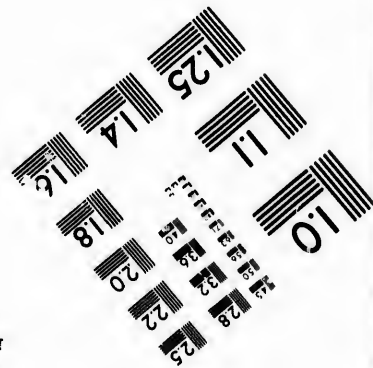
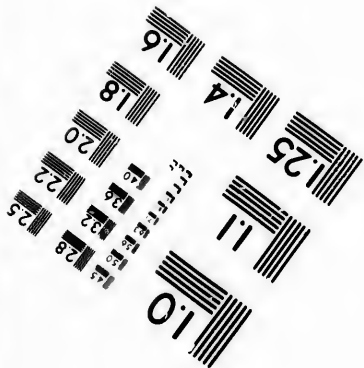
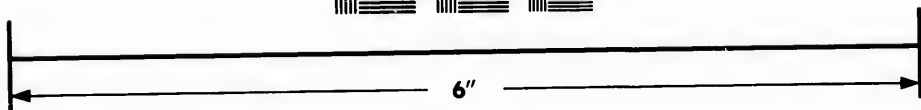
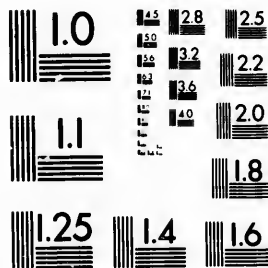
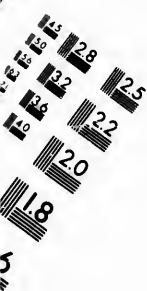


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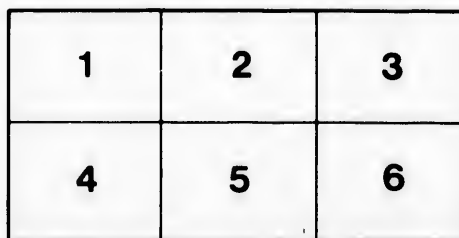
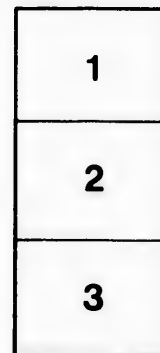
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# GREAT TRANSCONTINENTAL ROUTE

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1896

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C.P.R.

CORRECTED TO MAY 18TH, 1896

Canadian  
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CORRECTED TO MAY 18TH, 1896.

Canadian  
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Railway

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ANNOTATED  
TIME TABLE

WITH INFORMATION AS TO C. P. R.  
TRANSCONTINENTAL ROUTES

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The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers only during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver, Victoria and San Francisco, and Pacific Coast are all the year



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Miles from Montl	W b T
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# Canadian Pacific Railway

## ANNOTATED TIME TABLE

### QUEBEC and MONTREAL: 172 Miles

#### Eastern Division

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Miles from Montl	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'vr
172	LEAVE 11.10 P.M.	<p><b>Quebec</b>—Population 70,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other 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, chief among which on Dufferin Terrace is the Chateau Frontenac, a magnificent fireproof structure, 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 reaching the city are the Canadian Pacific and Quebec &amp; Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. 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, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.</p>	ARRIVE 3.00 P.M.	3053
	DAILY		WEEK DAYS	Places of interest
	EASTERN STANDARD TIME		Railway & steamship connections	

† Additional train leaves Quebec for Montreal at 10.30 p.m. (week days only), arriving Montreal at 6.30 a.m.



East-bound Train	Miles from Vanc'y	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y
LEAVE			LEAVE		LEAVE	
2.40	3046			<p>ing districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,800), where Lake St. Peter is seen, are the <b>St. LEON</b> (Saline) SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanovae</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,000.</p>		
2.30	3040		Ancient customs			
2.10	3027					
1.58	3023					
1.48	3018					
1.37	3014					
1.30	3011					
1.23	3008					Lake St. Peter
1.08	3000					
2.57	2905					
2.40	2988					
2.21	2978					
P.M.						
			P.M.		A.M.	
			48	<b>Joliette Junc.</b>	10.16	2929
			43	<b>La Valtrie</b>	10.06	2924
			39	<b>Vaucluse</b>	9.59	2920
			35	<b>L'Epiphanie</b>	9.50	2916
			29	<b>St. Henri</b>	9.32	2907
			23	<b>Terrebonne</b>	9.25	2904
			17	<b>St. Vincent de Paul</b>		
			12	<b>St. Martin Junc.</b>	9.12	2898
			10	<b>Sault aux Re-collets</b>	9.00	2894
					8.42	2890
			5	<b>Mile-End</b>	8.33	2901
			1	<b>Hochelaga</b>		2905
				the neighboring cities, and in rail way bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.		
			DAILY		WEEK DAYS	
			ARRIVE		A.M.	
			0	<b>Montreal—Dalhousie Square Station.</b>	8.10	2906
			P.M.		LEAVE	

|| Refreshment Stations.

‡ Additional train leaves Montreal for Quebec at 10.30 p.m. every week day, arriving at Quebec at 6.30 a.m. the following morning. On Sundays train leaves Montreal at 3.30 p.m., arriving at Quebec at 9.55 p.m.

A.M.	
11.42	2908
11.27	2901
11.15	2955
11.05	2951
10.53	2945
10.45	2941
10.38	2938
10.20	2929
A.M.	

# Short Line

**HALIFAX AND MONTREAL: 756 Miles**

**Atlantic Division**

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
0	A. M. 8.50	<p><b>Halifax</b>—Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its 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 mail steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.</p>	P. M. 11.20	3600	
	Leave daily except Sundays		Arrive daily except Sundays		
			Communication by str. with West Indies, etc.		
	Halifax				
9		<b>Bedford</b>	10.59	3657	
14		<b>Windsor Junc.</b>	10.49	3652	
36		<b>Milford</b>		3630	
40	8.07	<b>Shubenacadie</b>	10.00	3628	
		<p>tion to the west and south to Yarmouth, gives an alternate route to St. John, N.B., by a splendid steamer service across the Bay of Fundy, between Digby and that city. The 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 <i>Evangeline</i>.</p>	The Evangeline Route.		
02	8.50	<b>Truro</b> —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled trout	9.30	3604	

/ Flag Station. Dining Car between Truro and Brownville Junc.

Miles from Halifax

Truro

3610

3600

3590

3580

3570

3560

3550

3540

3530

3520

3510

3500

3490

3480

3470

3460

3450

3440

3430

3420

3410

3400

3390

3380

3370

3360

3350

3340

3330

3320

3310

3300

3290

3280

3270

3260

3250

3240

3230

3220

3210

3200

3190

3180

MP's from Hal. fax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc v r
	LEAVE	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 Picton, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, from which historic Louisburg is now easily reached by rail.	LEAVE	
	Trout and salmon fishing		Moose, cariboo & grouse shooting	
	A. M.	<b>Londonderry</b>		8.45 3587
	79 9.25	<b>Oxford Junction</b>	The Acadian Iron Works are three miles from <i>Londonderry</i> , a branch line extending to them. <i>Oxford</i> has extensive factories,	7.46 3558
	108 10.24	<b>Spring Hill Junc.</b>		7.20 3545
	121 10.55	<b>Amherst</b>		6.35 3528
	138 11.20	<b>Sackville</b>		6.11 3518
	148 11.40	<b>Painsec Junction</b>		4.57 3487
	179 12.48	a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Picton. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. <i>Amherst</i> (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) connecting the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. From <i>Painsec Junction</i> a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.	Minas Basin	
	Fish-ing and shoot-ing			
	P. M.	<b>Moncton</b> —Population 9,500, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which are the sugar refinery and cotton factory. An		4.40 3480
	186 1.10			
	Head quar-ters of Inter-coloni'al Ry.			

! Refreshment Station

/ Flag Station

Miles

East-bound Train Miles from Vanc v r

P. M. 1.20 3006

arrive daily except Sundays

Communication by str. with West Indies, etc.

