a.m. and 8.15 p.m., with drawing-room and sleeping cars.

From **Portland, Me.**, the Maine Central Rd. forms a straight and entertaining route. Its trains leaves Portland at 8.45 a.m. and 6.15 p.m. (week days only), following up the Saco Valley, and entering the White Mts. at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and run thence through Bethlehem to Lunenburg and across the lovely intervals of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.—Trains leave Montreal for Portland at 9.00 a.m. and (H) 8.15 p.m.

These trains from Boston and Portland cross the St. Lawrence by the magnificent new steel bridge of the Canadian Pacific Railway just above Montreal, and enter the city at their new Windsor Street Station. Transcontinental passengers travelling by day trains from Boston or Portland and not desiring to stop over in Montreal should change cars at Montreal Junction and there take transfer train to Mile End where connection is made with the Transcontinental train. Transcontinental passengers arriving in Montreal in the morning or desiring to stop over in Montreal will depart on Transcontinental trip from Dalhousie Square Station.

From **Niagara Falls, Toronto** and **The Thousand Islands** steamers descend daily from May to September through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway (see p. 41) in one day or one night, or reach the transcontinental line via the Ontario route (page 38). Niagara Falls may be reached by several railroads from Boston, New York or Washington.

* See condensed time-table on back cover. Time of foreign Railways is given as information only; it is not guaranteed, as it is subject to change. (H) Daily except Saturday.

TRANSCONTINENTAL ROUTE

Eastern Division—Montreal and Port Arthur: 993 miles

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco ^v r
0	8.40 P. M.	Montreal —Dalhousie Square Station.—Population (with suburbs) 250,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1763. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change.	ARRIVE 8.00 A. M.	2906
	EASTERN STANDARD TIME (Quebec to Port Arthur)		Five days and 19 hours from Vancouver	To New York, 385; to Boston, 332.
		Trains for Toronto, Halifax, Boston, Portland, Sault Ste. Marie, St. Paul and Minneapolis, depart from Windsor Street station.	Railway connections	
1		Hochelaga —The "east end" of Montreal. The railway workshops and cattle yards are situated here.		2905
5	8.55	Mile-End —Suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.	7.47	2901
10		Sault aux Recollets —Rapids of a branch of the Ottawa.		2896
12	9.12	St. Martin Junction —Divergence of line to Quebec.	7.31	2894
17		St. Rose		2889
20		St. Therese		2886
27		St. Augustin		2879
32		St. Scholastique		2874
37		St. Hermas		2869
44	†10.02	Lachute	† 6.36	2862
49		St. Philippe		2857
75		Grenville lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>St. Therese</i> three branch-lines diverge to St. Lin, St. Jerome and St. Eustache.		2849
59	10.32	Calumet	6.10	2847
65	P. M.	Pointe au Chene	A. M.	2841
74		Montebello		2832
79		Papineauville		2827
84		North Nation Mills		2822
90		Thurso		2816
94		Rockland		2812
100		Buckingham		2806
104		L'Ange Gardien		2802
109		East Templeton		2797
114		Gatineau		2792
118		Hull <i>Lachute</i> (pop. 2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. At <i>Calumet</i> are extensive saw-mills, and these occur frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends north-		2788

§ Refreshment Station.

† Flag Station.

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc ^{vr}	Miles from Mont ^l
	LEAVE		ARRIVE		
	Mines	ward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From <i>Hull</i> a branch-line diverges, keeping north of the Ottawa through <i>AYLMER</i> and for fifty miles beyond. Leaving <i>Hull</i> , the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	Phosphate mines		224 234 246 251 255 262 270 274 284 297 307
120	12.20 MIDN ^t .	§ Ottawa —Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to <i>Prescott</i> , on the St. Lawrence, and the Canada Atlantic Railway runs from here to <i>Lake Champlain</i> .	A.M. LV 4.30 AI 4.10	2786	
	Capital of the Dominion		Lumber making		318 330 337 344 348 358
122		Skead's			2784
124		Brittannia			2782
128		Bell's Corners			2778
134		Stittsville			2772
143		Ashton			2763
148	1.20	‡ Carleton Place (Junction) —Pop. 3,600. Junction of a branch-line running south, crossing the Montreal-and-Toronto line at <i>SMITH'S FALLS</i> ; at <i>BROCKVILLE</i> , on the St. Lawrence, it connects with lines to New York, etc. At <i>Carleton Place</i> are large saw-mills, railway and other workshops.	LV 3.10 AI 3.00	2758	
155	1.35	Almonte		2.46	2751
158		Snedden's			2748
163	‡1.52	Pakenham		2.22	2743
171	2.05	Arnprior		2.05	2735
174		Braeside			2732
177	2.19	Sand Point		1.54	2729
183		Castleford			2723
186		Russell's			2720
189	2.50	Renfrew		1.26	2717
198	‡3.12	Haley's		‡1.06	2708
205	‡3.29	Cobden		‡2.49	2701
211		Snake River			2695
214		Graham's			2692
219		Government Road			2687
	Factories	At <i>Almonte</i> (pop. 3,000) are large woollen mills and other manufactories. <i>Pakenham</i> and <i>Arnprior</i> are also important manufacturing points. At <i>Renfrew</i> (pop. 2,900) is the junction of the <i>Kingston & Pembroke R'y</i> , extending southward through a district abounding in iron to <i>KINGSTON</i> , on the St. Lawrence. <i>Pembroke</i> (pop. 4,500)	Kingston and Pembroke R'y.		37 37 38 39 40 41 42 43 43

§ Refreshment Station

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Mont'l
	LEAVE				
		of Ontario, and are open to settlers in lots of 80 acres without price. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the			
	Sporting opportunities		Timber		
	P.M.		P.M.		
443	1.12	§Sudbury	3.13	2463	865
455	1.42	Chelmsford	3.38	2451	880
461	1.55	Larchwood	3.25	2445	896
467	2.10	Onaping	2.10	2439	912
478	2.45	§Cartier	1.35	2428	
489	3.13	Straight Lake	1.06	2417	
498	3.34	Pogamasing	12.45	2408	
515	4.15	Metagama	12.04 n'l	2391	
532	4.59	Biscotasing	11.22	2374	
549	5.38	Ramsay	10.43	2357	
564	6.15	Woman River	10.07	2342	
581	6.56	Ridout	9.26	2325	928
599	7.42	Nemegosenda	8.40	2307	946
	P.M.	taking the "Soo" train from Montreal at 10 a.m., Tuesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Port Arthur without losing time. Within a few miles of Sudbury, and reached by two short branch-lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i> (pop. 300) is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. <i>Chapleau</i> (pop. 500) is another divisional point, with railway workshops and a number of neat cottages for the employes. It is charmingly situated on Lake Kinogama. Near <i>Missanabie</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond <i>Missanabie</i> for sixty miles are many very heavy rock-cuttings. <i>White River</i> , in addition to the engine-house and other buildings common to all divisional stations, has yards for resting cattle <i>en route</i> from the Northwest to the eastern market. From <i>White River</i> station the railway follows the river of the same name to Round Lake, and			961
	Copper, nickel and gold				970
					979
			SIXTH DAY		
			A.M.		993
615	8.30	§Chapleau	7.50	2291	
629	9.09	Pardee	7.16	2277	
644	9.47	Windermere	6.39	2262	
661	10.31	Dalton	5.55	2245	
675	11.07	Missanabie	5.19	2231	
685	11.34	Lochalsh	4.52	2221	993
694	11.59	Otter	4.28	2212	
710	12.42am	Grassett	3.48	2196	
727	1.26	Amyot	3.00	2179	
747	2.25	§White River	2.10	2159	
763	3.30	Bremner	1.21	2143	
776	4.23	Trudeau	12.42	2130	
787	4.56	Cache Lake	12.15m't	2119	
797	5.26	Melgund	11.50	2109	
802	5.50	Heron Bay	11.35	2104	
811	6.15	Peninsula	11.12	2095	
821	6.45	Port Coldwell	10.40	2084	
830	7.10	Middleton	10.15	2076	
846	8.00	Jackfish	9.30	2060	
	A.M.		P.M.		

