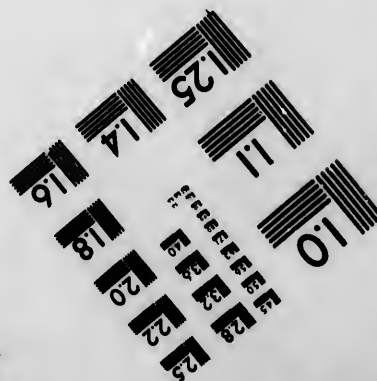
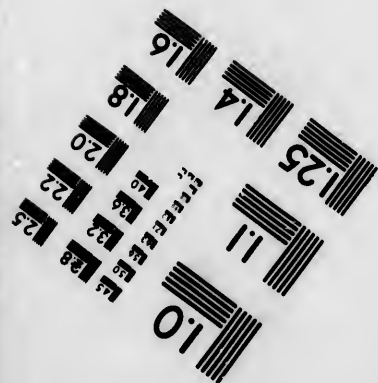
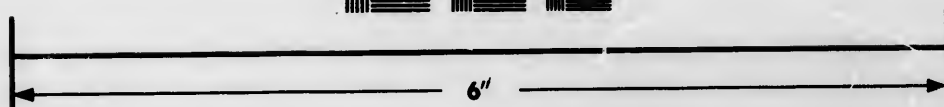
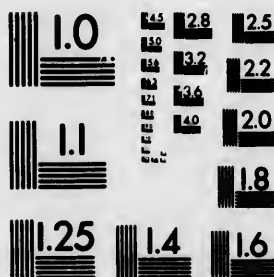


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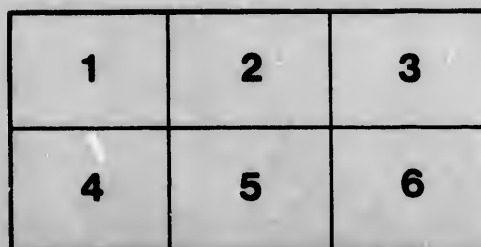
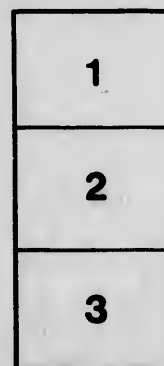
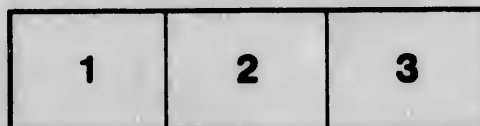
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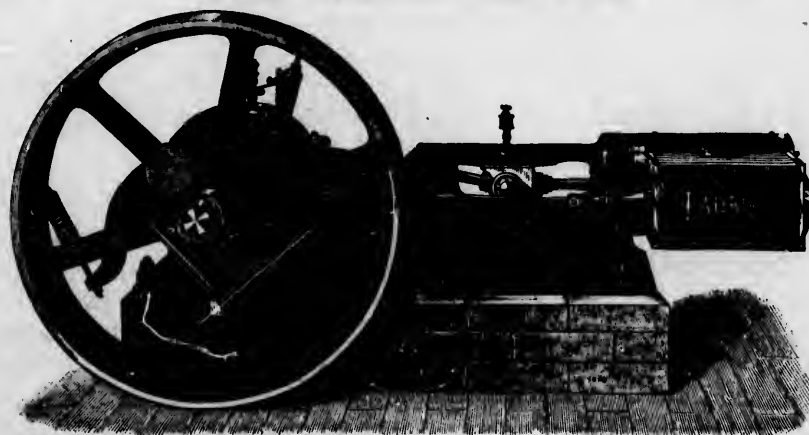
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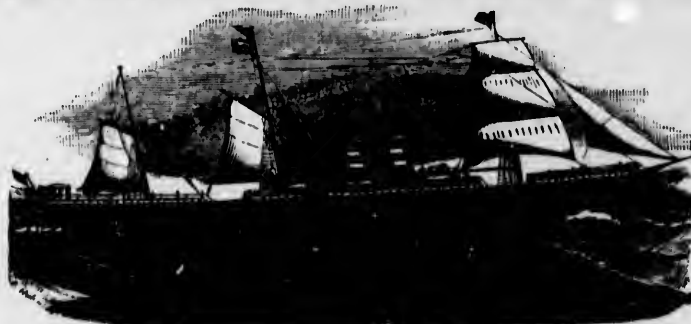
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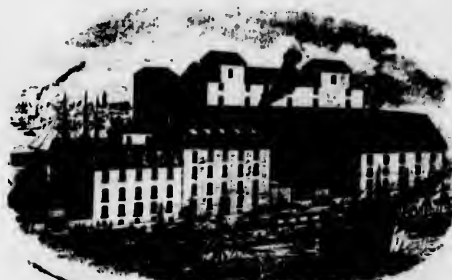
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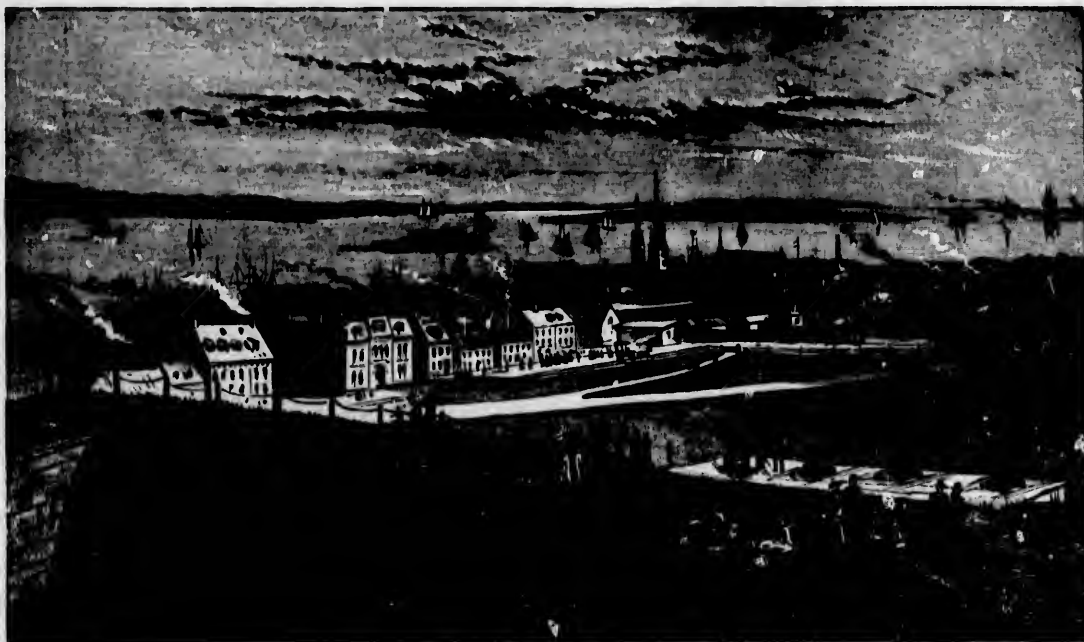
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WE MAKE OUR START FROM HALIFAX.—The Capital of Nova Scotia, from her long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of her magnificent harbor is known in every land, and 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

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,



HALIFAX, FROM THE CITADEL.

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. Population 40,000.

The first stop is at Windsor Station. The Windsor and Annapolis Railway traverses 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 *Evangeline*.

Journeying westward our next important stop is at the town of Truro. Population 5,500. A pretty and thriving place in the midst of most picturesque scenery, boasting several comfortable

and another branch runs to Mulgrave, on the straits of Canso, connecting with steamers for Cape Breton Island.

Londonderry has the Acadian Iron Works a few miles from the town, a branch line extending to them. Oxford has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. Near 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. Hunting 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 a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.

Moncton, has a population of 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 R'y

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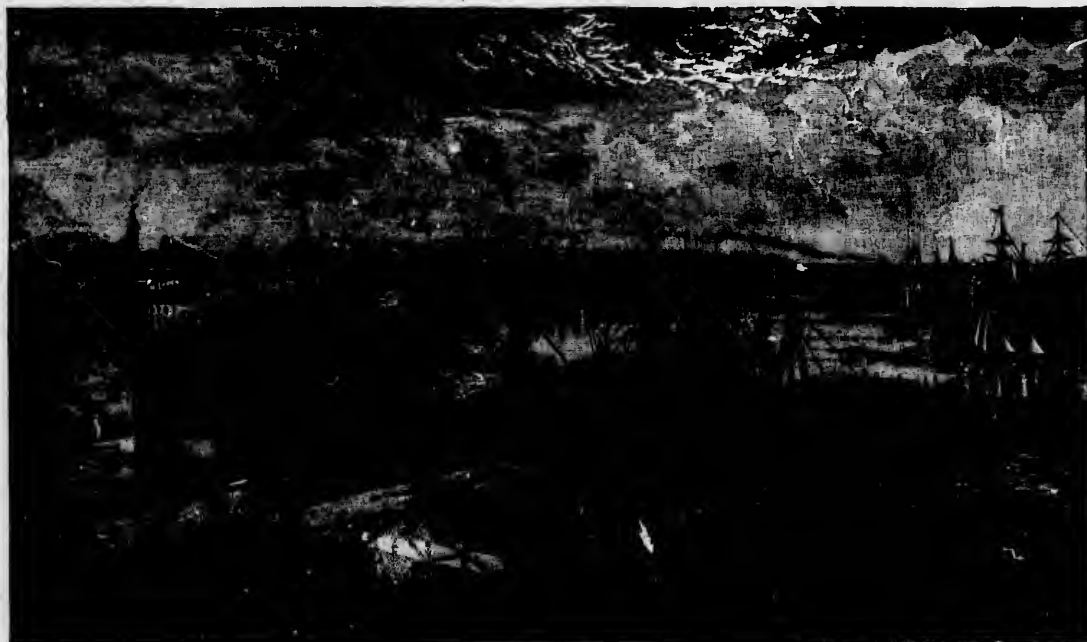
System and offices and workshops are located here. It has several good hotels, and many important industries, prominent among which are the Sugar Refinery and Cotton Factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave many feet high.