10.50 3057

10.40 3052

3030

0.06 3026

The Vancouver route.

0.30 3004

Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Halifax
	LEAVE	interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave several feet high.	LEAVE		277
	P. M.		High tide		289
199	f 1.32	<b>Salisbury</b>	4.08	3467	299
209	f 1.48	<b>Petitcodiac</b>	3.51	3457	312
232	2.27	<b>Sussex</b>	3.08	3434	319
253	f 3.08	<b>Hampton</b>	2.29	3413	
	P. M.	attractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are 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.	P. M.		340
	Pictur- esque scen'ry		Hills and heights		359
275	P. M. 4.00	<b>St. John, N.B.</b> —Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—a winter port for the Atlantic steamers—and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily during the summer months and tri-weekly in winter between St. John and Digby, where connection is made with the Dominion Atlantic Ry. for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces; and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.	1.50 P. M.	3391	365
	Stately build- ings				377
	Bay of Fundy		St. John River		381
			Alternate route to Hal- fax.		386
					391
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! Refreshment Station.

/ Flag Station.

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Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc V r	Miles from Halifax
497	P. M. 11.35	<b>Greenville Junc.</b>	A. M. 6.02	3169	
507	f 11.53	<b>Moosehead</b>	f 5.38	3159	
515	No	<b>Askwith</b>	No	3151	
524	Stop	<b>Mackamp</b>	Stop	3142	
530	A. M.	<b>Long Pond</b>		3136	
537	12.51	<b>Jackman</b>	4.41	3129	
550	f 1.14	<b>Holeb</b>	f 4.20	3116	
561	1.40 A. M.	<b>Lowelltown</b>	3.55	3105	
		rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, 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. <i>Moosehead</i> is a small station, also upon the lake shore. Near <i>Askwith</i> station the Kennebec river leaves Moosehead lake. Trout Brook is, as its name indicates, close to a good fishing water. From <i>Jackman</i> 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. <i>Holeb</i> , <i>Caswell</i> and <i>Lowelltown</i> are small stations near the boundary between Maine and Quebec.			
	Moosehead Lake		St'mer from Greenville to Mount Kineo.		656 667 678 681 686 689
	Game and Trout				
565	A. M.	<b>Boundary</b>	A. M.	3101	
581	2.25	<b>Megantic</b>	3.10	3085	
589	2.45	<b>Spring Hill</b>	2.45	3077	
595		<b>Milan</b>		3071	
605	3.20	<b>Scotstown</b>	2.04	3061	
611		<b>Gould</b>		3055	
619		<b>Bury</b>		3047	695
628	4.00	<b>Cookshire</b>	1.09	3038	706
		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 <i>Megantic Station</i> sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip. From here, Levis (opposite Quebec) is reached by the Quebec Central Ry.	A. M.		712 716 724 725 726 730 737 742 747 749
633		<b>Birchton</b>		3033	
635	No	<b>Bulwer</b>	No	3031	751
639	Stop	<b>Johnville</b>	Stop	3027	756
646	4.47	<b>Lennoxville</b>	12.25	3020	
648	5.05 A. M.	<b>Sherbrooke</b>	12.12	3018	
		At <i>Lennoxville</i> distant three miles from Sherbrooke, connections are made with the Boston & Maine Rail-	MIDN'T		

East-bound Train	Miles from Vanc'y'r
A. M.	3169
6.02	3159
7.38	3151
No	3142
Stop	3136
4.44	3129
4.20	3116
3.55	3105
Mer from Green-ville to Mount Kineo.	
A. M.	3101
3.10	3085
2.45	3077
	3071
2.04	3061
	3055
	3047
1.09	3038
A. M.	
Lake Megan to	
No	3033
Stop	3031
	3027
12.25	3020
12.12	3018
MIDN'T	

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y'r
	LEAVE	road, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the Eastern Townships, is an exceedingly pretty place, with a population of about 12,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing.	ARRIVE	
	Magog and St. Francis rivers		Falls of the Magog	
656	A. M.	<b>Rock Forest</b>	P. M.	3010
667	5.34	<b>Magog</b>	11.38	2998
678		<b>Eastman</b>	11.17	2987
681		<b>South Stukely</b>		2984
686	6.05	<b>Foster</b>	10.58	2979
689		<b>Fulford</b>		2976
	Owl's Head	and surrounded by rugged heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, 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 <i>Foster</i> the Sutton Junction and Drummondville Branch of the Canadian Pacific Ry. is crossed.		
	Str. to Newp't, Vt			
695	A. M.	<b>West Shefford</b>		2967
706	6.40	<b>Brigham Junc.</b>	10.20	2956
712	6.55	<b>Farnham</b>	10.10	2950
716		<b>Ste. Brigid</b>		2946
724		<b>Iberville Junc.</b>		2938
725	7.16	<b>Iberville</b>		2937
728	7.20	<b>St. Johns</b>	9.37	2936
730		<b>L'Acadie</b>		2932
737		<b>St. Phillippe</b>		2925
742		<b>St. Constant</b>		2920
747		<b>Caughnawaga</b>		2916
749	8.00	<b>Highlands</b>	8.59	2914
751	8.00	<b>Montreal Junc.</b>	8.52	2911
758	8.20	<b>Montreal, Windsor Street.</b>	8.40	2906
	A. M.	and Sorel. <i>Caughnawaga</i> is an Indian village on the south shore of	P. M.	

† Flag Station      † Refreshment Stations.  
 Dining Car from Brownville Junc. to Truro.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	<p>the St. Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated 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 <i>Highlands</i>—thence on to <i>Montreal Junction</i>, from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Sault Ste. Marie, St. Paul, New York and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal.</p>	ARRIVE	
	Arrives Daily except Mondays		Leaves Daily except Saturdays	
	Lach'e Rapide		Wind's St. Stn	

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# Routes to and from Montreal.

East-bound Train	Miles from Vanc'y'r
ARRIVE	
Leaves Daily except Saturdays	
Wind's St. Stn.	

From **New York to Montreal** a choice of several routes is offered.

**ROUTE I.**—The New York Central Route is up the east shore of the picturesque Hudson River to Albany, N. Y.; thence via Utica and the attractive Summer Resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and into their Windsor Street Station at Montreal. This trip may be pleasantly varied by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above. New York is left at 8.30 a.m. week days, 6 p.m. daily, Sundays included, and Montreal is reached at 9.45 p.m. and 9.05 a.m.

**ROUTE II.**—Is via N.Y.C. Rd. to Troy and thence Central Vermont via the east shore of Lake Champlain, Montreal being reached at Bonaventure Station, from which transfer can be made to Canadian Pacific Windsor Street Station. New York is left at 9.40 a.m. week days, 6.25 p.m. daily, Sundays included, and Montreal reached at 9.30 p.m., and 7.40 the following morning.

**ROUTE III.**—Same as Route II. to Troy, thence Delaware & Hudson R.R. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Champlain at an expenditure of about 12 hours' time and slight additional cost in price of ticket. New York is left at 9.40 a.m. week days, 6.25 p.m. daily, Sundays included, and Montreal reached at 10.15 p.m. and 7.30 a.m.

From **Montreal to New York**, New York Central trains leave Windsor Street Station at 8.10 a.m. week days, and 4.25 p.m. daily, Sundays included, arriving there at 10.00 p.m. and 7.30 a.m. Via the D. & H. Rd., trains leave Bonaventure Station 9.10 a.m. week days, 6.20 p.m. daily, Sundays included. Via Central Vermont at 9.00 a.m. week days and 6.10 p.m. daily, Sundays included.

From **Boston to Montreal** through Canadian Pacific trains leave from the Lower Depot at 9 a.m. week days only, and 8.00 p.m. daily, Sundays included, arriving at Montreal at 8.30 p.m. and 7.30 a.m., respectively. The route traverses the most interesting part of New England, past the White Mountains the rich valleys of northern Vermont, along Lake Memphremagog and the Green Mts.—From **Montreal to Boston** Canadian Pacific trains leave Windsor Street Station at 9 a.m., week days only, and 8.20 p.m. daily, Sundays included. Through Sleeping and Parlor Cars.

