

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1999

The copy filmed here has been reproduced thanks to the generosity of:

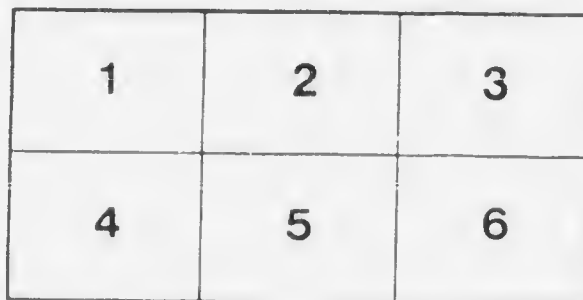
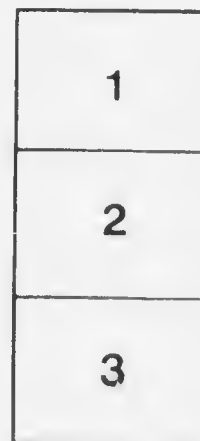
University of Alberta
Edmonton

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

University of Alberta
Edmonton

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

MICROCOPY RESOLUTION TEST CHART

ANSI and ISO TEST CHART No. 2



APPLIED IMAGE Inc.

1601 East McDowell Street
Sunnyvale, New York 11048, U.S.A.
Tel: 516-491-1100 Fax: 516-491-1101
16 288 089 Fax



**CANADIAN
PACIFIC
RAILWAY**



CANADIAN ROCKIES



3817
F:
3817
1912
1918

0158847X
RB 19363

C2

EX LIBRIS
UNIVERSITATIS
ALBERTIENSIS



2552860

THE CANADIAN ROCKIES



ISSUED BY
THE CANADIAN PACIFIC
RAILWAY COMPANY

Robert
W. R.
C. E.
C. E.
W. B.
F. W.
E. V.
A. H.
E. J.
H. W.
John C.
J. N.
S. P.
M. H.
W. B.
H. E.
B. W.
W. M.
W. C.
R. H.
C. A.
L. O. A.

Officers of the Traffic Department Canadian Pacific Railway

Head Offices: Montreal, Canada

G. M. BOSWORTH, 4th Vice-President, Montreal

| | | |
|-------------------|--|----------------|
| Robert Kerr | Passenger Traffic Manager | Montreal |
| W. R. MacInnes | Freight Traffic Manager | Montreal |
| C. E. E. Ussher | General Passenger Agent, Eastern Lines | Montreal |
| C. E. McPherson | General Passenger Agent, Western Lines | Winnipeg |
| W. B. Bulling | Asst. Freight Traffic Manager, Eastern Lines | Toronto |
| F. W. Peters | Asst. Freight Traffic Manager, Western Lines | Winnipeg |
| E. V. Skloner | Asst. Traffic Manager | New York |
| A. H. Notman | Asst. General Passenger Agent | Toronto |
| E. J. Coyle | Asst. General Passenger Agent | Vancouver |
| H. W. Brodie | Asst. General Passenger Agent | Winnipeg |
| John Corbett | General Foreign Freight Agent | Montreal |
| J. N. Sutherland | General Freight Agent | St. John, N.B. |
| S. P. Howard | General Freight Agent | Montreal |
| M. H. Brown | General Freight Agent | Toronto |
| W. B. Lanigan | General Freight Agent | Winnipeg |
| H. E. Macdonnell | General Freight Agent | Nelson, B.C. |
| B. W. Greer | General Freight Agent | Vancouver |
| W. M. Kirkpatrick | Assistant General Freight Agent | Vancouver |
| W. C. Bowles | Assistant General Freight Agent | Calgary |
| R. H. Morris | General Baggage Agent | Montreal |
| C. A. Bramble | Advertising Agent | Montreal |
| L. O. Armstrong | Colonization and Tourist Agent | Montreal |



Mt. Stephen, Field, B.C.

T
500
Ca
the
loo
tion
and
ma
sea

on
rive
cut

field

ing
Mt.
othe
peak
sky

Em
shor
ever

in t
feet
with
deep

THE MOUNTAINS OF BRITISH COLUMBIA

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

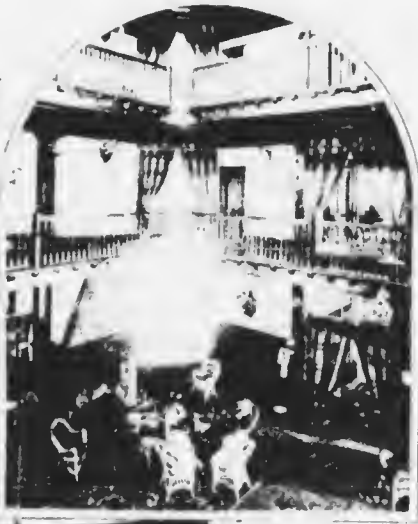
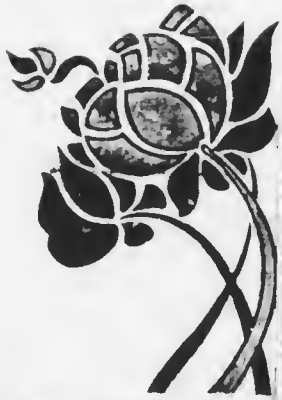
At Banff there is the beauty of the valley, shut in on every hand by fine ranges; and the charm of the river, flowing through woods of sweet-scented pine or cutting its way between miniature canyons.

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

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

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

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



Interior Views, Baulf Hotel.

high
and
Lake
and
ful,
the

way
of t
herc

Fall
shad
view
may
whil



Banff Hotel

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

THE MOUNTAIN HOTELS

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

Banff Hotel, the largest, is built just above the Bow Falls, where the Bow and Spray Rivers unite in the shadow of Mrs. Rundle and Sulphur. Magnificent views are obtained from its verandas, pleasant drives may be made through the picturesque Bow Valley, while excellent pony trails have been cut to many of

the nearby summits. The hotel is a mile and a half from the station, embedded in pine woods. Sulphur springs provide water for drinking and bathing purposes of great value in rheumatic and kindred affections.

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



Bault Hotel Coach.

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

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

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

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

The Hotel Vancouver, at Vancouver, stands in the first rank of city hostelries. It is situated on one of



The Valley of the Bow River, Banff



Canadian National Park

the
fro
in

Can
At



stati
able
fame
dispe
the r
col a
le
trails

the main business streets and is five minutes' walk from the railway station and steamboat piers. Its furnishings, service and cuisine approach perfection.