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.

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.

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.

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



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From Tomah west the country 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.

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 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 hunting of this section is exceptionally good.

Greenville is a busy little town on the shore of Moosehead

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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 hunting grounds, moose, cariboo, deer, bear, grouse, etc., being found within a 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.

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.

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



QUEBEC, FROM POINT LEVIS.

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.

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 hunting or fishing trip.

At Lennoxville, distant three miles from Sherbrooke, connections are made with the Boston and Maine Railroad, running

popular one with summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephant's Head, and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, 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 Railway is crossed.

We now arrive at Brigham Junction where the Montreal and Boston Air Line diverges for the White Mountains and Boston, and at Farnham the Stanbridge and Sorel branch of the Canadian Pacific Railway is crossed. Caughnawaga is an Indian village on the south shore of the St. Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the cele-

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brated dusky lacrosse players. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the 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 pretty little village of Lachine—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 Railway's Windsor Street Station, Montreal.

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. The population of the city is 75,000.

Between Quebec and Three Rivers are ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. Lake St. John R'y Junction is at the divergence of a line to Lake St. John and the head waters of the Saguenay, where shooting and fishing of every kind are plentiful. Lorette is mainly a settlement of Chris-



MONTREAL, QUE., FROM THE MOUNTAIN.

EASTERN DIVISION

Between Quebec and Montreal.

Quebec. 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.

tianized Huron Indians, founded 250 years ago. Portneuf (pop. 2,500) is a thriving factory town devoted principally to shoe-making and wood-pulp. From Piles Junction 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.

The next place of importance is Three Rivers, 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. Population 10,000.

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. This is for the most part a perfectly level and closely cultivated plain, cut

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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 the 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 Louiseville (pop. 1,500), where Lake St. Peter is seen, are the St. LEON SPRINGS, a popular watering place and health resort. Berthier and Lanoraie junctions are the stations for populous over-landings of the same names, reached by short branch lines.

At Joliette Junction branch lines run to Joliette (pop. 3,500), St. Felix de Valois (pop. 2,500), and St. Gabriel de Brandon. At Terrebonne 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 St. Vincent de Paul is the provincial penitentiary. At St. Martin's Junction the main line is joined and followed round the base of Mount Royal into Montreal.

our berths and seats in the luxurious sleeping cars that run to the Pacific Coast and are ready for our six days journey.

The first station after leaving Montreal is Hochelaga. The "east end" of Montreal. The railway workshops and cattle depot are situated here.

Mile-end Junction. Suburb of Montreal. Junction with lines for Toronto, Boston, etc. The next station is Sault aux Recolets. Rapids of a branch of the Ottawa are here.

St. Rose, at the crossing of the north branch of the Ottawa, is a charming French village, and a favorite place of summer residence. From here to Ottawa the line follows the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, 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 St. Therese three branch lines diverge to St. Lin, St. Jerome and St.



PARLIAMENT HILL, OTTAWA.

Montreal is the commercial metropolis and also the 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 trans-continental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change. Population (with suburbs) 250,000. We now secure

Estache. Lachute (pop. 2,000) has large paper mills and wood working and other industries, and is an important shipping point for dairy products. At Calumet 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 Buckingham station a short branch line extends northward 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 Hull a branch line diverges, keeping north of the Ottawa through Aylmer and for fifty miles beyond. Leaving Hull, 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.

Ottawa has a population of 40,000. 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 manu-

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factories. 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 Prescott, on the St. Lawrence, and the Canada Atlantic Railway runs from here to Lake Champlain.

Leaving Ottawa the railway follows the south bank of the

are also important manufacturing points. At Renfrew (pop. 2,900) is the junction of the Kingston & Pembroke R'y, extending southward through a district abounding in iron to Kingston, on the St. Lawrence. Pembroke (pop. 4,500) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts toward the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats frequently appear. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa through a country only recently



IN THE OTTAWA VALLEY, NEAR PEMBROKE, ONT.

Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw logs held in "booms" for the use of the mills below.

We now arrive at Carleton Place (Junction). Pop. 3,500. Junction of a branch line running south, crossing the Montreal and Toronto line at Smith's Falls; at Brockville, on the St. Lawrence, it connects with lines to New York, etc. At Carleton Place are large saw mills, railway and other workshops.

Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing — maskinonge, pickerel and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At Almonte (pop. 3,000) are large woollen mills and other manufactures. Pakenham and Arnprior

are also important manufacturing points. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. Chalk River is a divisional point, with an engine-house and the usual railway buildings and appurtenances. Mattawa (pop. 1,000) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts. It is a favorite centre for moose hunters, and guides and supplies for hunting expeditions may always be obtained here.

At Mattawa the line leaves the Ottawa and strikes across towards Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and hunting are excellent. Little villages surrounding saw-mills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the



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SPORTSMAN'S PARADISE, NEAR NORTH BAY, ONT.

"breaks" in the country, and the best is not seen from the car windows. A mile beyond Thorncliffe is the junction of the Northern & Northwestern Railway from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka Lakes. Its trains run on to North Bay, where the actual connection with the Canadian Pacific is made.

North Bay. Pop. 1,100. A bright new town on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 miles wide, with forest clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc., and there is a very good hotel. Distance to Vancouver 2,542 miles.

From North Bay to Heron Bay, on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber-cutting is as yet the principal industry. The lands belong to the Province 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. Sturgeon Falls is a thriving village with a saw-

mill and several churches. Leaving the station the railway crosses directly over the falls of the Sturgeon River. From Sudbury (pop. 600) a branch line leads off to Algoma Mills, on Lake Huron, and thence to Sault Ste. Marie, at the outlet of Lake Superior, where a great iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, already open for passenger and freight traffic. 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 Onaping 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. Cartier is a divisional point, with the usual collection of sidings and railway structures. Biscotasing (pop. 300) is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. Chapleau (pop. 500) is another divisional point, with railway workshops and a number of neat cottages for the employees. It is charmingly situated on Lake Kinogama. Near Missanabie, 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 Missanabie for sixty miles are many heavy rock-cuttings. White River, in addition to the engine-house and other buildings common to all divisional stations, has yards for resting cattle *en route* from the Northwest to the eastern market. From White River station the railway follows the river of the same name to Round Lake, and 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 Heron Bay, 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,



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the should be on the lookout before reaching Peninsula. The great sweep around Jackfish Bay is particularly fine. Beyond Sereiber (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 Nepigon Station. Between Repaport and Gravel River 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

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 the Mackay Mountain, overlooking Fort William. Looking out 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, at this point.

We stop 25 minutes for refreshments at Fort William. Pop. 1,400. 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 one of the largest grain elevators in the world overshadows 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



MAIN ST., WINNIPEG, MAN.

heads of Black Bay and Thunder Bay, takes a straight course for Port Arthur.

Port Arthur. Pop. 3,500. 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 Fort William, 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. 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 of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape,

sidings incident to a divisional point.

From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. Murillo is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to Kaministiquia, and then ascends the Mattawan and the Wabigoon rivers, and there is excellent trout fishing near all the stations as far as Finmark. 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 Savanne. Ignace is a divisional point, but otherwise is of little consequence as yet. At Eagle River two beautiful falls are seen, one above and the other below the railway. From here to and beyond Rat Portage the country is excessively broken, and the rail.

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way passes through numerous rocky uplifts. The scenery is of the wildest description, and deep rock-bound lakes are always in sight. Rat Portage (pop. 700) 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 a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Rat Portage and Keewatin and fall into the Winnipeg River. The cascades are most picturesque; they have been utilized for water power for a number of large saw mills at both places. At Keewatin is a mammoth flouring mill, built of granite quarried on the spot. At Whitemouth saw-mills again occur, and beyond to Red River the country flattens out and gradually assumes the characteristics of the prairie. At East Selkirk the line turns southward following Red River towards Winni-

leading southward on either side of Red River, connecting at Emerson and Gretna, respectively, on the U. S. Boundary, with two lines of the St. Paul, Minneapolis and Manitoba R'y for St. Paul, Minneapolis, Chicago, etc. Two branch lines of the C.P.R. go S. W. to Glenboro and Deloraine in Southern Manitoba, 105 and 203 miles distant, and two other branches run N. and N.W., one to the old Town of Selkirk and the other to Stony Mountain and Stonewall. The Hudson's Bay Railway also begins here, and is completed to Shoal Lake, 40 miles north-west. Distance from here to Vancouver 1483 miles.

After leaving Winnipeg the country is apparently as level as a billiard table, though 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 Poplar Point, 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 almost continuous farms appear. The line of trees



BIRD'S EYE VIEW OF WINNIPEG, MAN.

peg, and at St. Boniface the river is crossed by a long iron bridge and Winnipeg is reached.

Winnipeg. Pop. 25,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine Rivers, both navigable by steamboats, it has been for many years the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available, and has street railways, electric lights, a fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. R'y between Montreal and the Pacific are here, and the train yard contains more than twenty miles of sidings. The company has also a fine passenger station and excellent refreshment rooms. The principal land offices of the Canadian Pacific R'y Co. are here, as also is the chief land office of the Government in the West. Railway lines radiate in all directions. The C. P. R. has two branches

not far away on the south marks the course of the Assiniboine River, which the railway follows 130 miles. The next important stop is at Portage la Prairie (pop. 3,000), 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, a paper mill, a biscuit factory and other industries. The Manitoba and North-Western Railway extends from here 180 miles north-west, towards Prince Albert, with branches to Rapid City and Shell River. Distance to Vancouver 1427 miles.

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 Austin along a sandy slope to a plateau, near the centre of which is situated Carberry (pop. 400),



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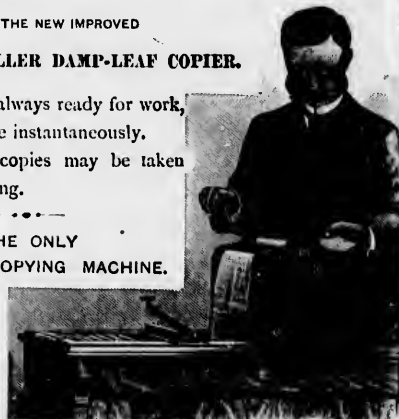
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important grain market. From Sewell it extends again to the valley of the Assiniboine. The Brandon hills are seen towards the south-west. Four miles beyond Chater the Assiniboine is crossed by an iron bridge.