From **Portland, Me., to Montreal**. The Maine Central trains leave Portland at 8.45 a.m. and 5.55 p.m., week days only, entering the White Mountains at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's and Lunenburg, and across New Hampshire to St. Johnsbury, Vt., where they connect with the trains from Boston.—From **Montreal to Portland** Canadian Pacific trains leave at 9 a.m., Sundays excepted, and 8.20 p.m. daily, Saturdays excepted. Through Sleeping and Parlor Cars during summer months.

Trains from **Boston and Portland** cross the St. Lawrence by the magnificent steel bridge of the Canadian Pacific Railway just above Montreal, and stop at Windsor Street Station, from which Transcontinental trains depart.

From **Niagara Falls, Toronto and The Thousand Islands**, steamers descend the St. Lawrence River, during the summer months, through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence. Steamers leave Toronto daily, except Sundays. The traveller may, if he desires, cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway in one day or one night, or reach the Transcontinental line via the Ontario route at North Bay. Niagara Falls may be reached by several railroads from Boston or New York.

Time of Foreign Railway and Steamship Lines is given as information only; it is not guaranteed, as it is subject to change.

# Transcontinental Rail Route

## MONTREAL and VANCOUVER :

2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
0	A.M. 9.50  LEAVE  Daily, except Sunday  EASTERN TIME (East of Fort William)	<p><b>Montreal</b>—(Windsor Street Station)—Population (with suburbs) 300,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1700. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis depart from Windsor Street Station.</p>	P.M. 7.45 ARRIVE  Daily except Sunday  Five days and 6 hours from Vancouver  Railway connections	2906  To New York 385; to Boston 332.
5	10.02	<p><b>Montreal Junc.</b>—This is the point of junction for trains from and to the Maritime Provinces, New York, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple orchards, the world-renowned Fame-</p>	7.35	2901

† Refreshment Station.  
Additional trains run between Montreal, Ottawa and Upper Ottawa Valley.  
See current time tables.

Miles from Montreal

10

12

17

20

27

32

37

44

49

57

59

65

74

79

84

96

94

100

104

109

114

118

|| Ref

Route

998 Miles

Fast-bound Train	Miles from Vancouver
P.M. 7.45 ARRIVE	2900
	To New York 385; to Boston 332.

Daily except Sunday

Five days and 6 hours from Vancouver

Railway connections

7.35 2901

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	use being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.	LEAVE	
	A.M. 10 15	<b>Outremont Junc.</b> —A rising suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.	P.M. 7.22	
10		<b>Sault aux Recollets</b> —Rapids of a branch of the Ottawa.		2896
12	10.31	<b>St. Martin Junction</b> —Divergence of line to Quebec.	7.06	2894
17		<b>Ste. Rose</b>		2889
20	No	<b>Ste. Therese</b>	6.53	2886
27	Stop	<b>St. Augustin</b>		2879
32		<b>St. Scholastique</b>		2874
37	11.20	<b>St. Hermas</b>		2869
44	No	<b>Lachute</b>		2862
49	Stop	<b>St. Philippe West</b>	6.05	2857
57		<b>Strenville</b>		2849
		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 <i>Ste. Therese</i> three branch lines diverge to <i>St. Lin</i> , <i>St. Jerome</i> , <i>St. Agathe</i> , <i>St. Jovite</i> , <i>Labelle</i> and <i>St. Eustache</i> .		
59	NOON 11.59	<b>Calumet</b>	P.M. 5.44	2847
65		<b>Pointe au Chene</b>		2841
74		<b>Montebello</b>		2832
79		<b>Papineauville</b>		2827
84		<b>North Nation Mills</b>		2822
90		<b>Thurso</b>		2816
94	No	<b>Rockland</b>	Stop	2812
100	Stop	<b>Buckingham</b>		2806
104		<b>L'Ange Gardien</b>		2802
109		<b>East Templeton</b>		2797
114		<b>Gatineau</b>		2792
118		<b>Hull</b>		2788
		frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses,		
	Mines		Phosphate mines	

Ottawa Valley.

|| Refreshment Stations.

/ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		LEAVE		186
	Aylm'r Br'nc'h	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 (pop. 10,000) a branch-line diverges, keeping north of the Ottawa through AYLMEER 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.			189
120	Ar 1.40 Lv 1.50 P.M.	<b>Ottawa</b> —Pop. 50,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, 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, where ferry connection is made with Ogdensburg, N. Y. and rail lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.	P. M. Lv 4.00 Ar 3.50	2786	198
	Capital of the Dominion		Lumber making		205
122		<b>Skead's</b>			211
124	f 2.00	<b>Britannia</b>			214
128		<b>Bell's Corners</b>	No Stop		219
134	f 2.22	<b>Stittville</b>			
144		<b>Ashton</b>			224
		Leaving Ottawa the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logsheld in "booms" for the use of the mills below.			229
148	2.53	<b>Carleton Place (Junction)</b> —Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At Carleton Place are large saw-mills, railway and other workshops.	2.58	2758	234
155	3.00	<b>Almonte</b>			241
158		<b>Snedden</b>			246
163	3.31	<b>Pakenham</b>			251
171	3.46	<b>Arnprior</b>			255
174	f 3.52	<b>Brasside</b>			262
177	3.58	<b>Sand Point</b>			270
183		<b>Castleford</b>			274
		Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and	2.38	2751	281
					284
					297
					307
					318
					324
					330
					337
					344
					348

! Refreshment Stations.

/ Flag Station

! Refr

East-bound Train	Miles from Vancouver
LEAVE	
	2786
P. M. 74.00	
8.50	
Lumber making	
No Stop	2784
	2782
	2778
	2772
	2763
2.58	2758
2.38	2751
	2748
2.17	2743
2.00	2735
f1.51	2732
1.46	2729
	2723
Station	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
186	LEAVE	<b>Russell</b>	LEAVE	2720
189	P. M. 4.23	<b>Renfrew</b>	P. M. 1.20	2717
198	f4.38	<b>Haley's</b>	12f50	2708
205	4.52	<b>Cobden</b>	12.45	2701
211	P. M.	<b>Snake River</b>	P. M.	2695
214		<b>Graham</b>		2692
219		<b>Government Road</b>		2687
		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, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,500) are large woollen mills and other manufactories. <i>Pakenham</i> (pop. 2,200) and <i>Aruprior</i> (pop. 3,500) are also important manufacturing points. From <i>Renfrew</i> (pop. 2,900) the Atlantic & N. W. Branch runs to Eganville and it is also the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. <i>Pembroke</i> (pop. 4,800) 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 towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From <i>Pembroke</i> to <i>Mattawa</i> the railway continues along the west bank of the Ottawa, whose 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. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and appurtenances. <i>Mattawa</i> (pop. 1,800) is an old fur-trading post of the Hudson's Bay Company, but at present of		
	Factories		FIFTH DAY	
			Kings-ton and Pembroke Ry.	
224	5.28	<b>Pembroke</b>	NOON 12.08	2682
229	f5.38	<b>Stafford</b>	f11.52	2677
234	f5.48	<b>Petewawa</b>	f11.42	2672
241	f5.50	<b>Thistle</b>	f11.30	2665
246	6.13	<b>Chalk River</b>	11.20	2660
251	h6.23	<b>Wylie</b>	h11.05	2655
255	f6.31	<b>Bass Lake</b>	f10.56	2651
262	f6.42	<b>Moorlake</b>	f10.46	2644
270	f6.59	<b>Mackey</b>	f10.28	2636
274	f7.07	<b>Rockliffe</b>	f10.20	2632
281	f7.20	<b>Bissett</b>	f10.01	2622
297	f7.51	<b>Deux Rivieres</b>	f 9.36	2609
307	f8.10	<b>Klock</b>	f 9.15	2599
	P. M.		A. M.	
	Timber mills		Fish and game	
318	P. M. 8.31	<b>Mattawa</b>	A. M. 8.55	2588
324		<b>Calvin</b>		2582
330	f8.51	<b>Eau Claire</b>	f8.35	2576
337	9.06	<b>Rutherglen</b>	f8.23	2569
344	9.20	<b>Bonfield</b>	8.10	2562
348	f9.28	<b>Nasbonsing</b>	f8.00	2558

! Refreshment Station. A Stop on signal Wed. and Fri. only. f Flag Station.



Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
358	LEAVE /9.17	<b>Thornclyff</b>	most importance as a distributing point for the lumbering districts and agricultural country about Lake Temiscamingue. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiscamingue and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills 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 "breaks" in the country, and the best is not seen from the car windows. Callander (now called Bonfield) was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond <i>Thornclyff</i> is Nipissing Junction, the junction of the G. T. Ry. 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 connection with the C. P. Ry. trains is made. (See p. 63.)	LEAVE /7.37	2548	
		Game		Valley of the Mattawa		443 450 455 461 467 478 489 498 515 532 549 564 581 599
364	10.15	<b>North Bay</b> —Pop. 3,000. The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops etc., and there are very good hotels.		7.25 A.M.	2542	
		Lake Nipissing		Ch'ng'e cars for Tr'nto		
	P.M.					
374	/10.34	<b>Beauceage</b>	From North Bay to <i>Heron Bay</i> , 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	/6.51	2253	
378	/10.42	<b>Meadowside</b>		/6.42	2528	
387	/11.00	<b>Sturgeon Falls</b>		/6.25	2510	
390	/11.05	<b>Cache Bay</b>		/6.20	2516	
397	/11.19	<b>Verner</b>		/6.06	2509	
406	/11.35	<b>Warren</b>		/5.50	2500	
412		<b>Hagar</b>			2491	
419	/11.56	<b>Markstay</b>		/5.26	2487	
427		<b>Stinsons</b>			2479	
431	/12.20	<b>Wahnapiatae</b>		/5.02	2475	
436	A.M.	<b>Romford</b>		A.M.	2470	

! Refreshment Station

/ Flag Station

! Ref

East-bound Train	Miles from Vancouver
LEAVE	
7.37	2548
Valley of the Kootenay	
7.25	2542
A.M.	
Change cars for Toronto	
7.05	2253
7.02	2528
7.05	2519
7.20	2516
7.06	2509
7.50	2500
	2491
7.20	2487
	2479
7.02	2475
A.M.	2470
Flag Station	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		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. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the station,		
	Sporting opportunities		Timber	
	MIDN'T		A.M.	
443	12.45	<b>Sudbury</b>	4.40	2463
450	1.05	<b>Rayside</b>	4.20	2456
455	1.17	<b>Chelmsford</b>	4.00	2451
461	1.30	<b>Larchwood</b>	3.57	2445
467	1.46	<b>Onaping</b>	3.45	2439
478	2.18	<b>Cartier</b>	3.20	2428
489	2.43	<b>Straight Lake</b>	2.43	2417
498	3.03	<b>Pogamasing</b>	2.18	2408
515	3.40	<b>Metagama</b>	1.44	2391
532	4.22	<b>Biscotasing</b>	1.01	2374
549	4.59	<b>Ramsay</b>	12.30	2357
564	5.31	<b>Woman River</b>	11.57	2342
581	6.08	<b>Ridout</b>	11.18	2325
599	6.48	<b>Nemegosenda</b>	10.40	2307
	A.M.	American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and Dakota to Moose Jaw, in Assiniboia, on the Main Line of the C. P. R. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 9.10 p.m., Wednesdays, Fridays and Sundays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Ft. William without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are in operation near Sudbury reducing the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to <i>Biscotasing</i> the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings	P.M.	
	FIRST DAY			
	Copper nickel and gold		Min'g	
	Refreshment Station		Flag Station.	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	A.M.		P.M.	
615	7.38	and railway structures. <i>Biscotusing</i>	10.01	2291
629	7.10	<b>Chapleau</b> is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber.	9.22	2277
644	7.11	<b>Pardee</b>	8.17	2262
661	7.17	<b>Windermere</b>	8.07	2245
675	9.47	<b>Dalton</b>	7.33	2231
685		<b>Missanabic</b>		2221
694	10.31	<b>Lochalsh</b> <i>Chapleau</i> (pop. 700) is another divisional point, with railway workshops and is a bright railway town. Farming operations on a small scale have recently been commenced here. It is charmingly	6.40	2212
710	11.01	<b>Otter</b>	6.14	2196
727	11.43	<b>Grasset</b>	5.37	2179
747	12.35	<b>Amyot</b>	4.50	2159
773	1.14	<b>White River</b>	4.10	2143
776	1.42	<b>Bremner</b>	3.42	2130
787	2.04	<b>Trudeau</b>	3.18	2119
797	2.25	<b>Cache Lake</b>	2.55	2100
	P.M.		P.M.	
		situated on Lake Kabequashesing, the waters of which flow into James' Bay. Near <i>Missanabic</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. 19 miles south of Missanabic is excellent trout fishing, and the country is rich in minerals. Beyond		
			FOURTH DAY	
802	2.40	<b>Heron Bay</b>	2.40	2104
811	2.55	<b>Peninsula</b>	2.23	2095
821	3.20	<b>Port Coldwell</b>	1.58	2084
830	3.42	<b>Middleton</b>	1.35	2076
846	4.20	<b>Jack Fish</b>	12.57	2060
		all divisional stations, has yards for resting cattle <i>en routet</i> 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 <i>Heron Bay</i> , a coaling station 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 occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching <i>Peninsula</i> . The great sweep around Jackfish Bay is particularly fine. Beyond <i>Schreiber</i> (a divisional point		
			Leaving Lake Superior	
			NOON	
865	5.15	<b>Schreiber</b>	12.12	2041
880	5.50	<b>Rossport</b>	11.27	2026
896	6.26	<b>Gravel River</b>	10.52	2010
912	7.02	<b>Mazokama</b>	10.15	1994
	P.M.		A.M.	
			Superb views	

! Refreshment Stations,

/ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
925				
946				
961				
970				
979				
993				
998				
998				

FORT

Miles from Montreal

998

Daily,

East-bound Train	Miles from Vancouver
LEAVE	
P. M.	
10.01	2291
9.22	2277
8.17	2262
7.07	2245
7.33	2231
	2221
6.49	2212
6.14	2196
5.37	2179
4.50	2159
4.10	2143
3.42	2130
3.18	2119
2.55	2109
P. M.	

FOURTH DAY	
	2104
	2095
1.58	2084
1.35	2076
12.57	2060
P. M.	

Leaving Lake Superior

NOON	
12.12	2041
11.27	2026
10.52	2010
10.15	1994
A. M.	

Superb views

Flag Station

Miles from Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	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 Rossport and Gravel River some of the heaviest work on the entire line of railway occurs. The constantly changing views on Nepigon Bay are charming.	LEAVE	
	P. M.			
928	7.45	<b>Nepigon</b>	9.40	1978
946	7.24	<b>Wolf River</b>	9.00	1900
961	7.00	<b>Pearl River</b>	8.27	1945
970	6.20	<b>Loon Lake</b>	8.09	1936
979	6.40	<b>Mackenzie</b>	7.50	1927
	P. M.			
	Trout fishing	especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright-red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for Fort William, and from the higher elevations delightful views of Thunder Bay are to be had.		
	Arrives daily, except Mondays.			
993	10.15	<b>Port Arthur</b> —Pop. 3,000. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels.	7.20	1913
998	10.30	<b>Fort William</b> —Pop. 3,000. A short distance from the mouth of the Kaministiquia river, a broad, deep stream with firm banks, affording extraordinary advantages for lake traffic.	7.00	1908
	P. M.	The fine steel lake steamships of the Canadian Pacific line ply between here and Owen Sound (see page 61), and Windsor (during July and August). FORT WILLIAM is the western terminus of the Eastern div. of the C. P. R. and of their Lake Steamship Line.	A. M.	
			Leaves daily, except Saturday.	