CLIMBING IN THE MOUNTAINS

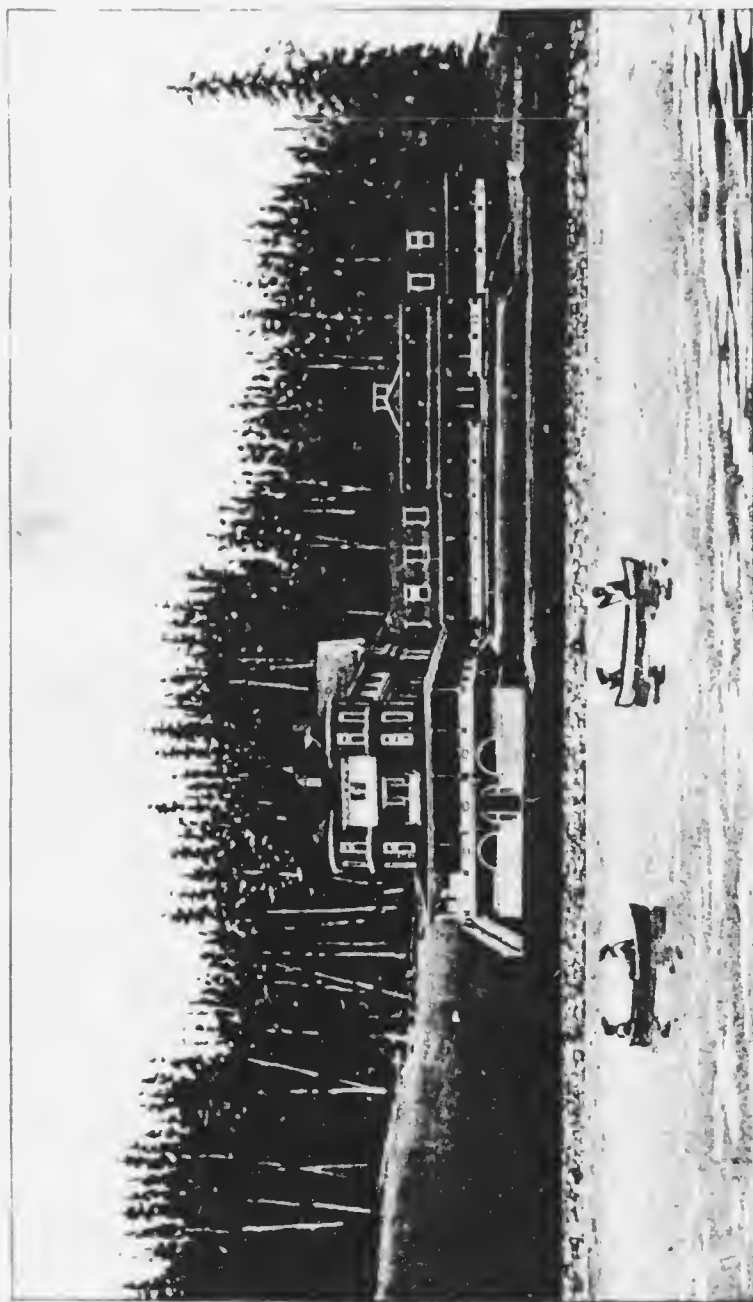
For those who would climb the mountains, the Canadian Pacific Railway has made every arrangement. At Lake Louise, Field and Glacier Swiss guides are



The Falls of the Bow River, Banff.

stationed, and with their skilled assistance many notable ascents have been made by some of the most famous mountaineers in the world. They are at the disposal of all and are ready at all times to introduce the novice to the fascinating world of crag and glacier, col and cornice.

For those who do not aspire to such lofty heights, trails have been cut up the lower mountains, and to



Lake Louise Hotel.

the
exc
hor
exp
S
ther
whi

mite
to im
C
hold
Glaci
whic
seam

the chief points of interest. Nearly all the regular excursions may be made from the hotels, on foot or horseback, in a day or less, and for the longer expeditions everything — guides, porties, tents and outfit — may be procured at the hotels.

To ride through the forest, to come out here and there on a lovely view and at last to reach a point at which peaceful tano, broad valley and mighty peak



Victoria Glacier, Lake Louise

unite to form a landscape of indescribable beauty is to imprint on the memory scenes years will not efface.

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



Interior Views, Lake Louise Hotel.

ren
pat
and

wa
a l
blu
and
are
for
the
rea
for
in t

peo



Paradise Valley

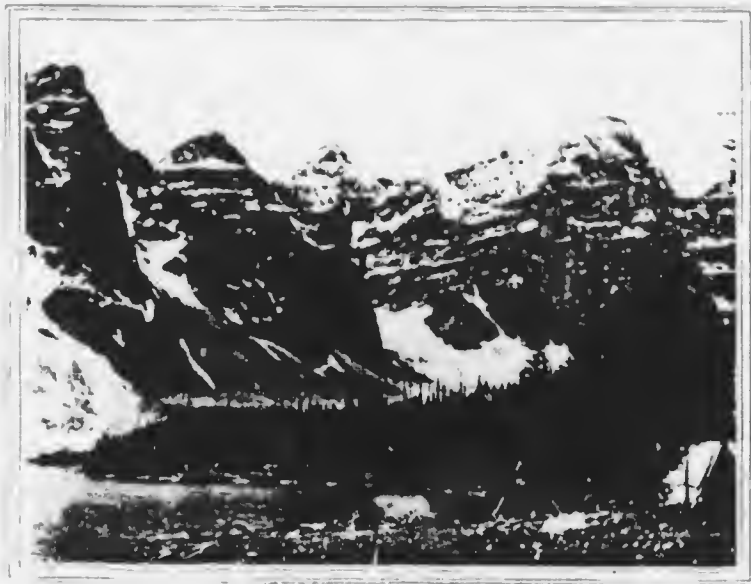
To the scientist it is a glacier, moving downwards remorselessly six inches a day; to the Alpinist it is a pathway of ice to be followed or crossed with caution and a rope.

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

THE PACIFIC COAST

The Rockies and the Selkirks traversed, most people will continue to the Pacific Coast, after perhaps

stopping for a few days at Golden for the trip up the Columbia, at Revelstoke to see the charming Arrow Lakes or at Sicamous for the beautiful scenery and splendid fishing of the Shuswap Lake and the Okanagan Valley. The Thompson and Fraser Canyons afford a magnificent exit from the mountains, and even during the hundred miles from Yale to Vancouver the heights are still in sight.