The rising Town of Brandon is now reached. Pop. 4,500. The



BRANDON, MAN.

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. 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. Virden 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. A mile east of Fleming the Province of Assiniboia is entered. Moosomin, the first town reached in that province, is the station for Fort Ellice at the north, and the Moose Mountain district at the south. From Whitewood the country northward is accessible by a bridge over the Qu'Appelle River. Percival stands on a ridge 100 feet higher than the general level. All the way from Brandon to Broadview the frequent ponds and copses afford excellent opportunities for sport, water fowl and prairie chickens being especially abundant.

Broadview (pop. 600) is a railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.

Westward the line follows a gradually rising prairie, bound-

ed by low wooded hills at the south, and by the Qu'Appelle River, 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. Grenfell and Wolseley have already become important local markets. A little beyond Sintaluta the celebrated Bell Farm, embracing one hundred square miles, is entered, and from Indian Head, 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."

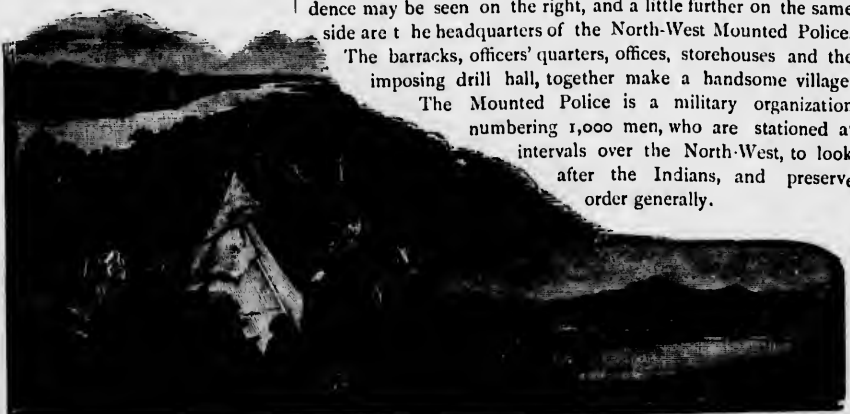
We are now at Qu'Appelle. Pop. 700. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.

For eight miles beyond Qu'Appelle station the country is somewhat wooded. At McLean, which stands 200 feet higher than Qu'Appelle, and 375 feet higher than Regina, the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the south-western 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 20 feet or more. Passing Pilot Butte, a rounded hill lending its name to an unimportant station near by, Regina is seen.

Regina Pop. 800. The capital of the Province 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 North-West 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 North-West Mounted Police.

The barracks, officers' quarters, offices, storehouses and the imposing drill hall, together make a handsome village.

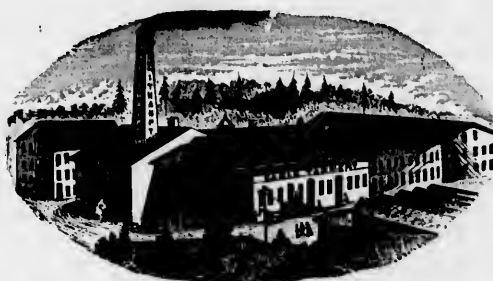
The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the North-West, to look after the Indians, and preserve order generally.



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Moosejaw is 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."

From Moosejaw the line steadily rises on the eastern slope of the coteau and winds through an irregular depression to the basin of the Old Wives' lakes—extensive bodies of water having no outlet and consequently alkaline. The northern-most of these lakes is reached at Chaplin. 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, and the experimental farms of the Company, which occur at intervals of 30 miles all the way to the mountains, have proved the sufficiency of the rainfall. 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 frequently be seen, also coyotes and prairie dogs. Near Morse is a salt lake, and not far beyond is Rush 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.

repair shops, etc. The town is already an important one, and has several churches and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above, and for 800 miles below to Lake Winnipeg. The train stops 25 minutes.

Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains. There is a strong up grade to Bowell, then a rapid descent to Suffield, 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 Langevin 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 Crowfoot they may again be seen. Near Crowfoot and south of the railway is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. Beyond Gleichen, a railway divisional



BRIDGE OVER SOUTH SASKATCHEWAN RIVER AT MEDICINE HAT.

From Swift Current to Medicine Hat, on the South Saskatchewan River, the line skirts the northern base of the Cypress Hills, which gradually rise towards the west until they reach an altitude of 3,800 feet, and in many places are covered with valuable timber. Lakes and ponds, some fresh, some alkaline, occur at intervals to Maple Creek. At this station are extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From Forbes to Dunmore, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At Dunmore the Saskatchewan coal railway leads off westerly 110 miles to Lethbridge, the chief source of the present coal supply for the country east to and beyond Winnipeg. Lethbridge is an important town near the centre of the McLeod ranching district. From Dunmore the railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat. (See illustration.)

Medicine Hat. Pop. 700. A railway divisional point, with

point, alt. 2,900 feet, the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At Langdon the railway falls to the valley of Bow River, and a few miles beyond Shepard the river is crossed by an iron bridge, and the foot-hills are reached.

Calgary. Pop. 2,400. 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.

By the time Cochrane is reached the traveller is well within the rounded grassy foot-hills 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 hill-tops may be seen at once, making a picture most novel and interesting. Saw-mills and coal mines

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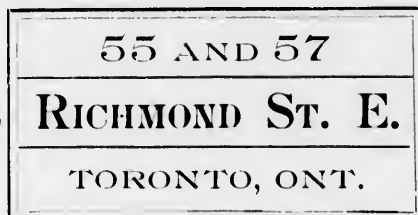
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appear along the valley. After leaving Cochrane and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained toward the left, where the foot hills rise in successive tiers of sculptured heights to 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 up in the sky, its delicate pearly tip clear against the blue, a single snow-peak of the Rocky Mountains. Our coarse natures cannot at first appreciate the exquisite aerial grace of that solitary peak that seems on its way to heaven, but, as we look, gauzy mist passes over, and it has vanished." (*Lady Macdonald.*)

Approaching Kananaskis the mountains suddenly appear close at hand and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while

feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous up-lifts of stratified rocks of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth and slowly heaved aloft. Some sections, miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always, on this slope, towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs by the ledges that hold the snow after it has disappeared elsewhere, or by long lines



ROCKY MOUNTAINS, NEAR CANMORE.

high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond Kananaskis station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme Range on the right and the Kananaskis Range opposite. The prominent peak on the left is Pigeon Mt., and in approaching the station called The Gap, a magnificent view is obtained of Wind Mt. and the Three Sisters, also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories rising thousands of

of trees which there alone can maintain a foothold, and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.

The next stopping place is Canmore. 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.

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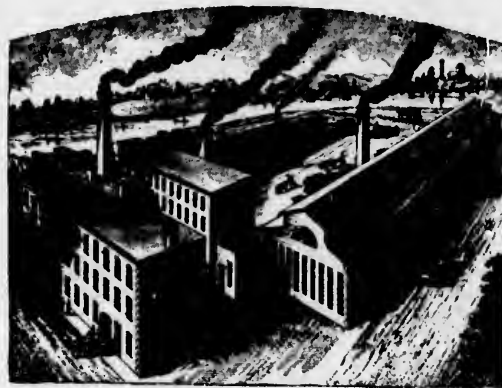
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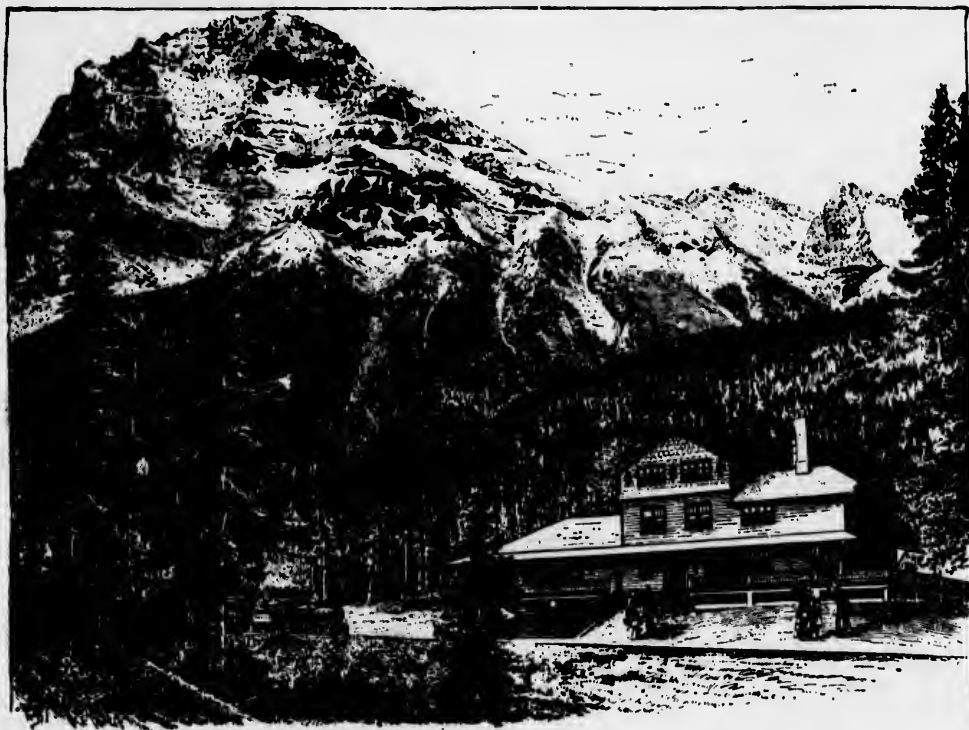
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denly to four miles, and as mists float upwards and away, we see great masses of scarred rock rising on each side—ranges towering one above the other. Very striking and magnificent grows the prospect as we penetrate into the mountains at last, each curve of the line bringing fresh vistas of endless peaks rolling away before and around us, all tinted rose, blush pink and silver, as the sun lights 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." (*Lady Macdonald.*) 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

pleasing scenery, and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths 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, 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,



MOUNT STEPHEN HOUSE—FIELD, ROCKY MOUNTAINS.