§ Refreshment Station

† Flag Station

are §

East-bound Train		Miles from Vanc'vr	Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr			
ARRIVE				ARRIVE							
SECOND DAY											
Timber								Leaving Lake Superior			
P. M.								P. M.			
3.13	2463		865	9.20	<p>then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i>, on the northeast angle of Lake Superior. From Heron Bay for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly recurring; and at intervals, where the railway is built in the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching <i>Peninsula</i>. The great sweep around Jackfish Bay is particularly fine. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rosspport</i> and <i>Gravel River</i> some of the heaviest work on the entire line of the railway occurs. The constantly changing views on Nepigon Bay are charming. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high, bright-red cliff, and, avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Port Arthur</i>, and from the higher elevations delightful views of Thunder Bay are to be had.</p> <p>Port Arthur—Terminus Eastern Division.</p>	8.30	2041				
2.38	2451		880	10.00		7.52	2026				
2.25	2445		896	10.50		7.07	2010				
2.10	2439		912	11.37		6.29	1994				
1.35	2428		NOON								
1.06	2417		Lake Superior		Superb scenes						
12.04 P.M.	2391		928	12.26	EASTERN TIME (P.L. Arthur to Mont ^l)						
11.22	2374		946	1.11	5.53	1978					
10.43	2357		961	1.54	5.15	1960					
10.07	2342		970	2.14	4.40	1945					
9.26	2325		979	2.44	4.20	1936					
8.40	2307		Trout fishing		4.00	1927					
SIXTH DAY											
A.M.				ARRIVE				P.M.			
7.50	2291		993	3.15 P.M.	Port Arthur—Terminus Eastern Division.		3.30 P.M.	1913			
7.16	2277		Western Division—Port Arthur and Donald: 1,454 Miles								
6.39	2262		STATIONS—DESCRIPTIVE NOTES								
5.55	2245		Miles from Mont ^l	West-bound Train					East-bound Train	Miles from Vanc'vr	
5.19	2231		LEAVE		ARRIVE						
4.52	2221		993	14.30*	Port Arthur—Pop. 5,500. Formerly called Prince Arthur's Landing. A beautifully situated town on the west shore of Thunder Bay, an important arm of Lake Superior; together with <i>Fort William</i>, four miles distant, the lake-port of the western section of the Canadian Pacific Railway and the chief Canadian port on Lake Superior. Large numbers of steamers and other lake-craft arrive and depart daily. The fine steamships of the Canadian Pacific Company ply between here and Owen Sound (see page 42). The town has a large grain elevator, extensive docks and a well established trade. It has substantial buildings and a number of hotels—one of them a very handsome structure. From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Port Arthur has become a favorite resort for tourists. A long promontory				14.30*	1913	
4.28	2212		2.30 P.M.		2.30 P.M.						
3.48	2196								FIFTH DAY		
3.10	2179								Civic Wealth		
2.10	2159										
1.21	2143										
12.42	2130										
12.15 P.M.	2119										
11.50	2109										
CENTRAL TIME (Port Arthur to Brandon)											
1.35	2104										
1.12	2095										
0.40	2084										
0.15	2076										
0.30	2060										
.M.											

* The 24-hour system is in use on the Western and Pacific Divisions. By this system the A.M. and P.M. are abolished, and the hours from noon till midnight are counted as from 12 to 24 o'clock.
 † Refreshment Station ‡ Flag Station

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van'v	Miles from Mont'
	LEAVE		ARRIVE		
	The Harbor	of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape Isle Royale may be seen in the distance. Watches should be set back one hour, in conformity with "Central" standard time.	Thunder Bay		314 322 333 343 363 369 379 388 1403 1409 1416
998	14.45	Fort William —Pop. 1700. A Hudson's Bay Co.'s post of 100 years or more standing, but now given up to the requirements of modern commerce. The fur-house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world overshadow all. The Kaministiquia River, a broad, deep stream with firm banks, affords extraordinary advantages for lake traffic and immense quantities of coal, lumber and grain are handled here. There are railway workshops and the usual buildings and sidings incident to a divisional point.	14.10	1908	
	This train stops 25 minutes at Fort William		Train stops 25 minutes		1424
1011	15.50	Murillo	13.00	1895	
1022	16.20	Kaministiquia	12.35	1884	
1031	16.42	Finmark	12.10 P.M.	1875	
1051	17.45	Dexter	11.20	1855	
1059	18.00	Linkooping	11.05	1847	
1070	18.45	Savanne	10.40	1836	
1080	19.10	Upsala	10.07	1826	
1088	19.30	Carlstad	9.50	1818	
1098	19.55	Bridge River	9.25	1808	
1110	20.30	English River	8.55	1796	
1118	20.50	Martin	8.30	1788	
1128	21.15	Bonheur	8.05	1778	
		ascends the Mattawan and the Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station at <i>Savanne</i> . <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet. At <i>Eagle River</i> , two beautiful falls are seen, one above and the other below the railway. From here, to and beyond <i>Rat Portage</i> , the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. <i>Rat Portage</i> (pop. 900) at the principal outlet of the Lake of the Woods, is an important town with several large saw-mills, the product from which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters			
1146	22.15	‡ Ignace	7.00	1760	
1163	22.57	Raleigh	6.10	1743	
1174	23.25	Tache	5.45	1732	
119 6	24.20	Wabigoon	4.45	1710	
120 4	24.40mdt	Barclay	4.25	1702	
1226	1.35	Eagle River	3.25	1680	
1236	2.05	Vermillion Bay	2.55	1670	
1244	2.30	Gilbert	2.30	1662	
1250	2.50	Parrywood	2.05	1656	
1267	3.40	Hawk Lake	1.15	1639	
1283	4.20	Rosland	24.25	1623	
	The Lake of the Woods		Rat Portage		
1291	5.00	Rat Portage	MIDN'T	1615	
1295	5.20	Kewatin	23.45	1611	
1310	‡6.00	Deception	‡22.35	1596	

‡ Refreshment Station

‡ Nag Station

Miles from Montr ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc ^v	Miles from front
	LEAVE			ARRIVE		
1431	13.45	Bergen	Though the country here is apparently as level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. A belt of almost unoccupied land surrounds Winnipeg as far as <i>Poplar Point</i> , due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles.	16.06	1475	
1439	14.10	Rosser		15.49	1467	
1446	14.29	Meadows		15.35	1460	
1453	14.47	Marquette		15.22	1453	
1459	15.08	Reaburn		15.08	1447	
1464	15.21	Poplar Point		14.58	1442	
1473	15.41	High Bluff		14.40	1433	
	LEAVE					
1480	16.02	Portage La Prairie —Alt. 800 ft. Pop. 3,600. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.	14.20	1426		168
	M. & N. W. railway			M. & N. W. Ry.		1690
1486	16.21	Burnside	Between Portage La Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 700), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is reached.	14.00	1420	170-
1502	16.55	McGregor	13.23	1404	171-	
1509	17.12	Austin	13.05	1397	1718	
1517	17.35	Sydney	12.45	1389	1728	
1522	17.47	Melbourne	12.32	1384	1738	
1530	18.04	Carberry	12.16	1376		
1538	18.25	Sewell	11.56	1368		
1546	18.40	Douglas	11.40	1360		
1551	18.53	Chater	11.26	1355		
	The Assiniboine			CENTRAL TIME Brand'n to Pt. Arth'r		174-
1557	19.05	Brandon —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only six years old, has well made streets and many substantial buildings. A railway is being built north-westward towards the Saskatchewan country. The standard time changes here to "Mountain"—one hour slower.	10.05	1349		175-
	18.15			A great wheat market		176-
	MOUNTAIN TIME (Brandon to Donald)					177-
1565	18.37	Kemnay	Beyond Brandon the railway draws away from the Assiniboine River and rises from its valley to a "rolling" or undulating prairie, well occupied by prosperous farmers, as the thriving villages at frequent intervals bear evidence. <i>Virden</i> is the market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered.	9.42	1341	
1573	18.57	Alexander	9.22	1333		
1581	19.20	Griswold	8.56	1325		
1589	19.38	Oak Lake	8.37	1317		
1604	20.20	Virden	7.55	1302		
1621	21.15	Elkhorn	7.10	1285		
1635	21.52	Fleming	6.23	1271		
1643	22.12	Moosomin	6.01	1263		
1659	22.52	Wapella	5.20	1247		
1673	23.27	Whitewood	4.43	1233		
1680	23.45	Percival	4.25	1226		