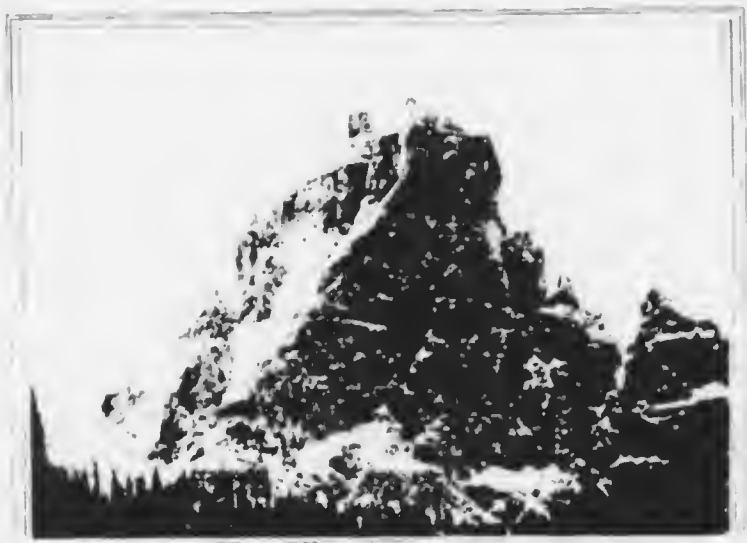
The Valley of the Ten Peaks

Vancouver is a prosperous city, the terminus of the Canadian Pacific Railway, the port of the Canadian Pacific Railway Empress Steamship Line to the Orient, of the Canadian-Australian Line to Hawaii, Fiji, Anstralia and New Zealand, and of the British Columbia Coast Service of the Canadian Pacific Railway to Seattle, Skagway and Alaska. The Hotel

Va
ma
sal

by
ste
me
lux
an
Ba
the
son
ro
wa
afa
14

wi

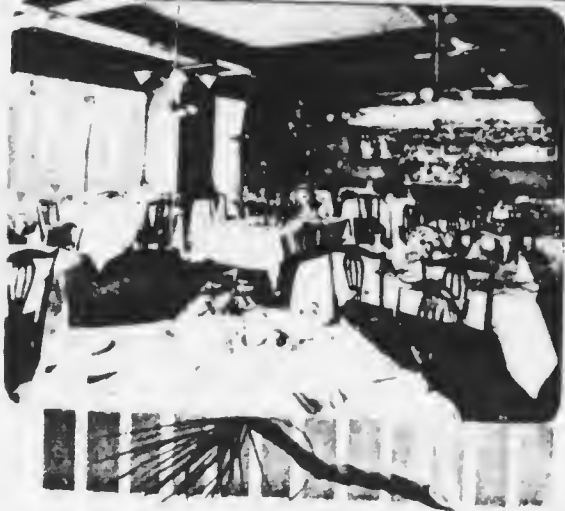


Cathedral Crags.

Vancouver offers splendid accommodation. There are many beautiful drives in the neighborhood, and the salmon canneries at Steveston are well worth visiting.

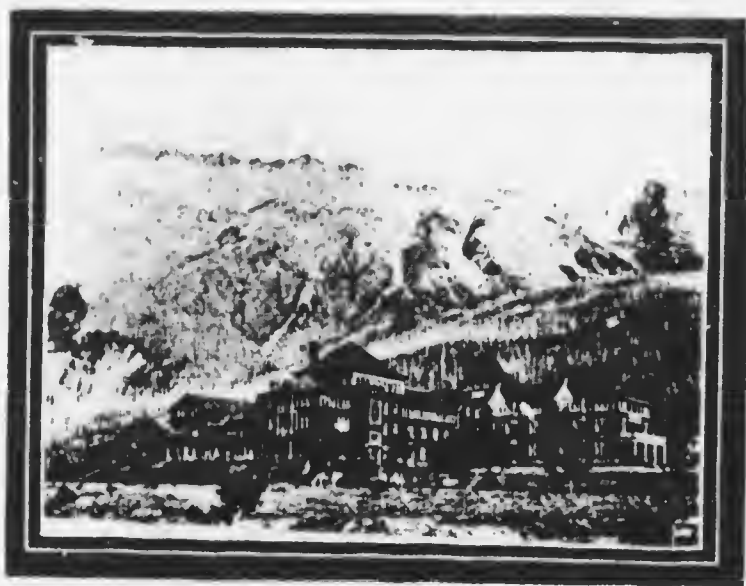
Victoria and Seattle are reached from Vancouver by the superb twin screw Canadian Pacific Railway steamer, "Princess Victoria." It is the fastest commercial steamer on the Pacific, and is fitted up most luxuriously. From its observation room in the bow an unobstructed view of the lovely archipelago of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

Victoria is reached in four hours and the steamer, winding in through the tortuous harbor, comes to its



Interior View - Mt. Stephen House

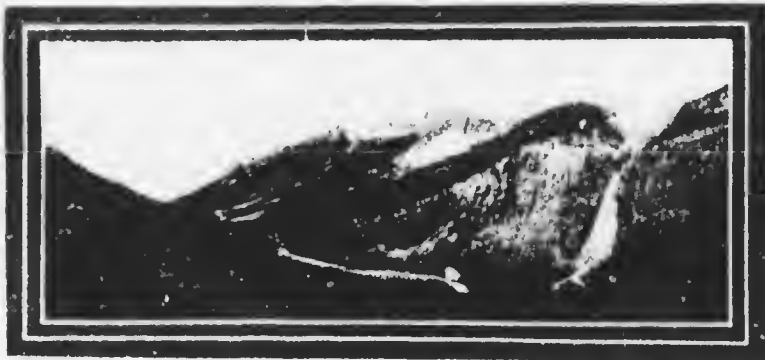
berth by the graceful pile of the Provincial Parliament buildings, close to which is the site of the Canadian Pacific Railway hotel, now under construction. Half a mile away is Beacon Hill Park, from which a beautiful view is obtained of the jagged Olympian Range across the Straits of Juan de Fuca. The city itself, with its irregular streets and pretty residential quarters, bears a distinctively English look, and three miles to



Mt. Stephen House, Field, B.C.

the west is Esquimalt, the headquarters of the Pacific Squadron of the Royal Navy.

Seattle is another four hours' steam up Puget Sound, and from there the main line of the Canadian Pacific Railway may be regained via Mission Junction



Takakkaw Falls, Yoho Valley.

THE CLIMATE OF THE MOUNTAINS

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

It is delightfully cool.

It is pure, dry and invigorating.

It is free from dust.