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 Anthracite 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.

Banff is the station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure-resort. This park is a national reservation, 26 miles long N. E. and S.W. by 10 miles 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

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. The Village of Banff (several small inns) is two miles south west 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 view, and as a centre for canoeing, driving, walking or mountain climbing. Trout of extraordinary size occur in Devil's Head

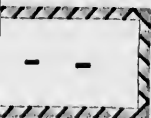
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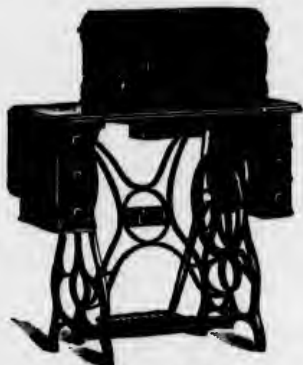


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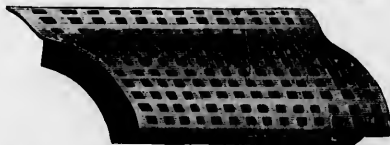
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Lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above 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.

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 a magnificent view is had of Mt. Massive, and the snow-peaks far to the west, enclosing

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 Vermilion 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 Vermilion 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.

At Laggan the railway leaves the Bow and ascends a tributary from the west, which courses down through a gap in the Bow



KICKING HORSE PASS, ROCKIES.

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.

Castle Mountain station is 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 (north-east) form the bare, rugged and sharply serrated Saw-back sub-range, with a spur called the Slate Mts. in the foreground at Laggan. 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 Eldon 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, like a leaning pyramid high above the square-fronted ledges

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.'"

The station at the summit of the 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., President of the Canadian Pacific R'y Co. The small lake at the

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station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at Hector, and crossing the deep gorge of the Wapta or Kicking Horse River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain



COLUMBIA RIVER, NEAR DONALD, B. C.

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 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.

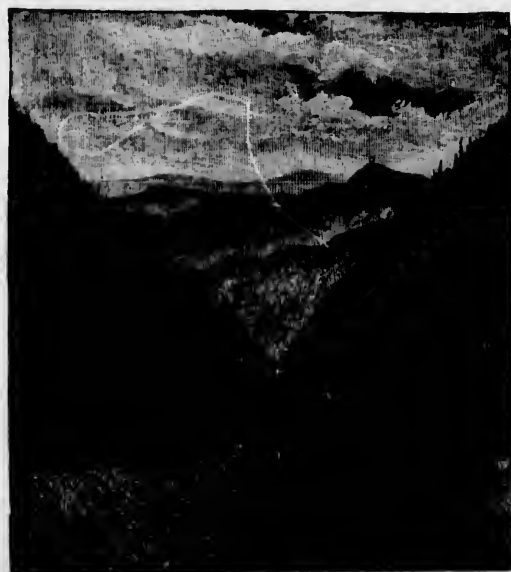
At Field is a charming little hotel managed by the railway company—the Mt. Stephen House (see illustration)—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from 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.

Two miles beyond Field very lofty, glacier bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kicking Horse), 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 Leachcoil, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest

peaks of the Otter-Tail Mts. (see illustration) rise abruptly to an immense height, and, looking south, a magnificent range of peaks extends in orderly array towards the south-east 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 Kicking Horse canyon, down which it disputes the passage with the railway.

At Palliser the canyon rapidly deepens until, beyond Palliser, 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 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.

The train suddenly emerges into daylight as Golden is reached. The broad river ahead is the Columbia, moving northward. The supremely beautiful mountains 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 south-west to the north-east, gradually melting into the remote distance. They are matchless in form, and when bathed in the afternoon sun their 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. Golden is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Thursdays) 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 devel-



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oped. 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. Moberly House 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.

And now we arrive at Donald, 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. Leaving Donald the railway crosses the Columbia to the base of the Selkirks. A little further

of the Selkirks, *en echelon*, 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 The Surprise. As Bear Creek 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.



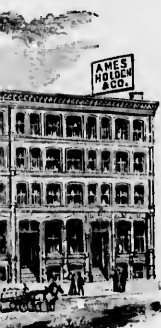
GLACIER RANGE FROM SUMMIT OF ROCKIES, SHOWING SNOW SHEDS.

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 Beavermouth, 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.

A little way up the Beaver the line crosses to the right 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 Six Mile Creek station, one sees ahead up the Beaver valley a long line of the higher peaks

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 (see illustration). 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

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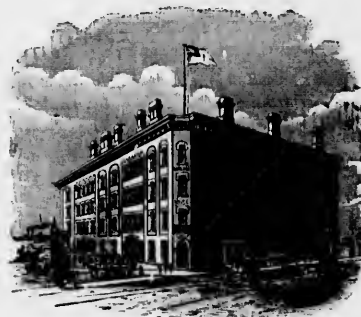
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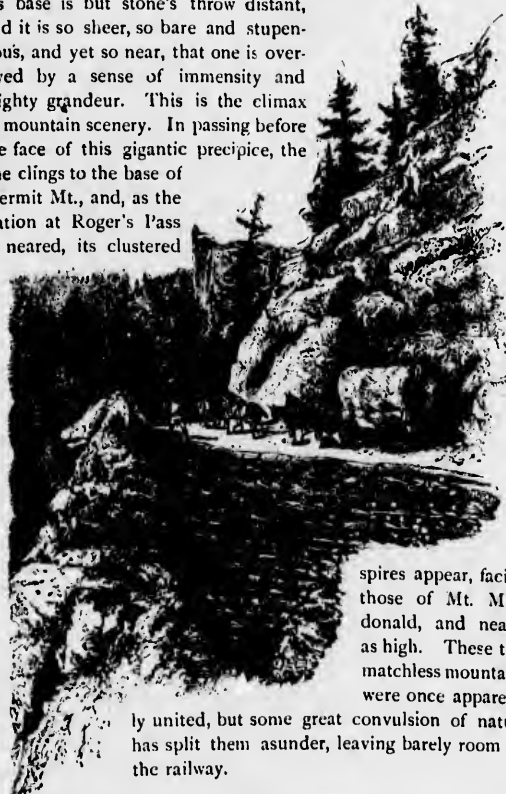
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ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but 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 apparent-

ly united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.

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Roger's Pass. This pass was named after Major 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.

Selkirk Summit. 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 Illecilliwaet, 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. At the right is the deep valley of the Illecilliwaet, 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.

Glacier House. The station and hotel is within thirty minutes walk from the Great Glacier, from which, at the left, Sir Donald rises, a naked and abrupt pyramid, 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 hardly a mile away, and its forefoot is only a few hundred feet above the level of the



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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.

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.

Ross Peak. The Illecilliwaet 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 Illecilliwaet 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. Cariboo occur in numbers from here down to the Columbia.

Albert Canyon. 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 Albert, where the river is seen nearly 300 feet 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.

Twin Butte. This station takes its name from the huge double

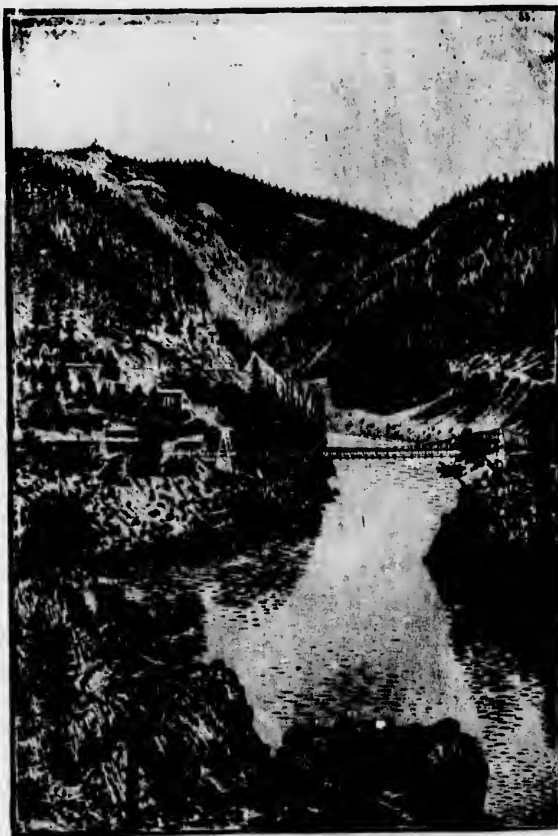
summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up upon the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage 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.

Revelstoke. 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 feet. 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. 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 south-east 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 south-west, is Mt. Begbie—imposing and glacier-studded.

Clanwilliam. The Columbia is crossed upon 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, hemlock, cedar, balsam and many other varieties—giants, all of them. Saw-mills occur at intervals. At Craigellachie 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.



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Salmon Arm. Here are the great Shuswap Lakes, the centre of one of the best sporting regions on the line. Northward within a day cariboo 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-trolling for trout. The London



NORTH BEND, ROCKIES, B. C.

Times has well described this part of the line: "The Eagle River leads us down to the great Shuswap Lake, so named from the 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 the 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." Sicamous is the station for the Spallumcheen mining district and other regions up the river, and around Okanagan 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 south-western arm, the line strikes through the forest over the top of the intervening ridge at Notch Hill. We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across the lake, its 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, haystacks 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 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."

Kamloops is a divisional point, and the 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 stream. 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 Okanagan and Nicola valleys, reached by stage lines.

Just below Kamloops the Thompson 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 Savona's Ferry the lake ends, the mountains draw near, 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 1885. Penny's is an old-time ranching settlement. Ashcroft has developed into a busy town, being the point of departure for



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Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight waggons, 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 hills. At Spence's Bridge the old waggon road up this valley to the Cariboo gold country crosses the river (see illustration), and the railway 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

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.

At Lytton, 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 Cisco. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government Road attracts



FRASER CANYON, SHOWING FOUR TUNNELS.

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 Drynoch, Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia in 1857.

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 Cisco, 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 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 graveyards, alternate with the groups of huts of the Chinese.