**FORT WILLIAM and DONALD: 1,450 Miles (Western Division)**

Miles from Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
998	LEAVE 22.00	<b>Fort William</b> —From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, it has become a favorite resort for tourists, and is rapidly becoming an important commercial centre. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," whom Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, Flag Station.	5.30 A. M.	1908
	This train stops 30 min. at Fort William		ARRIVE Train stops 30 min.	
	Daily, except Monday		Civic wealth	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from VANCYR
	LEAVE		LEAVE	
	Silver Mines	which has yielded almost fabulous wealth, but the mines becoming flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. There are several hotels here—the Kaministiquia being a handsome structure. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world over-shadow all. There are railway workshops and the usual buildings and sidings incident to a divisional point. Westbound passengers should set their watches back one hour, in conformity with "Central" standard time. The Pt. Arthur, Duluth & Western Ry. running to the Iron	Daily, except Saturday.	1220 1230 1244 1250 1259 1267 1278 1283
	CENTRAL TIME (Fort William to Brandon)		Thunder Bay	
	The Harbor			1291 1293 1295 1303 1310 1314 1322 1327 1333 1343 1349 1353 1363 1369 1379 1388 1395 1403 1409 1416
1011	22.40	<b>Murillo</b>	5.00	1805
1016	f22.55	<b>Kakabeka</b>	f4.48	1890
1022	23.10	<b>Kaministiquia</b>	4.35	1884
1031	/23.35	<b>Finmark</b>	f4.15	1875
1038	23.55	<b>Buda</b>	4.00	1868
1044	f24.08	<b>Oskondiga</b>	f3.47	1862
1049	f24.20	<b>Nordland</b>	f3.36	1857
1053	24.30	<b>Dexter</b>	3.28	1853
1059	f24.42	<b>Linkoping</b>	f3.15	1847
1070	1.05	<b>Savanne</b>	2.54	1836
1080	f1.27	<b>Upsala</b>	f2.31	1820
1088	f1.43	<b>Carlstad</b>	f2.15	1818
1096	2.00	<b>Niblock</b>	2.00	1810
1164	f2.15	<b>Shebandowan</b>	f1.43	1802
1110	2.33	<b>English River</b>	1.27	1796
1118	f2.50	<b>Martin</b>	f1.10	1788
1128	3.12	<b>Bonheur</b>	24.48	1778
1139	f3.35	<b>Falcon</b>	f24.25	1767
		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 Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolsley 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.	A. M.	
	Higher than Niagara			
	SEC'ND DAY			
	A. M.		MID'T	
1146	4.03	<b>Ignace</b>	24.08	1760
1155	f4.21	<b>Butler</b>	f23.30	1751
1163	f4.42	<b>Raleigh</b>	f23.15	1743
1174	5.04	<b>Tache</b>	22.53	1732
1184	f5.31	<b>Brule</b>	f22.30	1722
1196	f6.00	<b>Wabigoon</b>	f22.03	1710
1204	6.18	<b>Barclay</b>	21.40	1702
1200	(6.30)	<b>Dryden</b>	21.35	1697
1216	f6.48	<b>Oxdrift</b>	f21.17	1680
		At <i>Eagle River</i> , two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country	f Flag Station.	

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

East bound Train	Miles from Vanc'v r
LEAVE	
Daily, except Saturday	
Thunder Bay	
5.00	1805
f4.48	1890
4.35	1884
f4.15	1875
4.00	1868
f3.47	1862
f3.36	1857
3.28	1853
f3.15	1847
2.54	1836
f2.31	1826
f2.15	1818
2.00	1810
f1.43	1802
1.27	1796
f1.10	1788
24.48	1778
f24.25	1767
A. M.	
MID'T	
24.08	1760
f23.30	1751
f23.15	1743
22.53	1732
f22.30	1722
f22.03	1710
21.40	1702
21.35	1697
f21.17	1690

Miles from Montreal	West bound Train
	LEAVE
1226	7.13
1230	7.41
1244	f8.02
1250	f8.20
1259	f8.43
1267	9.03
1278	f9.28
1283	9.41
	A. M.
	The Lake of the Woods
	A. M.
1201	10.13
1203	
1295	10.25
1303	f10.45
1310	f11.07
1314	11.20
1322	f11.37
1327	f11.46
1333	f11.58
1343	12.21
1349	f12.33
1353	f12.43
1363	13.05
1369	f13.20
1379	13.43
1388	14.05
1395	14.23
1403	14.43
1409	f14.57
1416	15.13
	P. M.
	Daily, except Tuesday

STATIONS—DESCRIPTIVE NOTES

**Eagle River**  
**Vermillion Bay**  
**Gilbert**  
**Parrywood**  
**Summit**  
**Hawk Lake**  
**Scovil**  
**Rossland**

is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight.

Near Dryden the Ontario Government have established an experimental farm. There being large areas of good land especially suited for mixed farming and dairying, settlement is progressing rapidly, the chief advantages of the district, besides the facility with which the land is cleared, being the proximity of good markets, the illimitable supply of timber and water, abundance of fish and game, winter employment for settlers in the lumber camps, and healthfulness of the climate. *Rat Portage* (pop. 4,500) at the principal outlet of the Lake of the Woods, is an important town with

**Rat Portage**  
**Norman**  
**Keewatin**  
**Ostersund**  
**Deception**  
**Kalmar**  
**Ingolf**  
**Gross Lake**  
**Telford**  
**Rennie**  
**Culver**  
**Darwin**  
**Whitemouth**  
**Shelly**  
**Molson**  
**Beausejour**  
**Tyndall**  
**Selkirk**  
**Gonor**  
**Bird's Hill**

several large saw-mills, the product of 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 the great waterway to the new gold fields of Rainy Lake district. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break thro' a narrow rocky rim and Keewatin, and fall in to the Winnipeg River. Near Keewatin are the newly completed works of the Keewatin Power Co., creating one of the greatest water-powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, saw-mills, flouring mills and other establishments for supplying the needs of the Great North-West and for manufacturing its products on their way to eastern markets. *Norman* is an adjacent village, and at *Keewatin* (pop. 1,400) near by is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At *Whitemouth*, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At *East*

Miles from Vanc'v r	LEAVE
1680	20.53
1670	20.25
1662	f20.06
1656	f19.50
1647	f19.30
1639	19.13
1628	f18.45
1623	18.31
	The Wabigoon District.
	P. M.
1615	18.10
1613	
1611	17.47
1603	f17.30
1596	f17.12
1592	17.02
1584	f16.43
1578	f16.32
1573	f16.20
1563	15.55
1557	f15.40
1553	f15.30
1543	15.05
1537	f14.52
1527	14.30
1518	14.05
1511	13.50
1503	13.32
1497	f13.17
1490	13.01
	P. M.
	Daily, except Friday

Station. Divisions. By this to midnight are

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y'r	Miles from Montreal	V. b. T.
		<i>Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached.			1453	18
1424	Ar15.35 Lv17.10	<b>Winnipeg</b> —Alt. 700 ft. Pop. 40,000. 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 electric street railways, electric lights, fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. 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 refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are in the station, and in the city is the chief land office of the Dominion Government in the West. The Company own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Settlers can here leave the transcontinental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the train service of the Great Northern Railway. Two branch lines of the C.P.R. go S. W. to <b>SOURIS</b> and <b>NAPINKA</b> in Southern Manitoba, 150 and 221 miles distant respectively, and there connect with the branch line from Brandon through to Estevan or junction with the new Soo-Pacific line, and two other branches run N. and N. W., one to the old town of <b>SELKIRK</b> and the other to <b>STONY MOUNTAIN</b> and <b>STONEWALL</b> . The Hudson's Bay Railway also begins here, and is completed to Shoal Lake, 40 miles northwest,	Lv12.40 Ar11.30	1482	1459	18
	Daily		Daily		1464	18
	C.P.R. Land Offices		Visit C.P.R. Land Offices		1473	18
	Railway connections		THIRD DAY		1480	19
	LEAVE WINNIPEG P.M. 17.10		ARRIVE AT WINNIPEG 11.30		1487	19
					1495	19
					1501	20
					1509	20
					1517	20
					1522	21
					1530	21
					1538	21
					1546	22
					1551	22
					1557	Ar2
1431	/17.30	<b>Bergen</b>	/11.11	1475		Lv2
1439	/17.47	<b>Rosser</b>	10.55	1487		NO
1446	/18.00	<b>Meadows</b>	/10.40	1460		TA
						TI
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! Refreshment Station.

/ Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS--DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
			LEAVE		LEAVE		
		1453	18.15	<b>Marquette</b> <b>Reaburn</b> <b>Poplar Point</b> <b>High Bluff</b>	10.24	1453	
		1459	18.28			10.11	1447
		1464	18.40			10.00	1442
		1473	18.57			9.42	1433
Lv 12.40 Ar 11.30	1482			<b>Portage la Prairie</b> —Alt. 800 ft. Pop. 4,500. 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, biscuit factory and several other industries. The Manitoba & Northwestern Railway extends from here 223 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.	9.25	1420	
Daily		1480	19.16		M. & N W. Ry		
Visit C.P.R. Land Offices		1487	19.35		<b>Burnside</b>	9.05	1410
		1495	19.54		<b>Bagot</b>	8.47	1411
		1501	20.08		<b>McGregor</b>	8.35	1405
		1509	20.25		<b>Austin</b>	8.19	1397
		1517	20.52		<b>Sidney</b>	8.02	1389
		1522	21.05		<b>Melbourne</b>	7.50	1384
		1530	21.23		<b>Carberry</b>	7.35	1376
		1538	21.44		<b>Sewell</b>	7.16	1368
		1546	22.01	<b>Douglas</b>	7.02	1360	
		1551	22.15	<b>Chater</b>	6.50	1355	
THIRD DAY				bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 1200), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From <i>Chater</i> , the Great Northwest Central Railway, running northwestward towards the Saskatchewan country, is operated to <i>Hamiota</i> , a distance of 51 miles. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is soon reached.	CEN- TRAL TIME (Brand- on to Port Arthur		
ARRIVE AT WIN- NIPEG 11.30		1557	Ar 22.30 Lv 21.50		<b>Brandon</b> —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, a flouring mill and a saw-mill. The town is beautifully situated	Lv 6.35 Ar 5.15	1849
			MOUN- TAIN TIME (Brand- on to Don- ald)			A great wheat mar- ket	
f 11.11	1475						
10.55	1467						
f 10.40	1460						
Flag Station.					f Flag Station		



Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	on high ground, and although only fourteen years old, has well-made streets and many substantial buildings. The Pipestone Branch line runs from here to Reston about 63 miles south. At Menteith Jct. it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the newly opened Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes here to "Mountain"—	LEAVE	
1565	22.13	<b>Kemnay</b>	4.50	1341
1573	22.35	<b>Alexander</b>	4.28	1333
1581	22.58	<b>Griswold</b>	4.02	1325
1589	23.18	<b>Oak Lake</b>	3.40	1317
1597	f23.40	<b>Routledge</b>	f3.15	1309
1604	24.00	<b>Virnen</b>	2.55	1302
1612	24.22	<b>Hargrave</b>	2.30	1294
1621	24.45	<b>Elkhorn</b>	2.05	1285
1635	1.25	<b>Fleming</b>	1.25	1271
1643	1.48	<b>Moosomin</b>	1.02	1263
1650	f2.06	<b>Red Jacket</b>	f24.42	1256
1659	2.27	<b>Wapella</b>	24.20	1247
1667	f2.45	<b>Burrows</b>	f24.00	1239
1673	3.00	<b>Whitewood</b>	23.45	1233
1680	f3.17	<b>Perceval</b>	f23.28	1226
		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 <i>Fleming</i> , the District of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. 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 chicken" being especially abundant.		
	Moose Mtn		Approaching Manitoba	
1688	3.45	<b>Broadview</b> —Alt. 1,950 ft. Pop. 700. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	23.10	1218
1696	f4.05	<b>Oakshela</b>	f22.37	1210
1704	4.22	<b>Grenfell</b>	22.15	1202
1711	f4.40	<b>Summerberry</b>	f21.55	1195
1719	4.57	<b>Wolseley</b>	21.35	1187
1728	5.18	<b>Sintaluta</b>	21.12	1178
1738	5.43	<b>Indian Head</b>	20.45	1168
		Westward the line follows a gradually rising prairie. <i>Grenfell</i> , <i>Wolseley</i> and <i>Sintaluta</i> have already become important local markets. A little beyond <i>Sintaluta</i> , <i>Indian Head</i> is approached. The Gov-		

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East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	ernment farm is situated on the north side of the railway, and on the opposite side extensive views over the Canadian Alliance farm and the Sunbeam farm, these being portions of Lord Brassey's colony, are obtained. The celebrated Bell farm lies on the north side of the railway, and commences soon after leaving Indian Head station. The town of Indian Head is making rapid growth consequent upon the successful farming of the district around it.	LEAVE	
		1748	6.10	<b>Qu'Appelle</b> —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle and beyond. 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 and school.	20.20	1158
4.50	1341					
4.28	1333					
4.02	1325					
3.40	1317					
f3.15	1300					
2.55	1302					
2.30	1294					
2.05	1285					
1.25	1271					
1.02	1263					
f24.42	1256	1756	f6.35	<b>McLean</b>	f19.56	1150
24.20	1247	1765	6.57	<b>Balgonie</b>	19.30	1141
f24.00	1239	1772	f7.14	<b>Pilot Butte</b>	f19.07	1134
23.45	1233			At <i>McLean</i> (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 southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station is the first or more easterly farm of the Canadian Land and Rancho Company, a farm chiefly devoted to grain growing. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.		
f23.28	1226					
				<b>THIRD DAY</b>		
Approaching Manitoba				The Regina plain	The Regina plain	
23.10	1218	1781	7.35	<b>Regina</b> —Alt. 1,875 ft. Pop. 2,200. The capital of the North-West Territories and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon, and continues up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This line opens up a new and fertile territory, known as the park country, and although only recently opened, already large numbers of settlers are flocking in. The Executive Council of the Northwest Terri-	18.40	1125
f22.37	1210				Capital of N. W. Terr's	
22.15	1202					
f21.55	1195					
21.35	1187					
21.12	1178					
20.45	1168					

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'r
	LEAVE		LEAVE	
	M't'd Police	<p>tories, embracing the districts of Assinibolia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these districts. Beyond the station the territorial governmental offices, exhibition buildings and lieutenant-governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.</p>		
1791	f8.00	<b>Grand Coulee</b>	/18.18	1115
1798	8.20	<b>Pense</b>	18.00	1108
1806	f8.40	<b>Belle Plaine</b>	/17.42	1100
1814	9.06	<b>Pasqua</b>	17.18	1092
		<p>From Pasqua a branch line extends south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.</p>		1935
1822	Ar 9.25 Lv 9.55	<b>Moose Jaw</b> —Alt. 1,725 ft. Pop. 1,200. 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," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.	Lv 17.00 Ar 16.30	1084
1830	f10.11	<b>Boharm</b>	/16.15	1078
1839	f10.27	<b>Caron</b>	/16.00	1067
1846	f10.45	<b>Mortlach</b>	/15.43	1060
1857	11.05	<b>Parkbeg</b>	15.25	1049
1867	f11.33	<b>Secretan</b>	/15.02	1039
1876	11.53	<b>Chaplin</b>	14.42	1030
1885	f12.14	<b>Ernfold</b>	/14.20	1021
1896	f12.36	<b>Morse</b>	/13.50	1010
1905	f12.55	<b>Herbert</b>	/13.36	1001
1913	13.15	<b>Rush Lake</b>	13.15	993
1921	f13.32	<b>Waldeck</b>	/12.58	985
1929	f13.52	<b>Alkins</b>	/12.41	977
		<p>From Moose Jaw 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 <i>Chaplin</i>. The country is treeless from the east-</p>		