The days are long.

The valleys, in which the hotels are situated, are all over 4,000 feet high, and this ensures a pleasant coolness. At Banff the average summer temperature is $23\frac{1}{2}$ degrees lower than in Washington, D.C., and the mercury in the mountains seldom rises higher than 75. Walking in such a climate is most enjoyable, driving is not too cool, while a secluded corner on the verandah is the very place for a cosy chat or a quiet read. Many people camp out for weeks at a time, and find it neither too hot by day nor too cold when the sun goes down. Shade is abundant at noontide and a couple of blankets are ample protection at night.

The air is wonderfully pure and dry. No large centres of population, no factories full of grime and

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

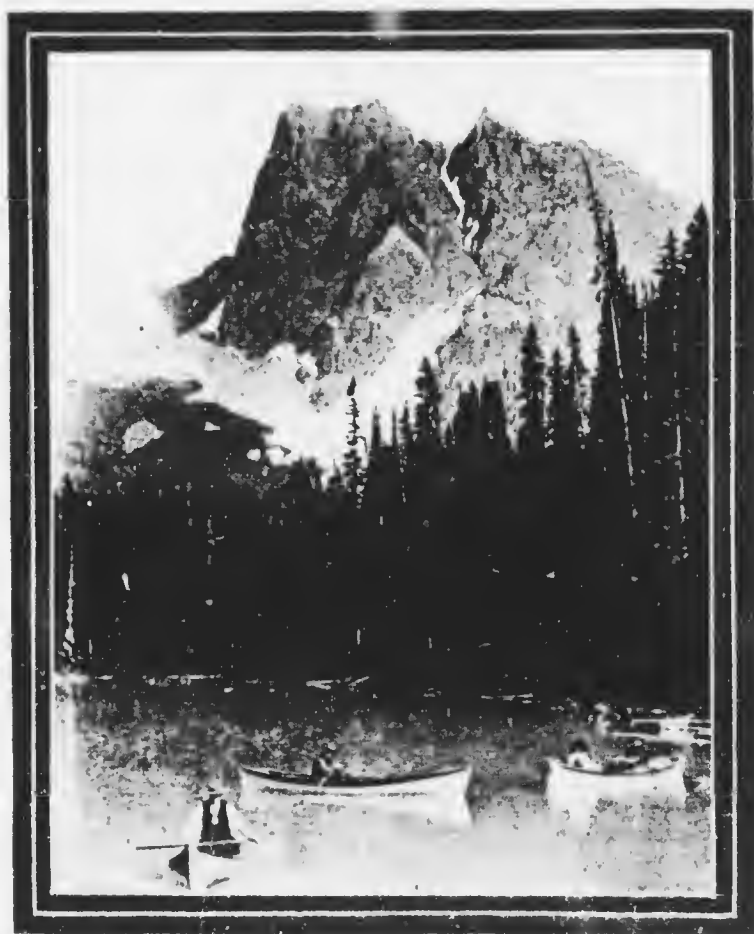
There is no dust in the mountains. There cannot be. The hotels of the Canadian Pacific Railway are



The Natural Bridge, Field, B.C.

surrounded by evergreen forests and are often on the shores of lakes.

The summer days are long in this northern land and night seems reluctant to come on. The line runs



Mt. Burgess and Emerald Lake

through the mountains above the 51st degree, nearly ten degrees north of New York and Chicago. There the sun stays longer above the horizon than in the



Balcony of Emerald Lake Chalet

cities to the south, and the gloaming in July lasts till half past nine o'clock. Amid such scenery these long twilights are most welcome and visitors linger on the galleries at Banff, Lake Louise, Field and Glacier



Emerald Lake Chalet



Glacier House, Glacier, B.C.

mt
mon
log
roor

mai
ther
be
plac
in t

until the last rays of the sun have faded from the mountain tops when the time has come to seek the log fire crackling so cheerily in the cosy reception room.

ROUTES TO THE MOUNTAINS

The Canadian mountains are very accessible. The main line trains of the Canadian Pacific Railway reach them from Montreal in three and a half days, and may be joined from southern points at many different places. Moreover there is much to interest the tourist in the trip.



The Great Glacier, Glacier, B.C.



Str Donald, Selkirk Range

The principal routes are as follows:

1. FROM MONTREAL

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

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

2. FROM TORONTO—

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

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

3. FROM ST. PAUL AND MINNEAPOLIS

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



The Asulkan Glacier, Glacier, B.C.

4. FROM CHICAGO—

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

5. FROM DETROIT AND TOLEDO

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

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



Yale, B.C.

6. F
7. F
8. F

6. FROM NEW YORK

To Montreal or Toronto (thence by routes 1 or 2) to Banff.

7. FROM BOSTON

Boston and Maine and Canadian Pacific Railways to Montreal; thence by routes 1 to Banff.

8. FROM LOS ANGELES, SAN FRANCISCO AND THE PACIFIC COAST

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

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



Canadian Pacific Railway's "Empress" Steamship.



Canadian Pacific Railway's S.S. "Princess Victoria."

Whatever route is followed the journey is full of interest. The Province of Ontario bears on every hand signs of prosperity and progress and many thriving cities are passed. Along the shores of Lake Superior the scenery is bold and impressive, and as the train skirts the water's edge numerous bays of great beauty are opened up. If the lake route be taken, the tourist cannot but notice the immense amount of shipping and the splendid equipment of Fort William. At Winnipeg he will see a city destined to be the great commercial centre of the North-West, and from there to the Rockies he will traverse 600 miles of agricultural and ranching land, the like of which is not to be found elsewhere in the world.



Parliament Buildings, Victoria, B.C.

HOTEL RATES AND ACCOMMODATION

| | Accommodation | | Rates per diem | |
|------------------------------------|---------------|--|--------------------|---|
| Paufl Hotel | 350 guests | | \$4.50 and upwards | |
| Lake Louise Hotel | 100 " | | 3.00 | " |
| Mount Stephen House, Field | 175 " | | 3.00 | " |
| Emerald Lake Chalet | 30 " | | 3.00 | " |
| Glacier House | 225 " | | 3.00 | " |
| Hotel Revelstoke | 75 " | | 3.00 | " |
| Hotel Sicamous | 45 " | | 3.00 | " |
| Fraser Canyon House, North Bend | 30 " | | 3.00 | " |
| Hotel Vancouver | 350 " | | 3.00 | " |



Vancouver Hotel.