A charming little hotel makes North Bend (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

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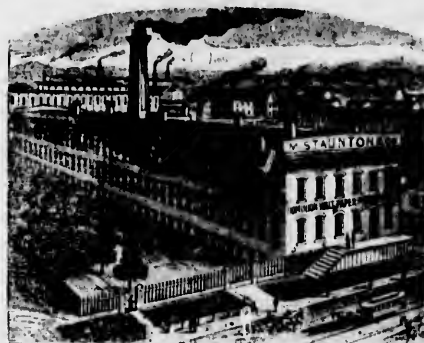
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FRASER RIVER, NEAR YALE, B. C.

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 "ferocious." 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 two hundred feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At Spuzzum 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 Spuzzum 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.

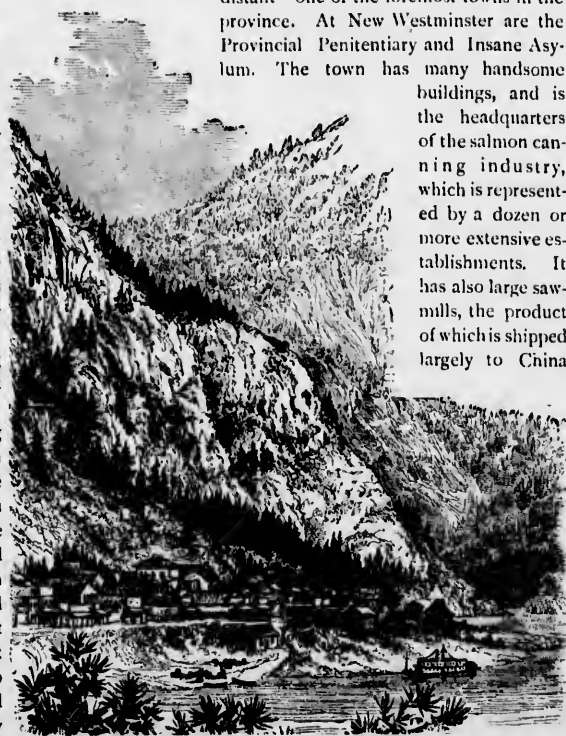
Yale (pop. 1,200) is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul de sac* in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous 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 Hope Station is the village of the same name—a mining town and trading post, whence trails lead over the mountain in different directions. South-westward 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.

Ruby Creek is named from the garnets found in the vicinity (see illustration). Agassiz, 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 accommodation, and the country about is most interesting. At Harrison Station the Harrison River 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 Nicomen, Mount Baker comes into view on the left, and miles away—a beautiful isolated cone rising 13,000 feet above the railway level. At Mission 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 Hammond, extensive brick-yards are seen, whence the city of Vancouver is largely supplied.

Next comes the important town of New Westminster (pop. 4,500), 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



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Port Moody, 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 gailing 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 Hastings, the new City of Vancouver soon appears.

Vancouver. 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, churches, schools, etc., while the city possesses in Hotel Vancouver a hostelry that even now vies with the leading hotels of the east. Situated on high ground near the centre of the town, a magnificent panoramic view is to

be had from the hotel windows and galleries. 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 electricity. An ample supply of pure water is being 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 the great white cone of 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 daily steamer connects with Victoria—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 monthly. The present population of the town is about 7,000. Between the mainland and the Island of Vancouver is the island-gemmed Gulf of Georgia, with its north-western expansion of Queen Charlotte Sound. At Vancouver City the Gulf of Georgia is about nine miles wide. Its balmy, placid waters play in and about the thousand estuaries, fiords and inlets that chafe the coast line on either side. Such ruggedness of coast scenery as is to be seen in British Columbia has perhaps no equal save in the case of the sea-front of Norway. From the international boundary line to Alaska the shores are thickly indented with narrow, deep reaches of water, bordered in most instances by perpendicular walls of rock. The picturesque charm of a coasting voyage

in these waters it is almost impossible to exaggerate. Vancouver Island is nearly three hundred miles long, and from thirty to fifty miles broad. It is heavily timbered, and is rich in coal and other minerals. A range of mountains extends the whole length of the island, the peaks of which rise to an elevation of nine thousand feet.

Victoria. Pop. 12,000. 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 straits are the Olympic Mountains, and far away at the east the white cone of Mt. Baker is seen. 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 daily connections with Vancouver and New Westminster, and with Puget Sound ports, and steamships depart weekly for San Francisco, where connections are made for the Sandwich Islands, Australia, Southern California, Mexico and



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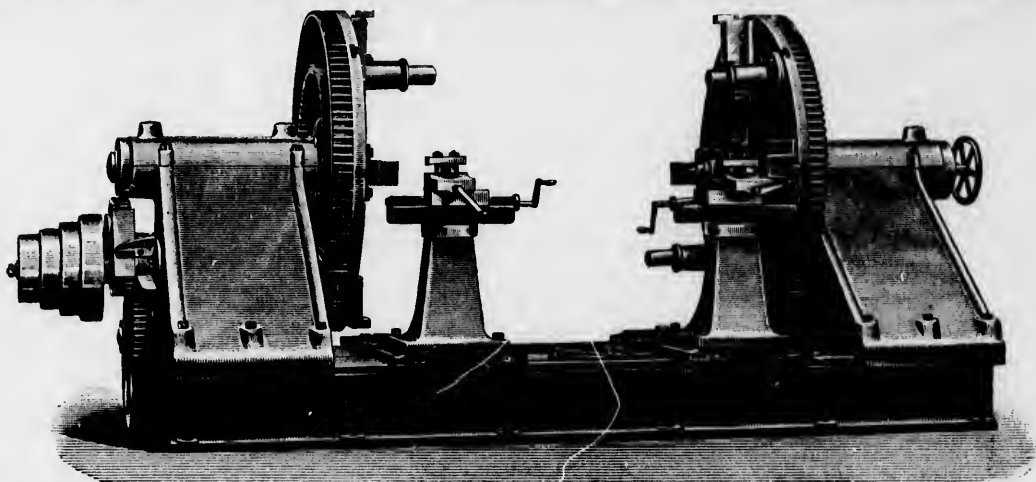
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Asthma,
Bronchitis,
Catarrh,

Hearseases,
Coughs,
Colds.



Office of Lyman Sons & Co., Wholesale Druggists, MONTREAL, Dec. 29, 1885.
DEAR MR. CHESTER.—In regard to your Cure, I can say that I think it an excellent preparation. I have used it and have come much in contact with its use. The best estimate of its intrinsic worth is to be drawn from the fact that the sales increase steadily with little or no advertising. One person recommends it to another, and its sale is based, in my opinion, more upon its worth as a remedy than upon the results of public advertising done in the past. Yours truly,
HENRY MILLS, Manager Lyman Sons & Co.

W. E. CHESTER. SHIGAWAKEE, March 27, 1883.
DEAR SIR: Having tried your Cure for what our doctor pronounced bronchitis, I find that I can get relief in a few minutes. I am, dear sir, Yours respectfully,
ANDREW YOUNG, Postmaster, Shigawakee Co., Bonaventure, P.Q.

W. E. CHESTER. TORONTO, Nov. 30, 1882.
DEAR SIR: I have no hesitation in stating that your Asthma Cure is the best I ever came across, and would strongly recommend it to all suffering from the disease. Yours truly, E. O'Keefe, Brewer and Malster.

For sale by all Druggists. If your own druggist has not got it in stock, remit \$1.00 by mail and you will receive one box, prepaid, by return. Address
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South American west coast ports. A steamer departs fortnightly 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.

But here we must bring our itinerary of the trip across the continent to a close. To the traveller who has accompanied us in these wanderings from the Atlantic to the Pacific, the service we have endeavored to render in these pages may not have been much. Whatever it has been, the writer has sought not to weave a romance, but to narrate the truth. In our limited space we could only, here and there, alight upon a few ledges of fact, and talk, uninterestingly we fear, of things upon the surface. Matters political did not seem to come within the scope of our little work, consequently, upon matters political we have not touched. The

ONTARIO & QUEBEC LINE Between Montreal and Toronto.

At Mile End junction the Toronto line diverges from the main line of the Canadian Pacific Railway, skirts the northern slope of Mount Royal around to Montreal Junction (junction with line to Boston and New England points via the St. Lawrence Bridge), 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 Lachine is seen at the left, and above the trees, further to the left, a good view is had of the great steel cantilever bridge of the Canadian Pacific Railway Company across the St. Lawrence.



RUBY CREEK, B. C.

field for the discussion of such topics is a wide and interesting one, but it is not here. Canada, it may be said, is but slowly making her history, yet if she is true to herself—this at least may be affirmed—she has a field in which to make it. What she is most in need of is population, and with it freer access to the markets of her own continent. With these secured, no bounds may be set to the measure of her prosperity. In the intelligent and industrious communities of the seven fair provinces of the Dominion, Canada has the raw material for a future great nation. May Heaven send the fit potters wisely to shape and fashion it!

But we take leave of our task and say farewell to those in whose company we have so pleasantly journeyed. Again we express regret for the shortcomings of this little book. Whatever they are, and however we have failed to interest, may we not urge that it is something for the traveller to have seen with his own eyes Canada's ide domain "From Ocean to Ocean."

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.

Ste. Anne's. One of the five mouths of the Ottawa River is crossed by a fine steel bridge at Ste. Anne's, 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. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known boat song. Another Ottawa mouth is bridged at Vaudreuil.

St. Clet. Here 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 St. Polycarpe the Canada Atlantic Railway is crossed, and at Kemptville the St. Lawrence and Ottawa section of the Canadian Pacific

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Colds.

MONTREAL, Dec. 29, 1883.
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Yours truly,
ger Lyman Sons & Co.