§ Refreshment Station

† Flag Station

East-bound Train	Miles from Vanc'v'	Miles from Mont'g'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r	
			ARRIVE				
ARRIVE			LEAVE				
16.06	1475			<p>A mile east of <i>Fleming</i>, the Province of Assiniboia is entered. <i>Moosomin</i>, the first town reached in that province, is the station for <i>Fort Ellier</i> at the north and the <i>MOOSE MOUNTAIN</i> district at the south. From <i>Whitewood</i>, the country northward is accessible by a bridge over the <i>Qu'Appelle River</i>. <i>Percival</i> stands upon a ridge 100 ft. higher than the general level. All the way from <i>Brandon</i> to <i>Broadview</i>, the frequent ponds and copses afford excellent opportunities for sport—water fowl and “prairie chickens” being especially abundant.</p>	<p>Approaching Manitoba</p>		
15.49	1467						
15.35	1460						
15.22	1453						
15.08	1447						
14.58	1442						
14.40	1433						
			MID'NT				
		1688	24.15	<p>§Broadview—Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of <i>Weed Lake</i>. A reservation occupied by <i>Cree Indians</i> is not far away.</p>	3.55	1218	
14.20	1426	1696	24.36	<p>Oakshela Westward the line follows a gradually rising prairie, bounded by low wooded hills at the south, and by the <i>Qu'Appelle River</i>, 8 or 10 miles away at the north. Here again, for a considerable distance, speculators, holding most of the lands near the railway, have kept the cultivated farms a mile or two away. This section is as yet almost exclusively devoted to wheat and cattle. <i>Grenfell</i> and <i>Wolseley</i> have already become important local markets. A little beyond <i>Sintaluta</i> the celebrated <i>Bell Farm</i>, embracing 100 square miles, is entered; and from <i>Indian Head</i>, near the centre of the farm, the headquarters buildings may be seen on the right. The neat square cottages of the farm laborers dot the plain as far as the eye can reach. The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for a man and team. “The work is done with an almost military organization, ploughing by brigades and reaping by divisions.”</p>	3.32	1210	
		1704	24.57		3.10	1202	
		1711	1.18		2.50	1195	
M. & N. W. Ry.		1719	1.38		2.30	1187	
		1728	2.05		2.05	1178	
		1738	2.32		1.37	1168	
14.00	1420						
13.23	1404						
13.05	1397						
12.45	1389						
12.32	1384						
12.16	1376						
11.56	1368						
11.40	1360						
11.26	1355						
			CENTRAL TIME				
		1748	2.57	<p>Qu'Appelle—Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to <i>Fort Qu'Appelle</i>, the <i>Touchwood Hills</i> and <i>Prince Albert</i>. <i>Fort Qu'Appelle</i>, 20 miles distant, is an old post of the <i>Hudson's Bay Company</i>, beautifully situated on the <i>Fishing Lakes</i> in the deep valley of the <i>Qu'Appelle River</i>. There are several Indian reservations in its vicinity, and an important Indian mission.</p>	1.12	1158	
10.05	1349						
			A great wheat market				
		1756	3.18	<p>McLean For eight miles beyond <i>Qu'Appelle</i> station, the country is somewhat wooded. At <i>McLean</i> (which stands 200 feet higher than <i>Qu'Appelle</i> and 375 ft. higher than <i>Regina</i>) the great <i>Regina plain</i> is entered. This plain extends westward as far as the <i>Dirt Hills</i>, the northward extension of the great <i>Missouri Coteau</i>, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Passing <i>Pilot Butte</i>, a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.</p>	24.48	1150	
		1765	3.42		24.25	1141	
		1772	4.00		24.07	1134	
9.42	1341						
9.22	1333						
8.56	1325						
8.37	1317						
7.55	1302						
7.10	1285						
6.23	1271						
6.01	1263						
5.20	1247						
4.43	1233						
4.25	1226						
			MIDN'T				
		1178	4.20	<p>Regina—Alt. 1,875 ft. Pop. 2,200. The capital of the Pro-</p>	23.35	1125	
			Flag Station				

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc ^v	Miles from Mont ^l
	LEAVE		ARRIVE		
		vince of Assiniboia, and the distributing point for the country far north and south. A railway extends northward to Long Lake, beyond the Qu'Appelle River, and is to be carried on to Battleford and Edmonton, on the North Saskatchewan. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.			1953 1963 1970 1979 1989 2000 2010 21
	Capital of N.W. Terr's		Capital of N.W. Terr's		
1798	5.05	Pense	22.55	1108	
1814	15.49	Pasqua	22.15	1092	
1822	6.25	‡ Moosejaw —Alt. 1,725 ft. Pop. 600. A railway divisional point, and a busy market town near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."	21.40	1084	
1839	7.10	Caron	20.57	1067	
1857	8.02	Parkbeg	20.09	1049	
1867	8.31	Secretan	19.42	1039	
1876	8.55	Chaplin	19.18	1030	
1896	9.45	Morse	18.25	1010	
1913	10.29	Rush Lake	17.40	993	
1921	10.46	Waldeck	17.20	985	2040
1929	11.06	Aikins	17.00	977	2052 2062 2077
	Game & wild fowl	<i>Chaplin.</i> The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may now be frequently seen; and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is <i>Rush</i> lake, a large area of fresh water, and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush</i> Lake the Railway passes through the first of the large farms recently started by Sir John Lister Kaye and now controlled by an English Company. These farms, ten in number, occur at intervals of thirty miles between this station and Calgary. Each of them contains an area of 10,000 acres, and it is the intention ultimately to have 4,000 acres under cultivation at each point.	The Buffalo plains		
	The Buffalo plains		Wild Fowl		2084
1935	11.30	‡ Swift Current —Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity. It is also the site of one of the Canadian Agricultural Company's farms. The farm is stocked with eighty horses, five hundred cattle and two thousand sheep, and in this respect is similar to all the farms belonging to the Company. The well ap-	16.30	971	

‡ Refreshment Station

‡ Flag Station

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc ^v r	Miles from Mont ^l
	LEAVE					
2092	18.48	Stair	Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains. At Stair the Railway crosses the first of the Canadian Agricultural Company's farms west of the Saskatchewan. There is a strong up-grade to	9.12	814	
2099	19.08	Bowell		8.55	817	
2111	19.37	Suffield		8.27	795	
2119	20.01	Langevin		8.07	787	
2147	20.48	Tilley		7.26	769	
2157	21.40	Cassils		6.40	749	
2174	22.23	Lathom		6.00	732	
2190	23.05	Crowfoot	5 23	716	2318 2326	
		Bowell, then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spreading over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> , in pumping water for the supply of the railway. From this station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This Station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfeet Indians, and some of them are seen about the stations. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view,—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.				
	MIDN ['] G.					
2209	24.05	Gleichen		4.30	697	
2225	24.43	Strathmore		3.52	681	
2233	† 1.03	Cheadle		† 3.32	673	
2244	1.26	Langdon		3.09	672	
2254	1.51	Shepard		2.44	652	
	First sight of the Rockies					
2264	2.30	Calgary —Alt. 3,388 ft. Pop. 3,400. The most important, as well as the handsomest, town between Brandon and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.		2.10	642	
	Calgary's advantages				Importance of Calgary	
2273	2.56	Keith —Alt. 3,525 ft.	By the time <i>Cochrane</i> is reached, the traveller is well within the rounded grassy foothills and river "benches," or terraces. Extensive ranches are passed in rapid succession,—great herds of horses in the lower valleys, thousands of cattle on the terraces, and myriads of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal mines appear along the valley. After leaving <i>Cochrane</i> , and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys change into broken ravines, and lo! through an opening in the "mist, made rosy with early sunlight, we see, far away	1.44	633	
2287	3.35	Cochrane —Alt. 3,760 ft.		1.07	619	
2297	4 05	Radnor —Alt. 3,800 ft.		24.40	609	
2306	4.28	Morley —Alt. 4,000 ft.		24.17	600	
	The ranches of the foot-hills					
				MIDN ['] T.		

† Flag Station

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Mont ^l
2331	5.55 LEAVE	Canmore —Alt. 4,230 ft. Pop. 200. Railway divisional point. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	23.05 ARRIVE	575	
	Canmore		The Three Sisters		
2339	† 6.15	Duthil —Alt. 4,275 ft. | “Here the pass we are travel-	† 22.46	567	
2341	6.22	Anthracite —Alt. 4,350 ft. | “ling through has narrowed suddenly to four miles, and as mists float upwards and away, we see great masses of scarred rock rising on each side—ranges towering one above the other. Very striking and magnificent grows the prospect as we penetrate into the mountains at last, each curve of the line bringing fresh vistas of endless peaks rolling away before and around v... all tinted rose, blush-pink and silver, as the sun light their snowy tips. Every turn becomes a fresh mystery, for some huge mountain seems to stand right across our way, barring it for miles, with a stern face frowning down upon us; and yet a few minutes later we find the giant has been encircled and conquered, and soon lies far away in another direction.” (<i>Lady Macdonald.</i>) The overhanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.	22.37	565	
	Beauty of the Pass		Beauty of scenery along the Bow		
	Anthracite coal		Anthracite coal		2352
2344	6.45 6.45 a.m.	Banff —Alt. 4,500 ft. Station for Rocky Mountain Park, and the Hot Springs—a medicinal watering-place and pleasure-resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridlepaths have been made.—The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track, rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant,	22.25 10.25 p.m.	562	
	Rocky M'tain Park		Rocky M'tain Park		2363 2370
	Cascade Mt'n		Devil's Lake		

STATIONS—DESCRIPTIVE NOTES

East-bound Train	Miles from Vanc'vr	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
ARRIVE			LEAVE		ARRIVE	
3.05	575			<p>snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt.; while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.</p> <p>—The village of Banff (several small inns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury, including baths supplied from the hot sulphur springs, is kept open during the entire year. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary size occur in Devil's-head lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.</p>	Names of mountains seen at Banff stat on	Names of mountains visible from the station
22.46 2.37	567 565		The village		Banff village	
			C.P.R. hotel		C.P.R. hotel	
			Banff Hot Springs		Banff Hot Springs	
2.25 5pm	562	2352	7.00	<p>Cascade—Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.</p>	222.05	554
			FIFTH DAY		Entering Rocky Mt. Park.	
			Pilot and Castle Mts			
		2363	7.28	<p>Castle Mountain—Alt. 4,570 ft. <i>Castle Mountain</i> station is</p>	21.40	543
		2370	7.47	<p>Eldon—Alt. 4,720 ft. at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i>. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen,</p>	21.22	536
			Saw-back & Bow ranges		Saw-back range	