The Valley of the Hecillewaet

- Adelaide
- Anoy
- Antwerp
- Auckland
- Baltimore
- Batavia
- Battle Cr
- Bellingha
- Bombay
- Boston
- Brisbane
- Bristol
- Brockvill
- Buffalo
- Calcutta
- Canton
- Chicago
- Cincinnati
- Detroit
- Duluth
- Everett
- Glasgow
- Halifax
- Hamburg
- Hamilton
- Hobart
- Hong Ko
- Honolulu
- Kingston
- Kobe
- Liverpool
- London
- Melbourn
- Milwauk
- Minneapo
- Montreal
- Nagasaki
- Nelson
- New York
- Niagara
- Ottawa
- Paris
- Philadelph
- Pittsburg
- Portland
- Portland
- Quebec
- Sault Ste.
- St. John
- St. Louis
- St. Paul
- San Fran
- Seattle
- Shanghai
- Sherbrook
- Sydney
- Tacoma
- Toronto
- Vancouver
- Victoria
- Washingt
- Winnipeg
- Yokohama

AGENCIES

| | | | |
|------------------|----------|---|---|
| Adelaide | Aus | Australian United Steam Nav. Co. Ltd. | |
| Amoy | China | Jardine, Matheson & Co. | |
| Antwerp | Belgium | H. Debenham, Agent | Quai Taverniers |
| Auckland | N.Z. | Union S. S. Co. of New Zealand Ltd. | Thos. Cook & Son |
| Baltimore | Md. | David H. Morse, Freight & Pass. Agt. | 111 West Fayette St. |
| Batavia | Java | MacLaine, Watson & Co. | |
| Battle Creek | Mich. | E. C. Oylitt, Trav. Pass. Agt. | 75 Lake Ave. |
| Bellingham | Wash. | W. H. Gordon, Passenger Agent | 125 Dock St. |
| Bombay | India | Ewart Latham & Co. | Thos. Cook & Son 1 Esplanade Rd. |
| Boston | Mass. | H. J. Colvin, Disc. Pass. Agt. | |
| Brisbane | Qd. | F. R. Perry, City Pass. Agt. | 307 Washington St. |
| Bristol | England | The B. Irish India and Queensland Agency Ltd. | |
| Brockville | Ont. | E. W. Furster, Bristol Traffic Agent | 18 St. Augustine's Parade |
| Buffalo | N.Y. | Geo. E. McGuire, C. T. A. | Cor. King St. & Court House Ave. |
| Calcutta | India | R. A. Birford, City Pass. & Frt. Agent | 241 Main St. |
| Canton | China | Thos. Cook & Son | 100 Old Court House St. |
| Canton | China | Gillanders, Arncliffe & Co. | |
| Canton | China | Jardine, Matheson & Co. | |
| Chicago | Ill. | A. C. Shaw, Gen. Agt. Pass. Dept. | 208 South Clark St. |
| Chicago | Ill. | C. L. Williams, City Pass. Agt. | 208 South Clark St. |
| Chicago | Ill. | W. A. Kittermaster, Gen. Agt. Frt. Dept. | 24 La Salle St. |
| Cincinnati | Ohio | G. A. Clifford, T. P. A. | 24 Crew Building |
| Cincinnati | Ohio | H. R. White, Freight | 24 Crew Building |
| Detroit | Mich. | A. E. Edmunds, City Pass. Agt. | 7 Foot St. W. |
| Duluth | Minn. | W. R. Harlans, District Freight Agent | 7 Foot St. W. |
| Everett | Wash. | M. Adson, District Agent | 106 Spalding House Bldg. |
| Everett | Wash. | A. B. Winter, Ticket Agent | 145 Hewitt Ave. |
| Glasgow | Scotland | Thomas Russell, Agent | 65 St. Vincent St. |
| Hatfield | N.S. | J. H. Chapman, City Pass. and Frt. Agt. | 107 Hollis St. |
| Hamburg | Germany | H. Debenham, Agent | |
| Hamilton | Ont. | W. J. Grant, Commercial Agt. | Cor. King and James Sts. |
| Hobart | Tasmania | Union S. S. Co. of New Zealand Ltd. | Thos. Cook & Son |
| Hong Kong | China | D. E. Brown, General Agent, China and Japan, etc. | |
| Honolulu | H.I. | Theo. H. Hayes & Co. | |
| Kingston | Jamaica | Gerrald A. Morals | Cor. Port Royal and Orange Sts. |
| Kobe | Japan | G. Millward | 14 A Mayo-Magui |
| Liverpool | Eng. | J. J. Gilbertson, Traffic Agent | 24 James St. |
| London | Eng. | Archer Birkers, European Traffic Manager | 61-65 Charing Cross, S. W., and 67 and 68 King William St. E. C. |
| London | Ont. | W. Fulton, City Passenger Agent | 161 Dundas St. |
| Melbourne | Aus. | Union S. S. Co. of New Zealand Ltd. | Thos. Cook & Son |
| Milwaukee | Wis. | A. G. G. Lander, Freight Agent | Room 505, Fabst Building |
| Minneapolis | Minn. | W. B. Chandler, Agent Soo Line | 119 South Third St. |
| Montreal | Que. | W. F. Egg, City Passenger Agent | 125 St. James St. |
| Montreal | Que. | J. Corbett, Foreign Freight Agent | Board of Trade Building |
| Nagasaki | Japan | Holmer, Ringer & Co. | |
| Nelson | N.Z. | J. S. Carter, District Passenger Agent | |
| New York | N.Y. | E. V. Skinner, Assistant Traffic Manager | 48 Broadway |
| Niagara Falls | N.Y. | D. Isaacs | Proper House |
| Ottawa | Ont. | George Immen, City Passenger Agent | 4 Sparks St. |
| Philadelphia | Pa. | Heron, Peron & Co. (Ltd.), T. Agts. | 100 Boulevard Haussman |
| Philadelphia | Pa. | International Sleeping Car Co. | 1409 Chestnut St. |
| Philadelphia | Pa. | H. McMurtrie, Frt. and Pass. Agt. | 629 1/2 Chestnut St. |
| Pittsburg | Pa. | F. W. Sulzbury, District Freight and Pass. Agt. | 509 Erie Bldg. |
| Portland | Me. | J. J. McOrnack & Co., Ticket Agents | 509 Smithfield St. |
| Portland | Me. | H. A. Snow, T. A., Maine Central Bldg. | Union Depot |
| Portland | Me. | F. K. Johnson, Frt. and Pass. Agt. | 112 Third St. |
| Quebec | Que. | Jules Levesque, City Pass. and Frt. Agt. | 10 St. John St., cor. Palace Hill |
| Sault Ste. Marie | Mich. | T. R. Harvey, C. P. A.; F. E. Ketchum, Depot Tkt. Agent | |
| St. John | N.B. | C. B. Foster, District Passenger Agent | 5 King St. |
| St. John | N.B. | W. H. C. Muekay, City Ticket Agent | 49 King St. |
| St. Louis | Mo. | R. S. Elworthy, City Pass. Agt. | 305 Chestnut St. |
| St. Louis | Mo. | C. E. Benjamin, Trav. Pass. Agt. | 354 Chestnut St. |
| St. Paul | Minn. | W. M. Porteous, Freight Agent | 354 Chestnut St. |
| St. Paul | Minn. | W. S. Thorn, Asst. G. P. A., Soo Line | 59 Robert St. |
| San Francisco | Cal. | M. M. Stern, District Freight and Passenger Agent | 107 Market St., Palace Hotel Building |
| San Francisco | Cal. | G. W. Hullock, C. P. A., Pac. Coast S. S. Co. | 4 New Montgomery St. |
| Seattle | Wash. | W. R. Thomson, T. A. | Mutual Life Bldg., 309 1st Ave. |
| Seattle | Wash. | H. W. Roberts, G. A. F. H. | Mutual Life Bldg., 309 1st Ave. |
| Shanghai | China | Jardine, Matheson & Co. | |
| Sherbrooke | Que. | E. H. Sewell, City Passenger Agent | 6 Commercial St. |
| Sydney | Aus. | Union S. S. Co. of New Zealand Ltd. | Thos. Cook & Son |
| Tacoma | Wash. | Wm. Stitt, Gen. Pass. Agt., Can. Australian S. S. Line | |
| Tacoma | Wash. | Joseph W. Traper, Frt. and Pass. Agt. | 307 Pacific Ave. |
| Toronto | Ont. | W. Maughan, City Ticket Agent | 1 King St. East |
| Vancouver | B.C. | James Selater, Ticket Agent | |
| Victoria | B.C. | H. H. Abbutt, Frt. and Pass. Agt. | 80 Government St. |
| Washington | D.C. | David H. Morse, Freight and Passenger Agent | 111 1/2 14th St., and New York Avenue |
| Winnipeg | Man. | A. C. Smith, C. T. A. | Cor. Main St. and McDermott Ave. |
| Yokohama | Japan | Wm. T. Payne, General Traffic Agent for Japan | 14 Bund |