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MONTREAL, Nov. 30, 1882.
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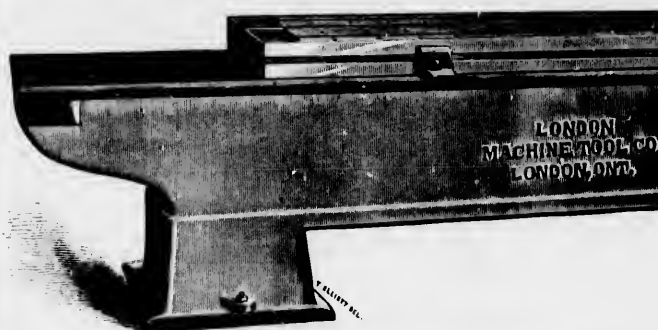
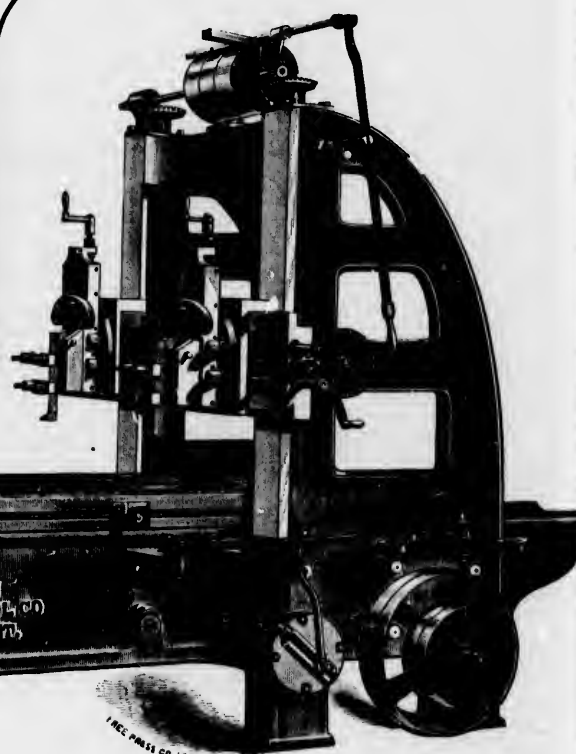
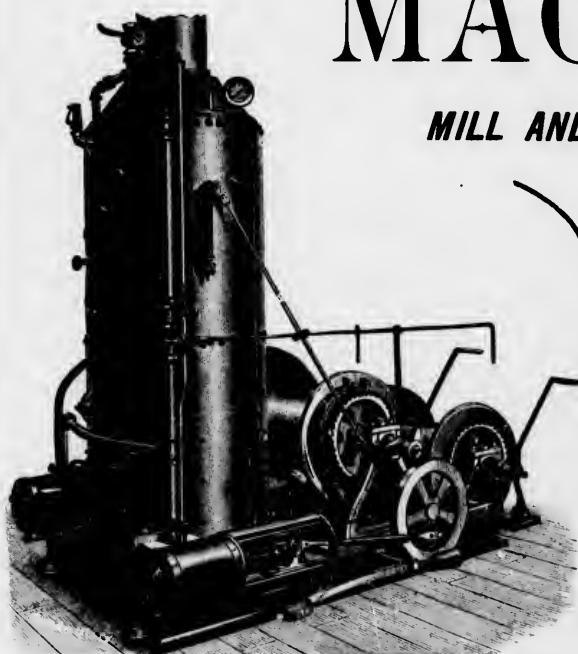
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Railway, extending northward to Ottawa and southward to Prescott, on the St. Lawrence River. At Merrickville, a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River to Smith's Falls.

Smith's Falls. Pop. 2,400. Junction with Ottawa and Brockville section of the Canadian Pacific Railway, which connects at Brockville, on the St. Lawrence, with the Rome, Watertown and Ogdensburg Railroad, in the State of New York, and at Carleton Place, 13 miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important factories, for which falls in the Rideau River afford ample water power. Superior bricks are made here, and good building stone abounds. Excellent refreshment rooms at the station.

Perth, the next stopping place, has a population of 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.

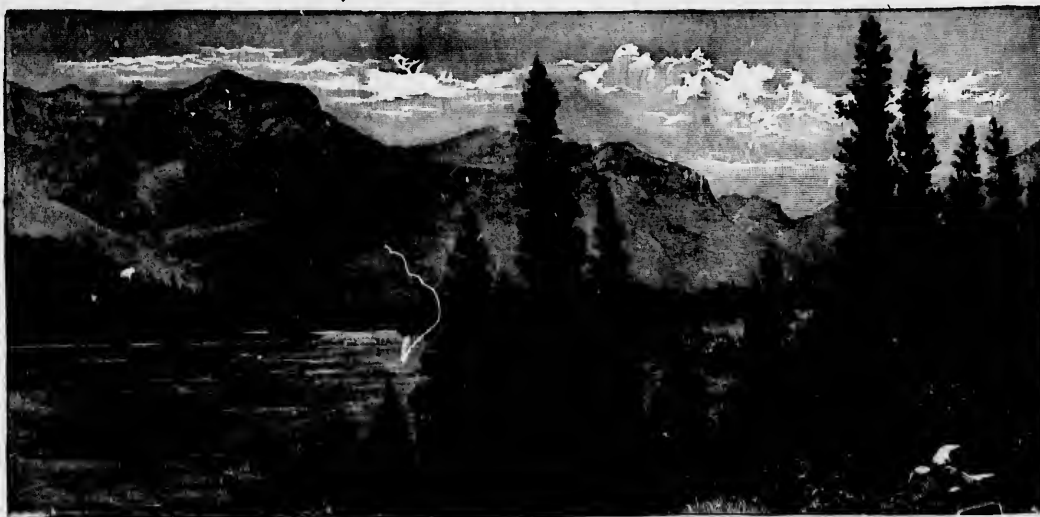
For 100 miles beyond Perth the country is more or less broken

for sportsmen and pleasure-seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterborough 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.

Between Peterborough and Toronto are 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 Green River, Lake Ontario may be seen occasionally.

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.

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,



VIEW OF THE MOUNTAIN FROM THE GOVERNOR'S HOUSE ON VANCOUVER ISLAND. FROM A DRAWING OF H. R. H. PRINCESS LOUISE.

by rocky uplifts, and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston and Pembroke Railway from Kingston, on the St. Lawrence, to Renfrew, on the main line of the Canadian Pacific Railway, is crossed at Sharbot Lake, a favorite resort of sportsmen, and especially noted for the good fishing it affords. Tweed, on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Central Ontario Junction 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. Havelock is a railway divisional point, with the usual buildings. At Norwood a fine farming country is reached, for which this is the market town.

Ten miles west of here is Peterborough. 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

Chicago and other western points; the other connecting at Owen Sound with the C. P. R'y Co.'s steamships for Sault Ste. Marie, Port Arthur and Fort William.

Toronto. 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 distinctly western in the intensity of its activity and energy. Unlike Quebec, Montreal or Ottawa it is no city set upon a hill. It lies on a flat plain, with a rising inclination to the northward, and covers an area of about twelve square miles. It has a spacious harbor, screened

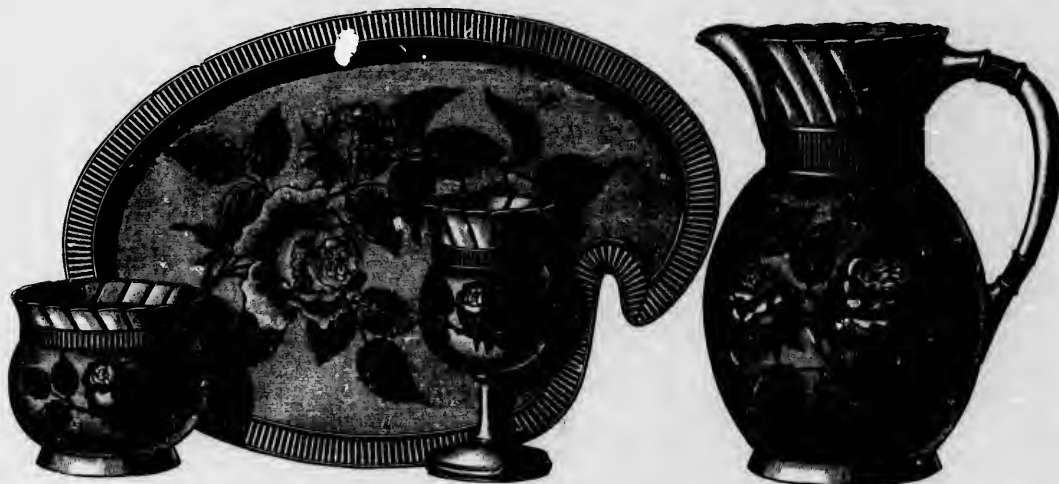
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from the lake by a fine island fender, a delightful summer resort of the citizens, and on which may be seen numberless picturesque cottages, and, within its enclosure, every species of craft gliding about in the bay. Beyond the wharves, rising up from the busy shore-front, are over 200 miles of branching streets, which intersect each other, generally at right angles, and in which "live, move and have their being," nearly 170,000 souls. The chief streets devoted to retail business are King and Queen, running parallel with the bay and a few blocks north of it, and Yonge Street, cleaving the city in twain and extending to its northern limits. The portion of the city occupied by the large wholesale houses,

gave it, and by which it was long known, was Little York. In 1834 it was incorporated as a city, when it assumed the Indian appellation, which it now bears, of Toronto. When it rose to the dignity of a city it had a population of less than 10,000; to-day its population as we have said, is close upon 170,000, and the value of its taxable property amounts to over a hundred millions.

Its strides in population, in the value of its imports and amount of ratable property are matched by its growth and development in other directions, and by the status to which the city has risen as the great mart and distributing centre of industry and commerce. To it, the rich Province of Ontario, with not a little of the great North-West, is tributary. It has become a vast commercial emporium, a great railway centre, the literary "hub" of the Dominion, the Mecca of tourists, an Episcopal and Arch-Episcopal See and the ecclesiastical headquarters of numerous denominations, the seat of the Law Courts, the Provincial Legislature, the universities, colleges and great schools of learning. In addition to all these it has become a most attractive place of residence. Besides its varied modern life and its commercial and intellectual activities, Toronto is not lacking in an historic past, and, as antiquity goes in the New World, it has not a little to feed and to gratify the historic memory. Into this, however, we cannot here go, nor have we space to deal in any detail with the city's sights. All we can do is to indicate briefly its chief attractions,



SECTION OF GIANT TREE, CUT ONLY 150 FEET FROM PRESENT SITE OF HOTEL VANCOUVER.