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East-bound Train	Miles from Vanc'v r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v r
LEAVE			LEAVE	ern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows," and bones of the vanished bison can be seen piled up at the different stations awaiting shipment. Antelope may now be sometimes seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is <i>Rush</i> lake, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> on the north side of the line is the second of the Canadian Land and Ranche Company's farms. There are a number of these in various districts aggregating about 105,000 acres. Each of them contains an area of about 10,000 acres. The Company have imported a number of thoroughbred stock for their different ranches.	LEAVE	
			The Buffalo plains		Wild fowl	
			Game & wild fowl		Canadian Agr'cl Co's Farms	
f18.18	1115		Canadian Agr'cl Co's Farms			
18.00	1108					
f17.42	1100					
17.18	1092					
		1935	14.15	<b>Swift Current</b> —Alt. 2,400 ft. A railway divisional point, on a pretty stream of the same name. At <i>Swift Current</i> is the principal sheep farm of the Canadian Land and Ranche Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company had 28,000 sheep in spring of 1895. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government have erected a Meteorological Observing Station.	12.30	971
					SECOND DAY	
Lv17.00 Ar16.30	1084					
		1944	f14.32	<b>Leven</b>	f12.03	962
		1953	f14.53	<b>Goose Lake</b>	f11.45	953
		1963	f15.15	<b>Antelope</b>	f11.25	943
		1970	15.31	<b>Gull Lake</b>	11.10	937
		1979	f15.48	<b>Carmichael</b>	f10.52	927
		1989	f16.10	<b>Slidewood</b>	f10.28	916
		2000	f16.30	<b>Crane Lake</b>	f10.07	906
f16.15	1076	2010	f16.55	<b>Colley</b>	f0.47	896
f16.00	1067	2021	17.18	<b>Maple Creek</b>	9.28	885
f15.43	1060	2030	f17.36	<b>Kincorth</b>	f9.07	876
15.25	1049		P.M.		A. M.	
f15.02	1039			many places are covered with valuable timber. At <i>Crane Lake</i> is another farm of the Canadian Land and Ranche Company. This farm is entirely applied to stock raising and is the headquarters of the Company. There is another farm at <i>Gull Lake</i> entirely devoted to sheep, 6,000 being usually wintered there. The Railway Company have an experimental farm at <i>Forres</i> . The satisfactory results obtained from working this and similar farms established by the Company at various		
14.42	1030					
f14.20	1021					
f13.56	1010					
f13.30	1001					
13.15	993					
f12.58	985					
f12.41	977					

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East-bound Train	Miles from Vanc'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
LEAVE			LEAVE	the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. There is gold in the bars of the river, and mining is carried on at different places. Beyond the river	LEAVE	
			P. M.		A. M.	
			2002	<b>Stair</b>	f0.32	814
			2009	<b>Bowell</b>	f0.18	817
			2111	<b>Suffield</b>	f5.53	795
			2119	<b>Langevin</b>	f5.37	787
			2128	<b>Kininvie</b>	f5.20	788
			2137	<b>Tilley</b>	5.03	799
			2148	<b>Bantry</b>	f4.43	758
			2157	<b>Cassils</b>	f4.25	749
Stock Itals'rs profits			2165	<b>Southesk</b>	f4.12	741
A. M.			2174	<b>Lathom</b>	3.55	732
f8.48	860		2182	<b>Bassano</b>	f3.42	724
8.22	854		2190	<b>Crowfoot</b>	3.25	716
f8.02	844		2201	<b>Cluny</b>	f3.05	705
7.32	829			then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is		
			MIDN'T	<b>Gleichen</b>	A. M.	
			2209	<b>Namaka</b>	2.50	697
			2218	<b>Strathmore</b>	f2.16	688
			2225	<b>Cheadle</b>	f2.08	681
			2233	<b>Langdon</b>	f1.51	673
			2244	<b>Shepard</b>	1.32	662
			2254		f1.11	652
			A. M.	<i>Langevin</i> , in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Land and Ranche Company. The Company has 800 acres under crop here and reap excellent harvests. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, where there is another 10,000-acre farm of the Canadian Land and Ranche Company, devoted to both grain and cattle raising, and a few miles beyond <i>Shepard</i>	Nat'l Gas	Last glimps of the Rock- ies
Coal Mines			First sight of the Rock- ies			
7.10	822					
A. M.						

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
2264	2.22	<p>the river is crossed by an iron bridge and the foot-hills are reached.</p> <p><b>Calgary</b>—Alt. 3,388 ft. Pop. 4,500. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been created a city. 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. From Calgary, a branch line runs north to Edmonton on the Saskatchewan and south to Macleod, thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.</p>	24.50	642
	Calgary's advantages		Importance of Calgary	
2273	A.M. f2.47	<b>Keith</b> —Alt. 3,525 ft.	f24.20	633
2287	3.24	<b>Cochrane</b> —Alt. 3,700 feet	23.50	619
2290	f3 31	<b>Mitford</b>	f23.43	616
2297	f3.51	<b>Radnor</b> —Alt. 3,800 feet	f23.25	609
2306	4.13	<b>Morley</b> —Alt. 4,000 ft.	23.07	600
	The ranch's of the foot-hills	<p>are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving 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 foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys "change into broken ravines, and lol "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.)</p>		
	FOURTH DAY			
2318	f4.43	<b>Kananaskis</b> —Alt. 4,100 ft.	f22.41	588
2326	f5.03	<b>The Gap</b> —Alt. 4,200 ft.	f22.25	580
		and seemingly an impenetrable bar-		

f Flag Station

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
24.50	642			rier, their bases deeply tinted in purple, and their sides flecked with white and gold, while 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 <i>Kananaskis</i> 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 Mount, and in approaching the station called <i>The Gap</i> , 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 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 uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth 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 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		
Importance of Calgary			Kananaskis Falls		Kananaskis Falls	
			Entrance to the Rockies		Exit from the mountains thro' Bow River Gap	
24.20	633					
23.50	619					
23.43	616					
23.25	609		The Three Sisters			
23.07	600					
			Geology of the mountains		Peculiarities of mountain scenery	
22.41	588					
22.25	590		Grandeur and beauty			



Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	W. bo Tr
	LEAVE	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.	LEAVE		2346	LR
2331	A. M. 5.25 Observation Car  Canmore	<b>Canmore</b> —Alt. 4,230 feet. Pop. 200. Railway divisional point, near which are large coal mines. Here an observation car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 1st to Oct. 15th. 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.	P. M. 22.15  The Three Sisters  Cascade Mt.	575		A. U Ro M't Pa
2330	f5.43	<b>Duthil</b> —Alt. 4,275 ft. "Here the pass	f21.48	567		Ca ca M t
2341	5.50	<b>Anthracite</b> —Alt. 4,350 ft. "we are traveling through "has narrowed "suddenly to four miles, and as mists "float upwards and away, we see "great masses of scarred rock rising "on each side—ranges towering one "above the other. Very striking and "magnificent grows the prospect as "we penetrate into the mountains at "last, each curve of the line bringing "fresh vistas of endless peaks rolling "away before and around 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." ( <i>Lady Macdonald.</i> ) The over-hanging 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 the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and	21.42  Be'uty of scen'ry along the Bow  An-thra-cite coal	565		Nar o mo ta see Ba sta Ba Ho C. ho
	Be'uty of the pass	<b>Flag Station</b>				

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
P. M. 22.15	575	2346	A. M. 6.07	<p><b>Banff</b>—Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and 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 Lake. Still further eastward the sharp cone of Pechee (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, 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 is one and one-half miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent 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 from 15th May to 1st October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. There are also a sanitarium and hospital in the village, and a museum of more than local interest has been established by the Government.</p>	P. M. 21.50	560
The Three Sisters			Rocky M'tain Park		Rocky M'tain Park	
Cascade Mt.			Cascade M'tain		Devil's Lake	
21.48 21.42	567 565				Names of mountains visible from the station	
Beauty of scen'ry along the Bow			Names of mountains seen at Banff station			
			Banff Hotel		Banff village	
An-thracite coal			C.P.R. hotel		C.P. R. hotel	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE	Trout of extraordinary size occur in Devil's lake, and deep trolling for these affords fine sport. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 900 ft. 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, entered by an artificial tunnel; 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.	LEAVE		
	Banff Hot Springs		Banff Hot Springs		2380
2352	7:20	<b>Cascade</b> —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	7:21.11	554	
	Pilot and Castle Mts.		Enter-ing Rocky Mt. Park		
2363	7:45	<b>Castle Mountain</b> —Alt. 4,570 ft. <i>Castle Mountain station is at the base of the great peak whose</i>	7:20.49	543	
2370	7:02 A.M.	<b>Eldon</b> —Alt. 4,720 ft. name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i> . On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the	7:20.32 P.M.	536	
	Saw-back & Bow ranges		Saw-back range		2387
					2389