CANADIAN PACIFIC HOTELS

While the perfect sleeping and dining car service of the Canadian Pacific Railway furnishes every comfort and luxury for travellers making the continuous overland through trip, it has been found necessary to provide places at the principal points of interest among the mountains, where tourists and others might explore and enjoy the magnificent scenery.

The Company has erected at convenient points hotels, which, by their special excellence, add another to the many elements of superiority for which the Railway is famous.

ALGONQUIN HOTEL,

at St. Andrews-by-the-Sea, the popular Atlantic Seaside Resort, is situated on a peninsula five miles long, extending into Passatequoody Bay, which is seventeen miles long by six miles wide. Good deep sea and fresh water fishing may be enjoyed; the roads are perfect, making driving and cycling most enjoyable. The facilities for yachting and boating cannot be surpassed, and there are golf links that have no superior in Canada. The attractiveness of St. Andrews-by-the-Sea brings people seeking rest and relaxation from different parts of the Continent.

The Algonquin Hotel, on which a large expenditure has recently been made, in improvements, offers every modern accommodation for tourists.

The hotel rates are from \$8.00 per day upwards.

McADAM HOTEL,

is situated at McAdam, N. B., and offers the visitor in search of spots in choice of routes through the whole province. It gives him, too, meeting at a summer retreat, free from the heat and crowds of the fashionable resorts, where the hunting and fishing grounds are easily accessible.

The rates are from \$7.00 per day upwards.

THE CHATEAU FRONTENAC,

in Quebec, the grandest and historically the most interesting city in America, is one of the finest hotels on the continent. It is fireproof, and occupies a commanding position overlooking the St. Lawrence, its site being, perhaps, the grandest in the world. The Chateau Frontenac was erected at a cost of over a million of dollars. Great taste marks the furnishing, fitting and decorating of this imposing structure, in which comfort and elegance are combined to an unequalled extent.

Rates, \$10 per day, and upwards.

THE PLAZA VILGER,

at Montreal is a handsome new structure in which are combined a hotel and station. The building which faces Place Vilger is most elaborately furnished and moderately appointed, the general style and elegance characterizing the Chateau Frontenac, at Quebec, being followed.

Rates, \$10 per day and upwards.

THE KAWINISTIKWIA,

at Fort William, the western terminus of the Lake Route and of the Eastern Division of the C. P. R., is an excellent, well appointed hotel in every respect, which offers many unique attractions as a vacation home for those in pursuit of rest and recreation in the picturesque region at the head of Lake Superior.

The hotel rates are from \$7.50 per day upwards.

MOOSE JAW HOTEL,

a new hotel erected at Moose Jaw, in the Canadian North-West, at the junction of the Soo-Pawnee road with the main line of the C. P. R. The hotel is modernly appointed and elegantly furnished.

Rates, \$6.00 per day and upwards.

BANFF HOTEL,

at Banff, in the Canadian National Park on the eastern slope of the Rocky Mountains, is placed on a high mountain promontory 1,500 feet above the sea level, at the confluence of the Bow and Spray rivers, and is a large and handsome structure, with every convenience that modern ingenuity can suggest, and costing over half a million of dollars. While it is not intended to be a sanatorium, in the usual sense, the needs and comforts of invalids are fully provided for. The Hot Sulphur Springs, with which the region abounds, vary in temperature from 80 to 121 degrees, and bathing facilities are provided by the hotel. The springs are much like those of Arkansas and the apparently greater curative properties of the water are no doubt due to the acid, dry air of the mountains.

Game is plentiful, and Lake Minnewanka, not far away, a mile or two in width and fifteen miles long, affords excellent sport in deep trolling for trout. Guests at Banff Hotel, Lake Louise Hotel, Mt. Stephen House, Emerald Lake Chalet and Glacier House, desirous of mountain climbing, may obtain the services of Swiss guides.

The hotel rates are from \$7.00 per day upwards.

CANADIAN PACIFIC HOTELS—Continued

THE LAKE LOUISE HOTEL.