HOTEL VANCOUVER, VANCOUVER, B. C. THE PROPERTY OF THE C. P. RAILWAY.

the banks, financial institutions, loan and insurance companies, the Government and municipal offices, lies adjacent to the water-front. Close to the water-front, also, is the general railway terminus. The residential part of the city lies chiefly to the north and west of the business section, and is well set off and ornamented by neat villas, rows of detached or semi-detached houses, with boulevards, lawns and fine shade trees.

A hundred years ago the whole of the now fair Province of Ontario was a forest wilderness, and Toronto was unknown, save as a small French trading post. In 1793 its foundations were laid by Governor Simcoe, the first administrator of the province, who also made it the provincial capital. The name which he then

and to refer the visitor to the fuller local sources of information.

The chief buildings that will strike the eye of the visitor as he drives through the business portion of the city, will be the public offices of the Dominion Government, the Post Office, and the Custom House; the banks (and, notably, the branch institution of the Bank of Montreal, and the head offices of the Canadian Bank of Commerce); the palatial offices of the great insurance, loan and financial companies; the homes of the leading newspapers; the many fine hotels and clubs, and the massive marts of industry and commerce. At present the Legislature, the Local and County Courts, and the municipal machinery are all poorly housed, though new Parliament Buildings, of an imposing char-

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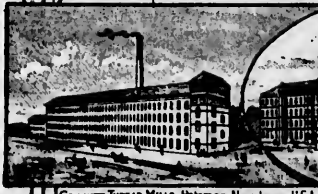
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acter and worthy of the province, are now in course of erection in the Queen's Park, while a new site, centrally situated, has recently been acquired for a handsome City Hall and Court House. The city's churches are many and beautiful, the denominations seemingly vying with each other as to which of them shall adorn Toronto with the most costly edifice. Without incurring the charge of invidiousness, we may be permitted to name what may be taken as the finest buildings of each of the chief sects: St. James' Cathedral (Episcopal), St. Michael's Cathedral (Roman Catholic), St. Andrew's (Presbyterian), the Metropolitan Church (Methodist), Jarvis Street (Baptist), and College Avenue (Congregational). In all, the number of the city's churches exceeds one hundred and twenty, exclusive of mission houses and the headquarters and branch barracks of the Salvation Army.

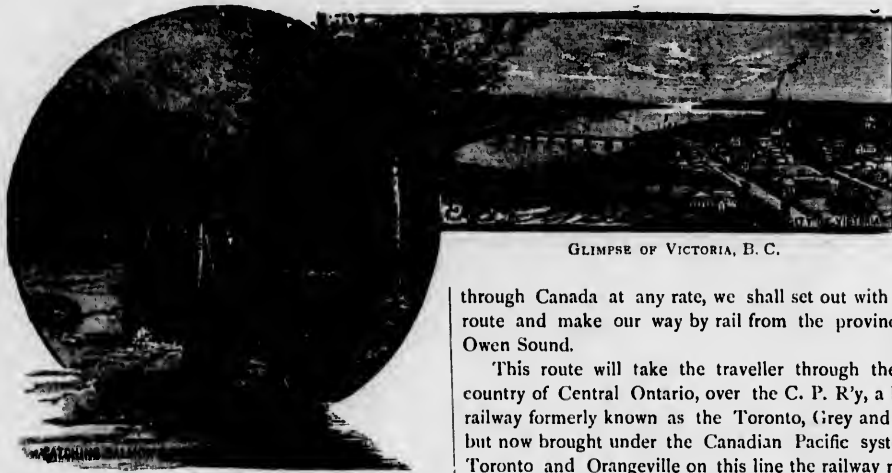
Next to the churches, the educational institutions, and notably the National University, are the pride and glory of Toronto. In St. James' Square are situated the Provincial Education Department, the Museum and Art Rooms, and the Normal and Model

academical institution and training school in arts, medicine and divinity. It stands in a park of twenty acres, with a background of romantic beauty, in the west end of the city. The great law courts of the Province, and the library and convocation hall of the Law Society of Upper Canada are nobly housed in Osgoode Hall, one of the chief "show places" of the city.

In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the Northern Railway extends northward, past Lake Simcoe, to North Bay, on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway.

TORONTO, OWEN SOUND & PORT ARTHUR LINE.

Presuming, however, that the traveller will take the route by the Great Lakes, as the most interesting and enjoyable, of those



GLIMPSE OF VICTORIA, B. C.

School Buildings. Here are the headquarters of the educational system of Ontario, presided over by a Minister of Education, who is also a member of the Provincial Executive. In the Queen's Park, beautifully approached by a mile of chestnut trees, which flank the College Avenue, is the University and College of Toronto. This grand Norman pile is justly considered the flower and climax of Toronto's architecture, and ranks next, in imposing beauty, to the Parliament Buildings, Ottawa. The University is governed by a Chancellor and Vice-Chancellor, with the members of the Senate and Convocation. The affairs of University College are directed by a Council, composed of the President, Vice-President and the Professorial staff. There are ten professors attached to the college, besides a number of lecturers and tutors. Affiliated with the University are the theological colleges of the Roman Catholic, the Presbyterian and the Baptist communions, and the Evangelical section of the Anglican Church. Victoria University, the Methodist training institution, is about to remove from Cobourg to Toronto, and to be affiliated with Toronto University. New buildings, on a new site, for Upper Canada College, are under construction for this old and historic institution. The Anglican Communion have, in Trinity University and College, a fine

through Canada at any rate, we shall set out with him over that route and make our way by rail from the provincial capital to Owen Sound.

This route will take the traveller through the rich farming country of Central Ontario, over the C. P. R'y, a branch line of railway formerly known as the Toronto, Grey and Bruce Road, but now brought under the Canadian Pacific system. Between Toronto and Orangeville on this line the railway runs through a fine agricultural country dotted every few miles with growing villages.

Orangeville. Pop. 4,000. A farming centre, as shown by the elevators at the station.

At Orangeville Junction the branch line runs to Teeswater.

Between Orangeville and Dundalk is a well cultivated plateau, furnishing lime and building stone. The lakes of this region, especially at Horning's Mills, 4 miles from Shelburne, are noted for extraordinary trout.

The road is here 1,300 feet above L. Ontario.

Flesherton is a brisk agricultural village. The town of Flesherton is 2 miles east, and Priceville 4 miles west. A little east of Flesherton are Eugenia Falls, and many most picturesque brooks and cataracts abounding in fish.

North from here is a rolling, timbered and well-watered region. Fine farming in the valleys. Lumber, cordwood and tan-bark are exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.

At Owen Sound (see illustration), a prettily situated town on an inlet of the Georgian Bay, one or other of the fine Clyde-built steamers of the Canadian Pacific Steamship Line will be found ready for sail. Pop. 6,000. This town has grown rapidly since

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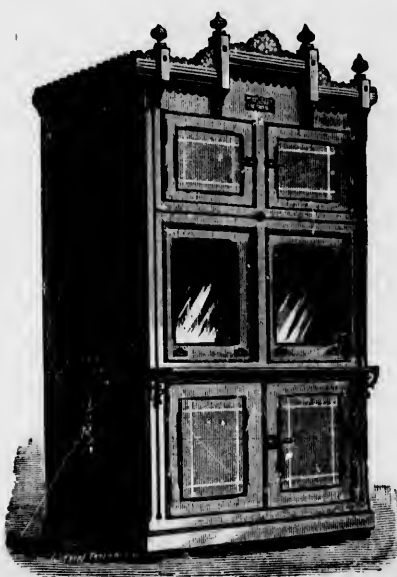
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the building of the railway, and is the shipping point for a vast area of farming country. The town is situated at the mouth of the Sydenham River at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well 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 wood-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific Line for Port Arthur, steamers depart regularly for Collingwood and all ports on Georgian Bay. The Canadian Pacific steamers are handsome, substantial vessels, with a decided sea-going look, as befits their work in buffeting the occasional storms of the great inland sea of Superior. They are exceedingly safe as well as comfortable, are handsomely appointed, well found and well officered. The route through the Georgian Bay and Lake Huron is that known as the south channel passage, and though

earthquake and volcano. Yet the islands have gathered soil to cover their gaunt bones of rock, and stand out like emeralds upon the glassy surface of the channel. The endless variety of these islands is absolutely enchanting. To one who has never visited them, the constant change of scene, the play of nature, infinite in her resources, can scarcely be conceived. Between the bit of angular rock just emerging from the surface, and the large islands of many thousands of acres, there is an infinite series. Some are barren or clad only with moss; others bright with the freshest verdure; on some the warmly tinted foliage of the Canadian maple, the birch and the pine, throw an air of cheerfulness even on the rocks of the main shore.

Twenty-five miles from Killarney is Little Current, opposite La Cloche Island. Here the visitor may meet with a few worthy successors of the early Roman Catholic missionaries who suffered and died for Christianity in the French *regime*, and, whether Protestant or Catholic, he will not be disappointed with an inter-



THE TRANS-CONTINENTAL TRAIN FROM MONTREAL AND VANCOUVER WITHOUT CHANGE.

not so picturesque as the northern one, is safer and less intricate for large vessels with a deep draught. The northern channel passage can be taken, however, as far as the Sault Ste. Marie, on smaller steamers, and, if time is no particular object, we should recommend the tourist to take this exceedingly picturesque route. At Killarney, on the Algoma shore, the beauty of the route will begin to reveal itself. From this pretty Indian village to the "Soo," the steamer passes through a devious channel between the mainland and the Manitoulin Islands, the coast line on either side being full of craggy headlands and rugged indentations. The channel itself is studded with innumerable islands of all forms, sizes and degrees of elevation.