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles ro Van
	LEAVE		ARRIVE	
	Vermillion pass	like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Pilot and Copper Mts.	
	Mount Lefroy		Bow River and Mt. Lefroy	
2380	8.15	Laggan —Alt. 4,930 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses down through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, a round dozen miles away, and almost inaccessible, by reason of the ravines, rocks and forest which intervene. "As we rise toward the "summit from Laggan," writes Lady Macdonald, "the "railway's grade gets steeper, tall forests gather round "us, and a curious effect is produced by glimpses of "snowy spurs and crests peeping through the trees, and "of which, though apparently near us, we see no base. "This conveyed to me an idea of our elevation."	21.00	526
	The first glacier		Descent of the Atlantic slope	
	Nearing the summit			
2387	†8.39	Stephen —Alt. 5,296 ft. The station at the summit of the	‡20.43	519
2389	8.50	Hector —Alt. 5,190 ft. Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of Sir George Stephen, Bart., formerly President of the Canadian Pacific Ry. Co. The small lake at the station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i> , and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing	20.35	517
	Summit of the Rockies		Summit of the Rockies	
	Sublime scenery		Wapta Lake	
	Mt. Stephen and its glaciers		In front of Mt. Stephen	

‡ Refreshment Station

† Flag Station

Miles from Mont^l
2397
2404
2410
2418
243
243

East-bound Train	Miles from Van	Miles from Mont'	west-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van
ARRIVE			LEAVE		ARRIVE	
Pilot and Copper Mts.				forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.		
		2397	10.00	Field —Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.	LV19.50 AR19.20	509
Bow River and Mt. Jeffrey			B'KFAST at the Mt. Steph'n House		SCUPPER at the Mt. Steph'n House	
	526	2404	10.25	Otter-tail —Alt. 3,700 ft. Two miles beyond Field, very	18.48	502
		2410	10.43	Leancoil —Alt. 3,570 ft. lofty, glacier-bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kickinghorse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leancoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Ottertail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mts. At the right, Mt. Hunter pushes his huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against his base and plunges into the lower Kickinghorse canyon, down which it disputes the passage with the railway.	18.27	496
			West'n slope of the Kicking Horse Pass		Van Horne range	
					Beaver-foot and Otter-tail Mts.	
		2418	11.08	Palliser —Alt. 3,250 ft.—The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's-throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	18.00	488
			Lower canyon of the Wapta		Lower canyon of the Wapta	
		2431	11.53	Golden —Alt. 2,550 ft. The train suddenly emerges	17.15	475
		2437	12.08	Moberly House —Alt. 2,540 ft into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia, moving beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their	16.57	469
			The Columbia and the Selkirks		At the foot of the Rockies	

‡ Flag Station

Miles from Mont ¹	West bound Train.	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vanc ^v r.
	Golden	<p>radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About Golden, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From Golden to Donald, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly House</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.</p>		ARRIVE	
	Navigation of the Upper Columbia			MOUNTAIN TIME (Donald to Brandon)	
	Moberly				
2448	ARRIVE 12.35	Donald—Terminus of the Western Division.		LEAVE 16.30	458

Pacific Division—Donald and Vancouver: 459 miles

Miles from Mont ¹	West bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc ^v r.
2448	LEAVE 11.45	Donald—Alt. 2,530 ft	<i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the headquarters for the mountain section of the railway, with repair shops, etc. It is an important supply-point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard.	ARRIVE 15.20	458
2459	12.20 NOON	Beavermouth—Alt. 2,500 ft	Leaving Donald, the railway crosses the Columbia at the base of the Selkirks. A little further down, the Rockies and Selkirks, crowding together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	14.45	447
	PACIFIC TIME (Donald to the Coast.)			Second crossing of the Columbia	

¹ Flag Station

STATIONS—DESCRIPTIVE NOTES

Miles from Vanc'vr.	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
		LEAVE		ARRIVE	
	2465	‡12.40	Six-Mile Creek —Alt. 2,900 ft. A little way up the Beaver,	‡14.25	441
	2474	13.15	Bear Creek —Alt. 3,500 ft. the line crosses to the right	13.55	432
		Beaver Valley	bank, where, notched into the mountain side, it rises at the rate of 116 ft. to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver alley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill flowing in the bottom of a narrow, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber-work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass, at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but	Beaver-mouth	
		Big trees		Descent of the Beaver valley	
		Superb view of the Selkirks		Superb Views Westward.	
		Torrents & cascades		Stony Creek bridge	
		Stony Creek bridge		The snow sheds	
		The snow-sheds		Descent through Bear Creek gorge	
		Bear Creek			
		Mount Macdonald			

MOUS TA...
(Donald to Brandon)

LEAVE 6.30 458

ARRIVE 15.20 458
14.45 447

Second crossing of the Columbia

‡ Flag Station

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van'e'r
	LEAVE		ARRIVE	
	The Hermit	a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!—In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Roger's Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.	Exit from Roger's Pass.	
2479	13.35	Roger's Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass-valley has been reserved by the Government as a national park.	13.35	427
	Peaks and glaciers in Roger's Pass		Mts. Macdonald and Hermit	
	A National reserve		SECOND DAY	
2481	.....	Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right, surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illecillewaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illecillewaet, which makes its way westward by a devious course among numberless hoary-headed mountain-monarchs. Far below, and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost,) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.	.....	425
	Source of the Illecillewaet		The summit of the Selkirks	
	The Great Glacier		Over-looking the gorge of the Illecillewaet	
2483	DINNER Arrive 13.35 Leave 14.25	Glacier House —Alt. 4,122 ft. Station and hotel within twenty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyra-	DINNER Leave 13.15 Arrive 12.45	423

§ Refreshment Station

Miles from Mont'

2490
2499

		Miles from Mount	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r
and in	Miles from Vanc'v'r		LEAVE			ARRIVE	
VE			Sir Donald	mid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Roger's Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illecilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains and glaciers. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Roger's Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and made furnish fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can always be obtained. No tourist should fail to stop here for a day at least.	Sir Donald and other peaks		
cit m er's ss.	427		Names of the peaks				
.35			The Great Glacier			The great glacier of the Selkirks	
fts. fac-nal and ermit			Game			Game	
COND DAY				Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed, the summit range, near Roger's Pass, is yet visible with Sir Donald overlooking all.			
.....	425		The Loop			Climbing the Loops	
The summit of the Selkirks		2490	14.50	Ross Peak—Alt. 3,600 ft.	The Illecillewaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. At Illecillewaet station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	NOON	416
Over-looking the gorge of the Illecillewaet		2499	15.20	Illecillewaet—Alt. 3,593 ft.		11.48	407
DINNER Leave 13.15 Arrive 12.45	423		Silver mines			Game, lumber and silver mines	

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco ^v r	Miles from Mont ^l
2505	LEAVE 15.47	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	ARRIVE 11.21	401	
	Canyons of the Illecillewaet		Gorge of the Illecillewaet			2571 2590 2597
2515	16.17	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up upon the right the conspicuous and beautiful peak named Clachmaccodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke.	10 51	391	
	Base of the Selkirks		Entering the Selkirks		
2527	17.02	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1050 ft. It is navigable southward to the International boundary, 200 miles distant and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking str. Marion from here down the Columbia river to Sproat's Landing, a run of 165 miles through lovely scenery. Revelstoke has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie,—imposing and glacier-studded.	10.06	379	
	The Columbia Gold range		First crossing of the Columbia		
2536	17.32	Clanwilliam —Alt. 1,996 ft. The Columbia is crossed upon Griffin Lake —Alt. 1,900 ft. a bridge half a mile long, and the Gold range is at once entered by Eagle Pass, which is so deep-cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir,	9.36	370	2607
2544	17.54		9.11	362	2622
2555	18.25		8.40	351	2638
	In the Eagle Pass	The ascent of the Eagle Pass			

Miles from Vancouver	Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
401		LEAVE	hemlock, cedar, balsam and many other varieties—giants, all of them. Saw mills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.	ARRIVE	
		The last spike		Base of the gold range	
	2571	19.00	Sicamous —Alt. 1,300 ft.	7.57	335
	2590	19.48	Salmon Arm	7.07	316
	2597	20.05	Tappen Siding	6.50	309
391		Game and fish	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep-trotting for trout. The <i>London Times</i> has well described this part of the line:— "The Eagle River leads us down to the Great Shuswap Lake, so named from the Indian tribe that lived on its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the Salmon arm." <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river and around O'Kanagan Lake, where there is a large settlement; steamboats ascend the river thirty miles, and a railway is proposed. "For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake, with its bordering slopes, gives a fine reminder of Scottish scenery. The railway in getting around it leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the Salmon arm of the lake rather than go a circuitous course around the mountains to reach the Southwestern arm, the line strikes through the forest over the top of the intervening ridge [<i>Notch Hill</i>]. We come out at	Great Shuswap Lake and its sports	
379		Sicamous and O'Kanagan		View from Notch Hill	
		The Shuswap lakes		Little Shuswap Lake	
370	2607	20.42	Notch Hill —Alt. 1,708 ft.	6.26	299
362	2622	21.32	Shuswap	5.36	284
351	2638	22.10	Ducks	4.58	268
		Ranches of the Thompson Valley	"winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay-stacks, and good farmhouses on the level surface, while herds of cattle, sheep, and horses roam over the valley and bordering hills in large numbers. "This is a ranching country extending far into the	Farms and cattle herds	

‡ Flag Station.