This quiet resting place in the mountains is situated on the margin of Lake Louise, about two miles distant from the station at Laggin, from which there is a good carriage drive, and is an excellent vantage point for tourists and explorers desiring to see the lakes and the adjacent scenery at their leisure.

The rates are \$3.00 per day and upwards. Apply to MESSRS. Mount Stephen House, Field, B.C.

MOUNT STEPHEN HOUSE.

Is a pretty chalet-like hotel, recently enlarged, fifty miles west of Banff in Kicking Horse Canon, at the base of Mount Stephen, the chief peak of the Rockies, towering 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists, and sport is plentiful. Emerald Lake, one of the most picturesque mountain waters, being within easy distance. The newly-discovered Yoho Valley is reached from Field.

The rates are \$3.00 per day and upwards.

EMERALD LAKE CHALET.

Is a Swiss Chalet, situated on the margin of Emerald Lake, near Field, and affords splendid accommodation for those wishing to remain at the lake, or who intend visiting the famous Yoho Valley, to which excellent trails lead from this point.

The rates are from \$3.00 per day upwards.

GLACIER HOUSE.

Is situated in the heart of the Selkicks, within thirty minutes' walk of the Great Glacier which covers an area of about thirty-eight square miles.

The hotel, which has recently been enlarged several times to accommodate the ever-increasing travel, is in a beautiful amphitheatre surrounded by lofty mountains, of which Sir Donald, rising 8,000 feet above the railway, is the most prominent. The dense forests all about are filled with the noise of restless brooks which will irresistibly attract the trout fisherman, and the hunter for large game can have his choice of "big horns, mountain goats, grizzly and mountain bears." The main point of interest, however, is the Great Glacier. One may safely climb upon its wrinkled surface, or penetrate its water-worn caves.

The rates are \$3.00 per day and upwards.

HOTEL REVELSTOKE.

at Revelstoke, B.C., in the basin of the Columbia between the Selkirk and the Gold ranges, and a gateway to the West Kootenay touring region. The hotel is perched on a mountain bench directly above the railway station, and is surrounded on all sides by modest mountains. Immediately opposite the hotel, and fifteen miles away, lies the Begbie Glacier, one of the grandest in British Columbia, amongst the highest peaks.

The rates are \$3.00 per day and upwards.

HOTEL SICAMOUS.

at Sicamous, B.C., a fine new structure, built on the shores of the Shuswap Lakes, where the Okanagan branch of the Canadian Pacific Railway leads south to the Okanagan Valley and the contiguous mining country. The hotel is handsomely furnished and has all modern appointments and conveniences. A houseboat for sportsmen and tourists can be obtained here.

Rates, \$3.00 per day and upwards.

THE FRASER CANON HOUSE.

at North Bend, 130 miles west of Vancouver, is situated on the Fraser River, and is managed with the same attention to the comfort of its patrons that pervades all branches of the Company's service. The scenery along the Fraser River is well described as "magnificent," and the hotel is a comfortable base from which to explore.

Rates, \$3.00 per day and upwards.

HOTEL VANCOUVER.

at Vancouver, B.C., is the Pacific Coast terminus of the Railway. This magnificent hotel, now being enlarged, is designed to accommodate the large commercial business of the place, as well as the great number of tourists who always find it profitable and interesting to make here a stop of a day or two. It is situated near the centre of the city, and from it there is a glorious outlook in every direction. Its accommodations and service are perfect in every detail, and excel those of the best hotels in Eastern Canada or the United States.

Rates \$3.00 per day and upwards.

Enquiries as to accommodation, rates, etc., at any of the Canadian Pacific Hotels will be promptly answered by addressing Managers of the different hotels, or communicating direct to

G. McL. BROWN,

Supr. of Sleeping, Dining and Parlor Cars and Hotels, MONTREAL.

The Canadian Pacific Railway

THE WORLD'S HIGHWAY BETWEEN THE ATLANTIC AND THE PACIFIC

THE MOST SOLIDLY CONSTRUCTED AND THE BEST EQUIPPED TRANSCONTINENTAL ROUTE

SPECIAL ATTENTION IS CALLED to the PARLOR, SLEEPING and DINING CAR SERVICE largely added to recently so important an accessory upon a railway whose cars run upwards of THREE THOUSAND MILES WITHOUT CHANGE.

PARLOR SLEEPING CARS, built, owned and operated by the Company, are of unusual strength and have wider, higher and longer berths than other sleeping cars, while the smoking and toilet rooms are correspondingly roomy. They are fitted with double doors and windows, to exclude the dust in summer and in winter a third window is fitted.

The exteriors are of polished red mahogany. In the interior handsomely inlaid panels take the place of unnecessary draperies and over-elaborate ornamentation and produce an effect of quiet comfort and perfect cleanliness very grateful on a long journey. A telegraphic summary of the news of the world is bulletined twice a day in the sleeping cars.

TOURIST SLEEPING CARS of the most modern design are now operated by the Company and are rapidly replacing those of an older type. They are fitted with folding sleeping berths of the regular pattern, large and commodious toilet rooms, smoking room and modern kitchen.

Modern **DINING CARS** are attached to all trains making long runs. The Company has recently adopted a standard pattern and is renewing its stock. The new cars are fitted up handsomely in solid oak, with scenes from the mountains, displayed in tiling along the walls. The cuisine leaves nothing to be desired, and the bill of fare and wine list compare favorably with those of the best hotels.

COMPARTMENT CARS are run in connection with the Canadian Pacific Trans-Pacific Steamships.

OBSERVATION CARS, designed to give the passengers an uninterrupted view of the scenery, are attached to trains in the mountains during the summer.

FIRST CLASS DAY COACHES are constructed with every attention to the comfort of the passengers and the **COLONIST SLEEPING CARS** provide without extra charge sleeping accommodation for settlers.