Soon after passing Killarney, which is a quiet fishing village on the rocks, recalling some kindred spots, it is said, in Brittany, we pass into a lovely bay studded with islands as the firmament is studded with stars. On the right rise the sterile mountains of La Cloche; on the left is the great Manitoulin—the abode, in the Indian mythology, of Manitou, the great Spirit. Everywhere are the evidences of geological convulsion, during the reign of fire,

view, however brief, with the Fathers on Manitoulin. Proceeding on our way, we pass successively Spanish River, Bruce Mines and St. Joseph Island, and enter the narrow channel of the St. Mary River. This rapid and broken current is at once the outlet of Lake Superior and the boundary line between Canada and the United States. An hour or two's delightful sail brings us to the dual town—one on the Canadian and one on the American side of the river—of Sault Ste. Marie.

Both are situated near the foot of the rapids which here obstruct navigation between Lakes Superior and Huron. The current in the rapids runs at the rate of from fifteen to twenty miles an hour, and forms an impassable barrier to the passage of vessels of any description. A canal, constructed on the American shore, obviates the impediment to navigation.

The "Soo" is beautifully situated, and forms one of the favorite summer resorts in this healthy region. It has of late sprung into great importance as a railway centre, since the Canadian Pacific constructed their branch line from Sudbury along the Algoma shore to this point, where it connects with the

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western railway system of the United States. It was at the Sault, in 1671, that Father Allouet planted the cross and took possession of the country in the name of the French King, Louis XIV. The influence of these early Jesuit missionaries is still potent among the Indian tribes, even as far west as the Rocky Mountains.

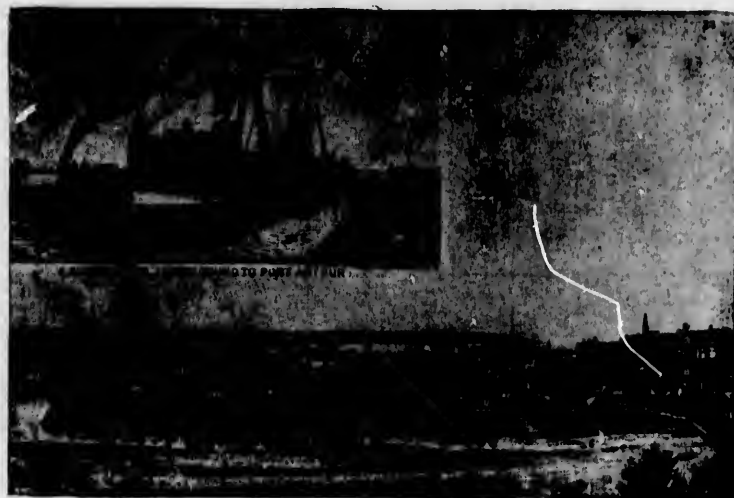
Leaving the "Soo," a short sail brings us to the head of the St. Mary River and the entrance to Lake Superior. This lake, which the Indians call "Gitchee Gumee," or Big Sea Water, covers an area of 33,000 square miles. It is about 400 miles long by 160 broad. Its shores are almost uninterruptedly rock bound, the cliffs varying from 200 to 1,500 feet in height, the north or Canadian side being pre-eminently grand and rugged. On the southern side, the objects of interest are the Pictured Rocks, Porcupine Mountain, the Twelve Apostles' Islands, and the Town of Marquette, the seat of the rich iron trade of the region, and the distant City of Duluth, in Minnesota. The steamer takes its course directly across the widest part of the lake, and less than

circumscribed space of about eighty feet square, untold wealth of precious metal was to be got out of the mine, and for a time the yield indeed was enormous. But we now pass the magnificent headland of Thunder Cape, which rises grandly into a high bold wall of quartz, nearly 15,000 feet above the lake, and steam to moorings in the thriving modern Town of Port Arthur.

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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



OWEN SOUND, ONT.

twenty-four hours' sail brings us within sight of Isle Royale and the lofty purple promontory of Thunder Cape. The whole north shore, as we have said, is wild and rugged, with beautiful bays and lovely islets, as well as innumerable streams that force their way over the rocky barriers. The region about Nipigon Bay, which extends for many miles between the rocky islands and the dark frowning cliffs of the mainland, is perhaps the wildest and most picturesque portion of the lake shore. Here, could we visit it on the present trip, the visitor would find himself in the region where fire, earthquake and volcano have rent and melted and hurled about the strata near the surface of the earth in the most grimly playful of moods. To the sportsman, whether with rod or gun, the artist, the geologist, or the pleasure-seeker, this wild archipelago presents unrivalled attractions. The whole region of the north shore of Lake Superior is understood to be rich in minerals. Near to Thunder Bay, which the steamer enters to make for Port Arthur, is the once renowned Silver Islet. This insignificant speck upon the surface of the lake some years ago attained great importance in the estimation of the mining companies, for within its

traversed, and many famous stock and dairy farms occur. Evidences of wealth and prosperity are everywhere visible.

The principal stations are Milton (pop. 1,200), Galt (pop. 7,500), Ayr (pop. 5,000), Woodstock (pop. 5,000), and Ingersoll (pop. 4,000), all important manufacturing places, as well as market towns for the rich districts surrounding them. At Woodstock a new branch line of the C. P. R. diverges for London (pop. 15,600) 27 miles distant.

St. Thomas, the terminus of Credit Valley Division, has a population of 10,000, and is a manufacturing town and railway centre. From here the train takes the Michigan Central Line to Detroit and Chicago. Connections are also made with Port Stanley, a delightful little spot, perched on a hilly pinnacle, on the northern shore of Lake Erie, and a place very much resorted to by the denizens of St. Thomas and surrounding country. The City of St. Thomas is nicely situated on a horse-shoe ridge, and presents a commanding appearance. Its manufacturing and mercantile interests are conducted with that push and energy so characteristic of western life.

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The line is equipped with the finest passenger, sleeping and parlor cars in the world. The wheels used under all the passenger rolling stock are of Krupp steel, 40 inches in diameter, not one of which has ever failed; the axles are of steel, and of the full size of the iron axles used on other lines. The car bodies are strongly framed to meet any contingency, and are wider and higher than those of any other railway. Both first and second class cars are

designed to secure uniform warmth, combined with perfect ventilation, in winter, and an abundance of cool air, free from dust, in summer, and the cars of no other line can compare with them in these respects, nor in strength, elegance and comfort.

The sleeping and parlor cars are owned and operated by the Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany, and their interiors, with their rich carvings and beautiful fittings, are beyond comparison. The berths are wider and longer than in any other sleeping cars. The curtains, blankets and linen, made expressly for the Company, are of the finest quality. The sleeping cars are provided with bath rooms, and the sleeping and parlor cars are specially constructed so as to enable passengers to view the scenery passed.

In fact there is nothing overlooked, nor any expense spared to make passenger travelling over the line as comfortable as the ingenuity and good taste of the modern times will allow.



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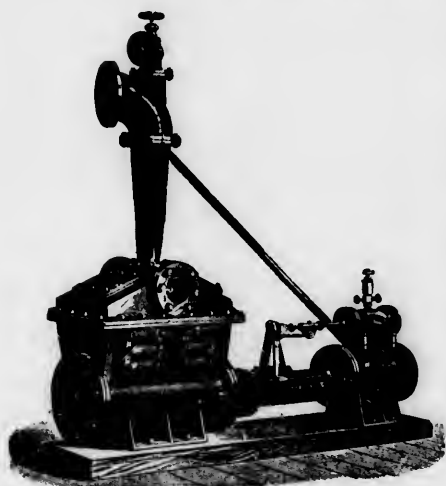
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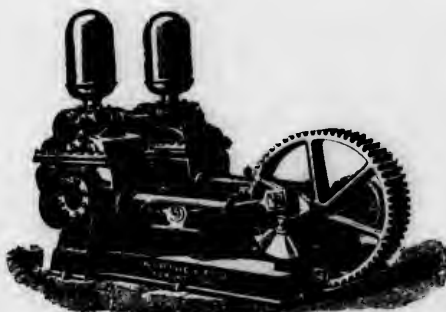
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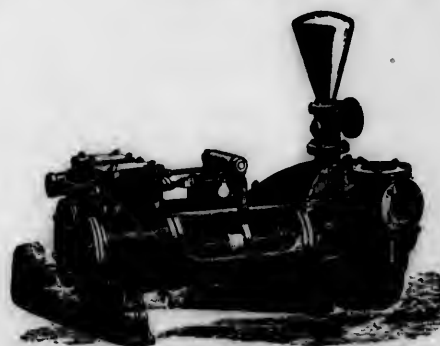
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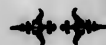
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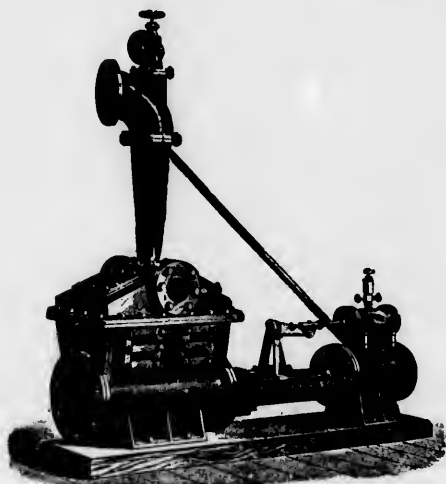
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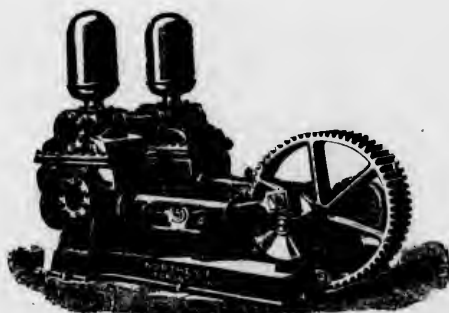
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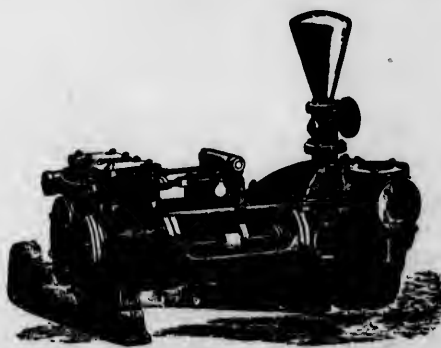
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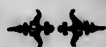
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