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Mont ^l
	LEAVE		ARRIVE		
	Old-time settlements	"mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages, with the evidences of thrift that are all around."	Old-time settlements		
2655	23.00	Kamloops —Alt. 1,500 ft. Pop. 2,000. Divisional point, and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning a river-confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes, wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the O.Kanagan and Nicola valleys, reached by stage-lines.	4.08	251	
	The North Thompson		Forks of the Thompson		
	Industries of the region		The "bunch grass" country		
2664	23.25	Tranquille Just below Kamloops the Thompson	25.43	242	
2670	23.43	Cherry Creek widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some 20 miles. Half-way a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's Ferry</i> , the	23.25	236	
	Kamloops Lake MIDN'T				
2680	24.15	Savona's Ferry lake ends, the mountains draw near,	2.52	226	2750
2687	24.37	Penny's and the series of Thompson River canyons is entered, leading westward to the Fraser through marvellous scenery. From here to Port Moody, the nearest point on Pacific tide-water, the railway was built by the Dominion government and transferred to the company in 1886. <i>Penny's</i> is an old-time ranch-	2.28	219	2757 2766
2702	1.34	Ashcroft —Alt. 1,075 ing settlement. <i>Ashcroft</i> has de-	1.34	204	
2716	2.47	Spatsum [ft. | veloped into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight wagons, drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut	24.21	190	
	Cariboo District		MIDN'T		
	The Black Canyon		Ashcroft and the Cariboo trade		
2728	3.43	Spence's Bridge hills. At <i>Spence's Bridge</i> the old	23.26	178	
2734	4.13	Drynoek —Alt. 700 ft. waggon road up this valley to the Cariboo gold country crosses the river; and the rail-	22.56	172	

† Flag Station

Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		LEAVE		ARRIVE	
251		The Nicola river	<p>way crosses here the mouth of the Nicola River, whose valley, southward, is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout-brook, whirls down its winding torrent-path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass-slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i>, Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment snowy peaks are seen glistening above the clouds.</p>	Nicola and Similkameen	
242 236		Grotesque forms of rocks		Fantastic canyon scenery	
		Thompson Canyon		Ascending the Thompson River	
226 219	2750 2757 2766	5.34 †6.04 6.54	<p>Lytton—Alt. 675 ft. At <i>Lytton</i>, a small trading town where ranchmen and Indians appear in numbers, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i>. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Cisco</i>, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny</p>	21.36 †21.07 20.17	156 149 140
204 190		The cantilever bridge		Upper valley and crossing of the Fraser	
		The Cariboo road			
178 172					

† Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
	Indians and Chinamen	spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel-bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated grave-yards, alternate with the groups of huts of the Chinese.	Salmon and gold dust		284 285
2777	B'KFAST 8.19	<p>North Bend—Alt. 425 ft. A charming little hotel makes <i>North Bend</i> (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting, but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At <i>Spuzzum</i> the government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.</p>	SUPPER 18.52	129	286 287 288
2792	19.19		Spuzzum	17.52	114	287 289
	SIXTH DAY		Entrance to the Fraser canyon		
	The great canyon		Cariboo Wagon road		
2803	10.07	<p>Yale—Alt. 200 ft. | <i>Yale</i> (pop. 1,200) is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river-bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountain in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.</p>	17.04	103	2893 2902
2817	10.47		Hope —Alt. 200 ft.	16.26	89
	Hope Peak		Hope and Yale		
	End of the canyon's		Approaching the Cascade Mountains		2906
2824	11.08	<p>Ruby Creek | <i>Ruby Creek</i> is named from the garnets found in the vicinity. <i>Agassiz</i>, overlooked by Mt. Che-am, is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near</p>	16.06	82	
2835	11.28		Agassiz	15.46	71
	Harrison Springs		Harrison Springs		

1 Flag Station

§ Refreshment Station

East-bound Train	Miles from Vanc'v'r	Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
			LEAVE		ARRIVE	
		2844	11.48	Harrison <i>Harrison Station</i> the Harrison River	15.28	62
		2853	12.11	Nicomén is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomén</i> , Mount Baker comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level. At <i>Mission</i> is an important Roman Catholic Indian school. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth but mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	15.06	53
	129		Mount Baker		R. C. Mission	
	114					
		2863	12.31	Mission	14.46	43
		2873	12.52	‡ Wharnock	14.25	33
		2882	13.16	Hammond	14.02	24
			Big trees		Mount Baker	
		2887	13.42	New Westminster June. Divergence of branch line to the important town of New Westminster (pop. 5,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	13.42	19
		(2897)	(14.22)	(New Westminster)	(13.10)	(9)
			New Westminster		Fraser River	
	103	2893	13.52	Port Moody <i>Port Moody</i> , at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , the new city of Vancouver soon appears.	13.32	13
	89	2902	14.13	Hastings	13.12	4
			Along Burrard Inlet		FIRST DAY	
		2906	ARRIVE 14.25	‡ Vancouver —Pop. 15,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electric-	1.00 pm	0
			2.25 pm		LEAVE	
	82		Five days and 18 hours from Montr ^l		Vancouver: its site and commercial advantages.	
	71					

Station

‡ Flag Station

§ Refreshment Station

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'r
	LEAVE			
	Commercial advantages	ity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to China and Japan, to Victoria, San Francisco, Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain-streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A new Clyde built steamer connects with Victoria, daily, except Mondays, when connection is made via New Westminster—a ferriage of seven hours through a beautiful archipelago. On Mondays and Thursdays a fine new steamship departs for Seattle, Tacoma and other Puget Sound ports—a trip of a day, in smooth water, with delightful scenery. Steamships for Yokohama and Hong Kong depart about every fifteen days.	Commercial advantages	
	From Vancouver to Yokohama, 4234; to Hong Kong, 5824; to San Francisco, 831.		Crossing the Gulf of Georgia	
	Resources		A.M. 3.00	84
	ARRIVE 2990 19.30 7.30 p.m.	Victoria —Pop. 15,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island. It looks out westward through the Straits of Fuca to the Pacific, southward into Puget Sound, and eastward, beyond the Gulf of Georgia, to the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well appointed opera house. The chief hotel has a world-wide reputation. Well made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, when connection is made via New Westminster, and with Puget Sound ports, daily except Sundays; and steamships depart about every five days for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports. A steamer departs about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.	LEAVE	
28	Scen'ry and sport		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 3 a.m. Passengers may occupy their state-rooms as early as they please	87 112
28	SIXTH DAY			122 146
	Beautiful surroundings			171 183 189 210
2824 2835	Steamship connections			28

Steamships on the Pacific Ocean.

Steamships of the Canadian Pacific line sail about every fifteen days from Vancouver for Japan and China. These are fast steamers heretofore in the service of the Cuna

line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip will require only 12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Anstralias generally. Full particulars as to sailing dates, rates of fare, etc., will be supplied on application to any of the Company's agents mentioned on first page.

East-bound Train
miles from Vancouver
Commercial advantages

Crossing the Gulf of Georgia
A.M. 3.00
LEAVE
A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 3 a.m. Passengers may occupy their state-rooms as early as they please

ONTARIO ROUTE

Toronto and North Bay, via Northern and Northwestern Division of the Grand Trunk Ry.—228 miles.

Miles from Toronto	Express Northward	STATIONS—DESCRIPTIVE NOTES	Express Southward	Miles from North Bay
	LEAVE		ARRIVE	
0	11.00pm	Toronto —Union Station. See page p. 41.	4.30	228
30	12.20	Aurora	A.M.	198
35	12.31	Newmarket	3.15	193
38		Holland Landing		190
63	1.50	Allandale	1.50	165
	A.M.	of much importance. <i>Holland Landing</i> , on Lake Simcoe, was where, in old days, the navigation of the lake began. At <i>Allandale</i> the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.30 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as <i>Orillia</i> . Between <i>Orillia</i> and <i>Gravenhurst</i> , Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. <i>Bracebridge</i> and <i>Huntsville</i> are summer resorts and manufacturing towns. This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a net-work of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands; are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from the railway.		
		Orillia	1.00	142
84	2.38	Gravenhurst	11.35md't	116
112	4.00			
		Bracebridge	11.12	106
122	4.23	Huntsville	10.15	82
146	5.18			
		Burk's Falls	9.20	57
171	6.18	Sundridge	8.52	45
183	6.47	South River	8.38	39
189	7.00	Callandar	7.25	8
220	8.10			
		entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined just beyond <i>Callandar</i> , and its tracks are followed into North Bay.		
	ARRIVE		P.M.	
	28	North Bay —See p. 14. This train from Toronto makes close connection with the Canadian Pacific Transcontinental express for Winnipeg and Vancouver.	7.00	0
	A.M.		LEAVE	

from Vancouver
office of the Cuna

Refreshment Station.