FIRST CLASS SLEEPING AND TOURIST CAR TARIFF

FOR ONE DOUBLE BERTH, LOWER OR UPPER,
IN SLEEPING CAR BETWEEN TOURIST CAR TARIFF

| | | |
|------------------------------------|---------|--------|
| Halifax and Montreal..... | \$ 4.00 | ..... |
| St. John, N. B., and Montreal..... | 2.50 | ..... |
| Quebec and Montreal..... | 1.50 | ..... |
| Montreal and Toronto..... | 2.00 | ..... |
| Montreal and Chicago..... | 5.10 | ..... |
| Montreal and Winnipeg..... | 8.00 | \$1.10 |
| Montreal and Calgary..... | 13.00 | 6.50 |
| Montreal and Banff..... | 14.00 | 7.00 |
| Montreal and Revelstoke..... | 15.50 | 7.75 |
| Montreal and Vancouver..... | 18.00 | 9.10 |
| Ottawa and Toronto..... | 2.00 | ..... |
| Ottawa and Vancouver..... | 17.50 | 8.75 |
| Fort William and Vancouver..... | 15.00 | 7.75 |
| Toronto and Chicago..... | 5.00 | ..... |
| Toronto and Winnipeg..... | 8.00 | 4.00 |
| Toronto and Calgary..... | 12.00 | 6.00 |
| Toronto and Banff..... | 13.00 | 6.50 |
| Toronto and Revelstoke..... | 14.50 | 7.25 |
| Toronto and Vancouver..... | 17.00 | 8.50 |
| Boston and Montreal..... | 2.00 | ..... |
| Boston and Vancouver..... | 19.00 | 9.50 |
| New York and Montreal..... | 2.00 | ..... |
| Boston and St. Paul..... | 7.00 | ..... |
| Boston and Chicago..... | 5.50 | ..... |
| Montreal and St. Paul..... | 6.00 | ..... |
| St. Paul and Winnipeg..... | 3.00 | ..... |
| St. Paul and Vancouver..... | 12.00 | 6.10 |
| Winnipeg and Vancouver..... | 12.00 | 6.00 |

Between other stations rates in proportion. Rates for full section double the berth rate. Staterooms between three and four times the berth rate.

Accommodation in First Class Sleeping Cars and Parlor Cars will be sold only to holders of First Class Trans, Observation, and in Tourist Cars to holders of First or Second Class transportation.



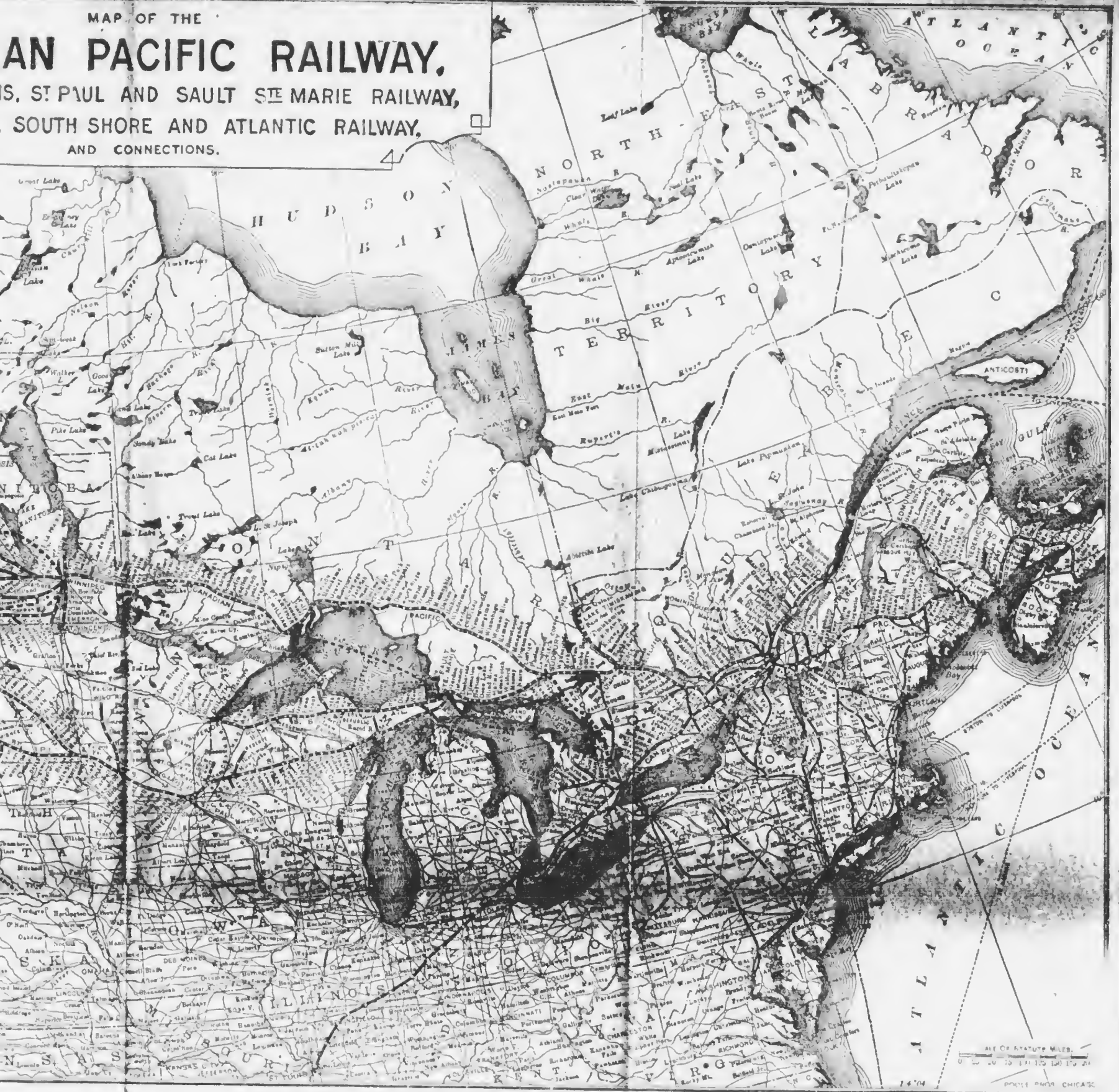


CANADIAN

THE MINNEAPOLIS, ST. P. & N. PACIFIC
THE DULUTH, SOUTH

Map showing the western United States and southern Canada, including states/provinces such as NORTH WEST TERRITORY, BRITISH COLUMBIA, ALBERTA, SASKATCHEWAN, MANITOBA, MONTANA, WYOMING, NEBRASKA, NEVADA, CALIFORNIA, and COLORADO. Major cities like VANCOUVER, PORTLAND, SALT LAKE CITY, DENVER, and MINNEAPOLIS are marked. The map includes a grid of latitude and longitude lines and a title in the upper right corner: "CANADIAN THE MINNEAPOLIS, ST. P. & N. PACIFIC THE DULUTH, SOUTH".

MAP OF THE
PACIFIC RAILWAY,
S. ST. PAUL AND SAULT STE MARIE RAILWAY,
SOUTH SHORE AND ATLANTIC RAILWAY,
AND CONNECTIONS.



SCALE OF STATUTE MILES.
0 50 100 150 200 250
PACIFIC RAILWAY CHICAGO