TORONTO LINE.

MONTREAL & TORONTO, 344 MILES.

Miles from Mont ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto
	LEAVE			ARRIVE	
0	*8.45pm	Montreal	From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the	*7.45am	344
5	8.57	Montreal Jc.	brow of an embankment until Montreal Junc. is reached, where the line to Boston and New England points via the St. Lawrence Bridge divorges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Lachine to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is seen at the left; and above the trees, further to the left, a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	7.35	339
	EASTERN STANDARD TIME.			Change for Boston	To Boston, 396 miles
7		Lachine Bank			337
10		Dorval			334
13		Valois			331
15		Beaconsfield		The St. Lawrence bridge	329
20	9.20	Ste. Anne's	One of the five mouths of the Ottawa River is crossed by a fine steel bridge	7.10	324
24	9.26	Vaudreuil	at <i>Ste. Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa-mouth is bridged at <i>Vaudreuil</i> .	7:03	320
	Ottawa River				
35	†9.42	St. Clet	The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At <i>St. Polycarpe Junc</i> the Canada Atlantic Railway is crossed, and at <i>Kemptville Junc</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.	6.45	309
40		St. Polycarpe Junc			304
46		Dalhousie Mills			298
54	†10.11	Green Valley		†6.12	290
63		Apple Hill		Farms	281
68		Monklands			276
73		Avonmore			271
79	†11.00	Finch		†5.23	265
87	11.13	Chesterville		5.12	257
93	11.24	Winchester		5.02	251
101		Mountain			243
108	11.50	Kemptville Junc		4.37	236
119	12.09 mdt	Merrickville		4.19	225
128	12.35	Smith's Falls —Pop. 2,400. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific		3.55	216
				A.M.	

* Additional trains leave Montreal for Toronto at 9.20 a.m., and Toronto for Montreal at 8.45 p.m.
 † Flag Station.

Miles from Mont ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto
LEAVE				ARRIVE	
	A.M.				
140	12.58	Perth —Pop. 4,000. A prosperous town, with a number of mills, and an extensive manufactory of railway-cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.		3.32	204
148		Bathurst			196
155		Maberly			189
166	1.48	Sharbot Lake Junc	For 100 miles beyond <i>Perth</i> the country is more or less broken by rocky uplifts and largely covered with timber.	2.45	178
175		Mountain Grove	Iron, phosphate, asbestos and other valuable minerals abound. The Kingston & Pembroke Railway, from Kingston, on the St. Lawrence, to Renfrew, on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords.	2.17	164
180	2.17	Arden	<i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district.		153
191		Kaladar	<i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton, on Lake Ontario, northward to a number of large and extensively worked iron mines.	1.28	145
199		Sheffield	<i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.	12.55	137
207	3.06	Tweed			128
216		Ivanhoe			119
225	3.40	Central Ont. Junc.			110
234		Blairton			
238	4.10	Havelock		MIDN'T	
244	4.20	Norwood		12.25	106
252		Indian River		12.14	100
262	4.56	Peterboro' —Pop. 9,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half a dozen directions.	11.40		82
309				Fishing resorts	
304		Rice Lake canoes and sport			
298					
290					
281					
276					
271					
265					
257					
251		Cavanville	Market stations for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced, and much attention is given to cattle breeding. Beyond <i>Green River</i> , Lake Ontario may be seen occasionally.	10.27	73
243		Manvers			64
236		Pontypool			61
225		Burketon			52
301	16.08	Myrtle			43
310		Claremont			34
318		Green River			26
326		Agincourt			18
335	7.10	North Toronto —Station for the northern part of Toronto. Street cars connect with all parts of the city, and cabs may be had at the station.		9.22	9
216	339	7.25	Toronto Junction —Divergence of Credit Valley, and Toronto, Grey and Bruce sections of the Canadian Pacific Railway, the former extending to London and St. Thomas, connecting at the latter point with the Michigan Central Railroad for Detroit, Chicago and	9.10	5

¹ Refreshment Station

‡ Flag Station

Miles from Mont'l.	West bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto	Miles from Mont'l.
	LEAVE			ARRIVE		430
		other western points; the other connecting at Owen Sound with the C. P. Ry. Co's steamships for Sault Ste. Marie, Port Arthur and Fort William.				
342	7.35	Parkdale —Formerly a suburb of Toronto. The company's workshops for its Ontario lines are located here.		P. M. 8.55	2	437
	ARRIVE					442
344	7.45	Toronto —Pop. 175,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario, which affords water communication with the other great lakes westward and with the St. Lawrence river eastward. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. The city has an unusual number of imposing public and private buildings. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the Northern and North Western Division of the G. T. Ry. (see p. 38) extends northward, past Lake Simcoe, to North Bay, on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway.		8.45	0	446
	A. M.					450
						453
						458
						466
	Com- mercial import- ance			EASTERN TIME		
	Railw'y outlets			LEAVE		

GREAT LAKES ROUTE.

Toronto, Owen Sound and Port Arthur, TWICE A WEEK, DURING SEASON OF NAVIGATION ONLY. (From about 1st May to 20th November.)

Miles from Mont'l.	Steamship Express West'd	STATIONS—DESCRIPTIVE NOTES		Steamship Express East'd	Miles from Vanc'v'r
	LEAVE			ARRIVE	
344	11.05	Toronto —Trains depart from Union Station, passing through Parkdale (11.15 a.m.) and Toronto Junction (11.25 a.m.), and thence by way of Weston, Woodbridge, Bolton and Carwell to Melville Junction, the first point at which the steamship express stops after leaving Toronto Junction. Additional trains leave Toronto for Owen Sound at 7.40 a.m. and 4.45 p.m., and Owen Sound for Toronto at 5.50 a.m. and 3.35 p.m. These trains run daily except Sundays, and stop at all stations.		ABOUT NOON	2535
	A. M.				
	Wednesday and Saturday only.				
390	P. M. 12.35	Melville Junction			2489
393	AR 12.40 LV 12.55 DINNER	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.			2486
397	1.02	Orangeville Junction —Branch line to TEESWATER.			2482
400		Laurel	A well-cultivated plateau, furnishing		2479
404		Crombies	lime and building stone. The		2475
409		Shelburne	lakes of this region, especially at		2470
412		Melancthon	Horning's Mills, 4 m. from <i>Shelburne</i> ,		2467
416		Corbetton	are noted for extraordinary trout.		2463
420		Dundalk —The road is here 1,300 ft. above L. Ontario.			2459

§ Refreshment Station

Miles from Mont'l.
430
437
442
446
450
453
458
466
Owen Sound to Sault Ste. Marie, 275 miles; to Port Arthur 525.
473

The surpass each 2 luxury of the with st been a of Scot

Monday & Thursday.

Miles from Toronto	Miles from Montreal	Steamship Express	STATIONS—DESCRIPTIVE NOTES	Steamship Express	Miles from Vancouver
	430		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Pricerville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.		2449
2	437		Markdale Berkeley Holland Centre Arnott Chatsworth Rockford	A rolling, timbered and well-watered region. Fine farming in the valleys. Lumber, cord-wood and tan-bark are exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.	2442
0	442	2437			
	446	2433			
	450	2429			
	453	2426			
	458	2421			
	466	P.M. A 3.00 LV 3.30	Owen Sound —Pop. 6,000. The port on Georgian Bay for Canadian Pacific lake steamships. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for <i>Port Arthur</i> (see below), steamers depart regularly for <i>Manitoulin Island</i> and all ports on <i>Georgian Bay</i> .	As the time of starting from <i>Owen Sound</i> varies with the arrival of the steamship, exact hours cannot be given; it is usually 8 a.m.	2413
	743	A.M. AT 11.00 LV 11.30			
		Port of embarkation for the Upper Lakes			
			Sault Ste. Marie —Thursday and Sunday going West, and Sunday and Wednesday going East. Passengers can go ashore for a few minutes while the vessel is passing through the lock. Connection is here made with the <i>Minneapolis, St. Paul & Sault Ste. Marie R'y.</i> for <i>St. Paul</i> and <i>Minneapolis</i> , the <i>Duluth, South Shore & Atlantic R'y</i> for <i>Duluth</i> and points on the <i>South Shore of Lake Superior</i> , and steamers for <i>Lakes Superior (South Shore), Michigan, Huron, and Erie</i> . The <i>Canadian Pacific "Soo Line"</i> which leaves the transcontinental line at <i>Sudbury</i> , here crosses the <i>Rapids</i> on a magnificent iron bridge, and by rail to <i>Sault Ste. Marie</i> , thence <i>Lake Steamships</i> form a pleasant summer route.	The C. P. steamer leaves <i>Port Arthur</i> each Tuesday and Saturday, and the connecting trains for <i>Toronto</i> leave <i>Owen Sound</i> following Thursday and Monday.	2163
	993	ARRIVE S. 30 A. M.			
			Port Arthur —(See p. 15.) Arrive, Friday and Monday, going West. Leave, Tuesday and Saturday, going East.	NOON P.M. 3.00 LEAVE	1913

Canadian Pacific Steamships

The ALBERTA and ATHABASCA, of this line, are elegant, Clyde-built steel steamships, surpassing in speed, safety and comfort, all others on the Great Lakes. They are each 270 feet in length, and complete in every detail. Their furnishing is equal in luxury to that of the best ocean steamers, and their table compares favorably with that of the leading hotels of our large cities. They are lighted by electricity, furnished with steam steering-gear, and provided with every appliance for safety. To these have been added this year the "Manitoba," recently launched at *Owen Sound*. It is built of Scotch steel, is 300 feet in length, and the finest steamship afloat in the upper Lakes.

- 2489
- 2486
- 2482
- 2479
- 2475
- 2470
- 2467
- 2463
- 2459

NAVIGA-

- Miles from Vancouver
- 2535

CHICAGO LINE,

Toronto & Chicago, 520 Miles.

Miles from T'no.	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Chicago
	LEAVE			ARRIVE	
0	2.00 P.M.	Toronto	From Toronto to St. Thomas, where the Canadian Pacific Railway line joins the Michigan Central Railroad, one of the most beautiful and thoroughly cultivated districts in Canada is traversed, and many famous stock and dairy farms occur. Evidences of wealth and prosperity are everywhere visible.	8.50	520
5	2.20	Toronto Jc.		8.30	515
9		Islington		8.10	511
15	‡2.40	Cooksville		‡7.55	505
21		Streetsville		7.37	499
22	3.00	Streetsville Jc.		7.30	498
33	3.21	Milton		7.00	487
40	3.39	Guelph Jc. c.		6.38	480
46		Schaw		6.28	474
57	4.17	Galt		6.07	463
68	4.40	Ayr	5.43	452	
75	4.55	Drumbo	5.30	445	
88	5.25	Woodstock	5.05	432	
98	5.44	Ingersoll	4.46	422	
		districts surrounding them. At Woodstock, a new branch line of the C.P.R. diverges for London (pop. 30,000), 27 miles distant, which branch is now being extended to Windsor, opposite the city of Detroit, and will shortly be opened for passenger travel.		A.M.	
122	6.30	‡ St. Thomas —Pop. 10,000. A manufacturing town and railway centre. From here the train takes the Michigan Central line to Detroit and Chicago.	4.00	398	
			Eastern Time		
234	10.15	Detroit (Michigan) —Connection is made here with the railways of the Wabash and Michigan Central systems for Toledo, Indianapolis and the southwest; for Lansing and Grand Rapids; and for Saginaw and northward. The direct route to Chicago is by the Michigan Central.	10.45	286	
			P.M.		
	Central Time		Central Time		
520	ARRIVE 7.45 A.M.	Chicago —Station foot of Lake street.	P.M. ‡3.10 LEAVE		

Another Westbound train, the "Western Express," leaves Toronto at 7.30 a.m. daily, except Sunday, arrives in St. Thomas at 12.30 p.m., Detroit at 4.20 p.m., and arrives in Chicago at 7.00 a.m. the following morning.

Another Eastbound train leaves Chicago at 10.10 p.m.; Detroit at 12.05 noon, Central time; St. Thomas at 4.35 p.m. Eastern time, and arrives in Toronto at 9 p.m., connecting at Toronto Junc. with the Night Express for Ottawa, Montreal and the east.

† Runs daily, Sundays included. ‡ Flag stations. § Refreshment stations.

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CANADIAN PACIFIC Ry. TELEGRAPHS.



Distance	Miles from Chicago
5.00	520
5.30	515
5.10	511
5.55	505
5.37	499
5.30	498
5.00	487
5.38	480
5.28	474
5.07	463
5.43	452
5.30	445
5.05	432
5.46	422

The telegraph system of the C. P. R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of railway in the Dominion of Canada.

The **COMMERCIAL CABLE CO.** (Mackay-Bennett system) gives the C. P. R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the **C. P. R.** to reach all important points in the United States.

To ensure quick despatch to all points, see that your telegrams are written on C. P. R. Telegraph Blanks, and are handed in at C. P. R. offices.

HEAD OFFICE, MONTREAL.

CHAS. R. HOSMER,
MANAGER TELEGRAPHS.

DOMINION EXPRESS COMPANY

(LIMITED.)

Operating on all lines of the CANADIAN PACIFIC RAILWAY, also on the lines of the

NEW BRUNSWICK RAILWAY
INTERCOLONIAL RAILWAY
MANITOBA & NORTH-WESTERN RAILWAY
KINGSTON & PEMBROKE RAILWAY
CANADIAN PACIFIC STEAMSHIP LINE
 To and from all Treaty Ports in China and Japan.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C.O.D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **CAREFULLY, PROMPTLY** and at **REASONABLE RATES.**

Have fire and burglar proof safes in cars for the safe carriage of money, bonds and valuables.

Have a system of Through Trunks for small parcels, reducing the risk of loss, damage or delay.

Grant Special Rates on produce, and on large consignments of merchandise, and as low rates between all points on every description of goods as any other Express Company.

Promptly adjust all claims for loss or damage.

Have branch offices conveniently situated and make the most liberal free delivery in all cities.

Require all employees to be **CIVIL** and **ACCOMMODATING** and will consider it a kindness if patrons will report any violation of this rule to Local Agents, Division Superintendents or the General Manager.

W. S. STOUT, General Superintendent, Toronto.

S. T. STEWART, Superintendent, 226 St. James Street, Montreal.

pt. Sunday,
e following
St. Thomas
the Night

TRANSCONTINENTAL ROUTE—WESTBOUND—CONDENSED TIME TABLE.

STATIONS.	Pac. Ex.	DAYS OF WEEK.							
NEW YORK, via Montreal, Leave.									
N. Y. C. & H. R. Rd.	6.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
West Shore Rd.	5.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
NEW YORK, via Toronto, Leave.									
N. Y. C. & H. R. Rd.	10.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
West Shore Rd.	8.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
N. Y., L. E. & W. Rd.	8.25 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
Lehigh Valley Rd.	7.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
NEW YORK, via Brockville, Leave									
N. Y., Ont. & W. Rd.	6.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
D. L. & W. Rd.	9.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
N. Y. C. & H. R. Rd.	10.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
West Shore Rd.	8.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
BOSTON, via Montreal. Lv	9.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Portland, Me., via Montreal. Lv	8.45 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
HALIFAX, N.S. Lv	6.50 a.m.	Fri.	Sat.	Mo.	Tu.	We.	Th.	.....
St. John, N.B. Lv	4.10 p.m.	Fri.	Sat.	Mo.	Tu.	We.	Th.	.....
Quebec Lv	1.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
MONTREAL, Dalhousie Square.	8.40 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Ottawa Lv	12.20 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Carleton Place. Lv	1.20 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Niagara Falls Lv	4.50 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Toronto. Lv	11.00 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
North Bay. Lv	9.55 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Sudbury. Lv	1.12 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Port Arthur. } Ar	3.15 p.m.	We.	Th.	Fri.	Sat.	Sun.	Mo.	.....
..... } Lv	11.39	We.	Th.	Fri.	Sat.	Sun.	Mo.	.....
WINNIPEG. } Ar	10.50	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	.....
..... } Lv	13.20	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	.....
Portage la Prairie Lv	16.02	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Braudou. Lv	18.15	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Qu'Appelle Lv	2.57	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Regina. Lv	4.20	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Medicine Hat. Lv	18.30	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Calgary. Lv	2.29	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
Banff Hot Springs. Lv	6.45	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
Field. Lv	10.00	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
Glacier. Lv	14.25	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
North Bend. Lv	8.19	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
New Westminster. Ar	11.22	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
VANCOUVER * * * * * Ar	14.25	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Victoria, via Can. Pac. Nav. Co Ar	7.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Vancouver B-C, Str. Premier. Lv	2.15 p.m.	.....	Mo.	.....	.....	Th.	.....	.....
Seattle Wash., Str. Premier. Ar	2.00 a.m.	.....	Tu.	.....	.....	Fri.	.....	.....
Tacoma Wash., Str. Premier. Ar	10.00 a.m.	.....	Tu.	.....	.....	Fri.	.....	.....
Victoria, B. C. O. R. & N. Co. Lv	6.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Seattle, Wash., O.R. & N. Co. Ar	1.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Tacoma, Wash., O. R. & N. C. Ar	4.15 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Tacoma, Wash., N. P. Rd. Lv	9.40 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Portland, Ore., N. P. Rd. Ar	6.30 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Victoria for San Francisco } via Pac. Coast S. S. Line } Lv	1.00 p.m.	Feb. 8	13,18,23, 28, Meh. 5, 10, 15, 20,25,30,	Apr. 4, 9,	14,19,24,				
San Francisco via Pacific } Coast S. S. Line } Ar	6.00 a.m.	Feb. 11, 16,21,26,	Meh. 3, 8,13, 23,	28, Apr. 1, 2, 7, 12,	17,22,27,				
Tacoma, Wash., N. P. Rd. Lv	7.30 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
Portland, Ore., N. P. Rd. Lv	3.15 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
Portland, Ore., So. Pac. Rd. Ar	4.0 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
San Francisco So Pac. Rd. Ar	7.45 a.m.	Th.	Fri.	Sat.	Sat.	Mo.	Tu.	We.	

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. * * On Mondays connection for Victoria is via New Westminster.

CANADIAN PACIFIC LINE TRANSPACIFIC STEAMSHIPS. BETWEEN VANCOUVER AND CHINA AND JAPAN.

INTENDED SAILINGS—WESTBOUND.

NAME OF STEAMSHIP.	Leave Vancouver.	Arrive Yokohama.	Arrive Hong Kong.
BATAVIA	1890. Feb. 17	1890. Meh. 6	1890. Meh. 15
ABYSSINIA	Meh. 17	Apr. 3	Apr. 12
PARTHA	Apr. 14	May 1	May 10
BATAVIA	May 12	May 29	June 7

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Calgar
Medic
Regina
Qu'Ap
Braud
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WINX
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Sudbu
North
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Toron
Niaga
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TRANSCONTINENTAL ROUTE—EASTBOUND—CONDENSED TIME TABLE.

STATIONS.	Atl. Ex.		DAYS OF WEEK.						
	Time	Day	Mo.	Tu.	We.	Th.	Fri.	Sat.	
San Francisco, So. Pac. Rd.	7.00 p.m.	Sat.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Portland, Ore., So. Pac. Rd.	10.40 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Portland, Ore., Nor. Pac. Rd.	11.45 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Tacoma, Wash., Nor. Pac. Rd.	7.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Portland Ore., Nor. Pac. Rd.	10.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Tacoma, Ore., Nor. Pac. Rd.	6.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Tacoma, Wash., O. R. & N. Co.	7.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Seattle, Wash., O. R. & N. Co.	9.45 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Victoria, B. C., O. R. & N. Co.	5.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Portland, Ore., Nor. Pac. Rd.	10.04 p.m.	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
Tacoma, Wash., Nor. Pac. Rd.	8.10 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Tacoma, Wash., Str. Premier.	5.00 p.m.	.....	Tu.	.....	.....	.....	Fri.	.....
Seattle, Wash., Str. Premier.	12.00 mid't	.....	Tu.	.....	.....	.....	Fri.	.....
Vancouver, B. C., Str. Premier. Ar	6.00 p.m.	.....	We.	.....	.....	.....	Sat.	.....
San Francisco for Victoria, } via Pac. Const S.S. Line } Lv	9.00 a.m.	Feb. 9,	14, 19, 21,	March 1	6, 11, 16,	21, 26, 31,	April 5, 10, 15,	.....
Victoria, via Pac. Const S.S. } Line. Ar	6.00 a.m.	Feb. 12,	17, 22, 27,	March 4	9, 11, 19,	24, 29,	April 3, 8, 13, 18,	.....
Victoria, B. C., C. P. Nav. Co.	3.00 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
VANCOUVER, B. C.	9.10	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
.....	13.00	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
New Westminster	13.10	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
North Bend	15.22	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
Glacier	13.15	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	
Field	19.50	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	
Banff Hot Springs	22.25	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	
Calgary	2.20	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Medicine Hat	10.17	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Regina	23.35	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Qu'Appelle	1.12	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Brandon	11.15	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Portage La Prairie	11.30	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
WINNIPEG.	16.30	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
.....	17.30	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Port Arthur	14.30	Sat.	Sun.	Mo.	Tu.	We.	Th.	.....
.....	3.30 p.m.	Sat.	Sun.	Mo.	Tu.	We.	Th.	.....
Sudbury	3.13 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
North Bay	6.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
North Bay for Toronto	7.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
Toronto	4.30 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Niagara Falls	11.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Carleton Place	3.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Ottawa	4.30	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
MONTREAL, Dalhousie Sq.	8.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Quebec	2.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
St. John, N. B.	1.15 p.m.	Tu.	We.	Th.	Fri.	Sat.	Mo.	.....
HALIFAX, N. S.	10.30 p.m.	Tu.	We.	Th.	Fri.	Sat.	Mo.	.....
Portland, Me	8.35 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Boston, Mass	8.50 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
NEW YORK, via Brockville	9.40 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
N. Y. O. & W. Rd.	6.09 p.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
D. L. & W. Rd.	6.45 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
N. Y. C. & H. R. Rd.	7.55 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
West Shore Rd.	7.20 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
NEW YORK, via Toronto	7.55 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
N. Y. C. & H. R. Rd.	7.30 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
West Shore Rd.	7.50 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
N. Y. L. E. & W. Rd.	7.30 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Lehigh Valley Rd.	7.50 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
NEW YORK, via Montreal	7.00 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
N. Y. C. & H. R. Rd.	7.40 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
West Shore Rd.	7.40 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....

* Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. ** On Mondays, connection for Vancouver is via New Westminster.

**CANADIAN PACIFIC LINE TRANSPACIFIC STEAMSHIPS.
BETWEEN CHINA AND JAPAN AND VANCOUVER.**

INTENDED SAILINGS—EASTBOUND.

NAME OF STEAMSHIP.	Leave Hong Kong.	Leave Yokohama.	Arrive Vancouver.
	1890.	1890.	1890.
PARTHIA	March 6	March 20	April 5
BATAVIA	April 3	April 17	May 3

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For

CANADIAN PACIFIC RAILWAY.

RAILWAY AND FREE GRANT LANDS.

The Canadian Pacific Railway Company have a land subsidy of 25,000,000 acres in the Canadian North-West. These lands lie chiefly along the Main Line and Branches, extending back twenty-four miles on each side thereof. The lots included within these belts have been carefully selected by competent surveyors, putting the Company in the position of offering lands of the highest grade to intending purchasers. Prices range from \$2.50 per acre upwards. The purchaser may go into immediate possession on paying one-tenth of the purchase money, leaving the balance to be paid in nine annual instalments.

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The Railway traverses three of the most important Provinces of the North-West, viz.: Manitoba, Assiniboia and Alberta.

MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater, than those of any other part of the North American Continent. The soil is a rich black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe. So that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

ASSINIBOIA

The central Province of the North-West, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz.:—the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line keeping in the same uniformly rich clay loam. The western part of the Province is particularly well adapted to Stock Raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current and the innumerable spring-fed streams flowing from the Cypress Hills.

ALBERTA

Is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of about 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds" which follow a North-easterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. The snow in winter rarely lays longer than four or five days, when it is melted by this wind, thus making the winters mild, and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province an **abundance of water for grazing and all other purposes.**

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market, and it is a fact, that even in the spring, cattle which have not received any feed except what they get by grazing, are brought in from the ranches as **fat as stall-fed cattle in the Eastern Provinces.**

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for **Cheese and Butter Making**, and before long Alberta will be as noted for such industries as for its ranches.

Westbound trains stop for sufficient time in Winnipeg to enable passengers to visit the Land Offices of the Company, where those desiring it will be supplied with maps and pamphlets, descriptive of the Free Grant and Railway Lands, through which the Railway passes after leaving Winnipeg. Stop-over privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to

L. A. HAMILTON,

C. P. R. Land Commissioner,

WINNIPEG, MAN.

2553

CALENDAR

1890.

JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	1	2	3	4	....	....	....	....	....	1	....	....	....	....	....	1	...	1	2	3	4	5			
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31	..	23	24	25	26	27	28	..	23	24	25	26	27	28	29	27	28	29	30	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	30	31	...	...	...	...	...	...	...	...	...	...	...
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	1	2	3	..	1	2	3	4	5	6	7	...	1	2	3	4	5	...	...	...	...	1	2		
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
25	26	27	28	29	30	31	29	30	...	...	...	...	...	27	28	29	30	31	...	24	25	26	27	28	29	30	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	1	2	3	4	5	6	....	..	1	2	3	4	....	....	....	....	1	..	1	2	3	4	5	6			
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
28	29	30	...	...	...	...	26	27	28	29	30	31	..	23	24	25	26	27	28	29	28	29	30	31	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	30	...	...	...	...	...	...	...	...	...	...	...	...

TIME

The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway (all stations Port Arthur and west thereof). By this system the A.M. and P.M. are abolished, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:—

- Eastern Time.**—East of Port Arthur.
- Central Time.**—Port Arthur to Brandon, including branches.
- Mountain Time.**—Brandon to Donald.
- Pacific Time.**—Donald to Vancouver.

Thus, when it is 12 noon at Montreal, - - Eastern Time.
 it is 11 o'clock at Winnipeg, - - Central "
 " 10 " Regina, - - Mountain "
 " 9 " Vancouver, - Pacific "