/ Flag Station

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
Banff Hot Springs			Vermillion pass	Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Pilot and Copper Mts.	
			Mount Lefroy		Mt. Lefroy	
21.11	554	2380	A. M. 7.25	<b>Laggan</b> - Alt. 4,930 ft. At Laggan the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. Laggan is the station for the Lakes in the Clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where parties take luncheon, or, if any desire to stay over, accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. No more delightful spot is imaginable than these lovely stretches of water in cloudland, and a very pleasant day may be had by leaving Banff in the morning, seeing the lakes, and returning the same evening.	P. M. 20.10	516
Entering Rocky Mt. Park			The first glacier		Descent of the Atlantic Slope	
20.49	543		Lakes in the Clouds		Lakes in the Clouds	
20.32 P. M.	530					
Saw back range						
		2387	7.45	<b>Stephen</b> —Alt. 5,200 feet. The station at the summit of	19.50	519
		2380	7.55	<b>Hector</b> —Alt. 5,100 ft. the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Can-	19.40	517

†Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	<p>LEAVE Summit of the Rockies</p> <p>Sublime scenery</p> <p>Mt. Stephen and its glaciers</p>	<p>adian Pacific Railway Co. Here is the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson's Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, 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. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base. 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.</p>	<p>LEAVE Summit of the Rockies</p> <p>In front of Mt. Stephen</p>		
2397	<p>Arrive 8.40</p> <p>Breakfast at the Mt. Stephen House</p> <p>Leave 9.10</p>	<p><b>Field</b>—Alt. 4,050 ft. At <i>Field</i> is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Ottertail 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. Emerald Lake, six miles away, and reached by an excellent trail, is one of the most pleasing places for tourists to spend a day.</p>	<p>18.55</p> <p>Leave</p> <p>Supper at the Mt. Stephen House</p> <p>18.30</p> <p>Arrive</p>	509	
2404	f 9.37	<p><b>Ottertail</b>—Alt. 3,700 ft.</p>		f 18.03	502
2410	f 9.55 A.M.	<p><b>Leancholl</b>—Alt. 3,570 ft.</p> <p>north. The line rises from the flats of the Wapta (or Kicking Horse), and</p>	<p>Two miles beyond Field, very lofty, glacier bearing heights are seen at the</p>	f 17.43	496

! Refreshment Station.

f Flag Station.

		Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver
	LEAVE Summit of the Rockies			after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leanchoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. 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 its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.	Van Horne Range	
	In front of Mt. Stephen		West'n slope of the Kicking Horse Pass		Beaverfoot and Otter-tail Mts.	
		2418	10.20	<b>Palliser</b> —Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	17.15	488
			Lower canyon of the Wapta		Lower canyon of the Wapta	
18.55	Leave					
	500					
	Supper at the Mt. Stephen House	2424	10.43	<b>Glenogle</b>	16.50	482
		2431	11.10	<b>Golden</b> —Alt. 5,500 ft.	16.20	475
		2437	11.30	<b>Moberly</b> —Alt. 2,540 ft.	16.03	469
18.30	Arrive			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 southwest to the northeast, gradually melting into the distance. They are matchless in form, and when bathed in the light of 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	At the foot of the Rockies	
			The Columbia and the Selkirks		Agriculture, sport and mines in the Kootenay Valley	
18.03	502					
17.43	499					
			Golden			
				Flag Station		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
2448	ARRIVE DAILY 12.00	<p>which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. During the summer months, a steamer makes weekly trips from here (Tuesdays) up the Columbia to the lakes at the head of the river, 100 miles distant and this is the point of departure for the famous East Kootenay mining district. About <i>Golden</i>, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining camp and to the Kootenay Valley. A trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i>, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.</p> <p><b>Donald</b>—Terminus of Western Division.</p>	MOUNTAIN TIME (Donald to Brandon)	458
			LEAVE DAILY 15.40	

**DONALD AND VANCOUVER: 458 Miles**  
**Pacific Division**

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
2448	LEAVE DAILY 11.15	<b>Donald</b> —Alt. 2,530 ft.	ARRIVE DAILY 14.30	458
2450	11.50	<p><b>Beaver Mouth</b>—Alt. 2,500 ft.</p> <p><i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters 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 <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beaver Mouth</i>, the most northerly station on the transcontinental route, 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.</p>	13.55	447
	PACIFIC TIME (Donald to the Coast)		Second crossing of the Columbia	

! Refreshment Station

East-bound Train	Miles from Vanc'v'r
<b>MOUNTAIN TIME</b> (Donald to Brandon)	
LEAVE DAILY 15.40	458
<b>Miles</b>	
East-bound Train	Miles from Vanc'v'r
ARRIVE DAILY 14.30	458
13.55	447
Second crossing of the Columbia	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
2465	LEAVE 12.10	<b>Six-Mile Creek</b> — Alt. 2,900 ft.	LEAVE 13.35	441
2474	13.00	<b>Bear Creek</b> —Alt. 3,500 ft.	13.00	432
	Beav'r Valley	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 118 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named <i>Sir Donald</i> , with which a more intimate acquaintance will be made at <i>Glacier House</i> . Again, from <i>Mountain Creek</i> 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 <i>Sir Donald</i> , leading the line. A little further on, <i>Cedar Creek</i> is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of <i>Hermit Mt.</i> , through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up <i>Bear Creek</i> along continuing grades of 118 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 <i>Stony Creek</i> —a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world.—All of the	Beav'r-mouth	
	Big trees		Descent of the Beav'r Valley	
	Superb view of the Selkirks		Superb views westward	
	The Surprise.		Beaver Valley	
	Herm't Mount			
	Stony Creek bridge		Stony Creek bridge	
		Flag Station.		



Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	The snow-sheds	<p>difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.</p>	The snow-sheds	
	Bear Creek		Descent thro' Bear Creek gorge	
	Mount Macdonald		Exit from Rogers Pass	
	The Hermit			
2479	13.20	<p><b>Rogers' Pass</b>—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley</p>	12.40	427
	Peaks and glaciers in Rogers Pass		Mts. Macdonald and Hermit	

Miles from Montreal	West-bound Train
2481	...
2483	Ar 15 Dis Lo 14 P S Do

East-bound Train	Miles from Vanc'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
LEAVE			LEAVE		LEAVE	
The snow-sheds			A National Reserve	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.		
		2481	.....	<b>Selkirk Summit</b> —Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said as all those of Switzerland combined.	.....	425
Descent thro' Bear Creek gorge			Source of the Illicilliwaet		The summit of the Selkirks	
			The Great Glacier		Over-looking the gorge of the Illicilliwaet	
Exit from Rogers Pass					FIRST DAY	
		2483	Arrive 13.40	<b>Glacier House</b> —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of 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. Rogers' 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 Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain	NOON Leave 12.20	423
12.40	427		Dinner		Dinner	
			Leave 14.10 P.M.		Arrive 11.50	
			Sir Donald		Sir Donald and other peaks	
Mts. Macdonald and Hermit						

I Refreshment Station

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS--DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Names of the peaks	<p>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 or glaciers. The Company have built a large annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of Big-horn sheep and the mountain goat, the latter being seldom found southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least.</p> <p>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 snowshed, the summit range, near Rogers' Pass, is yet visible, with Sir Donald overlooking all.</p>	The great glacier of the Selkirk	
	The Great Glacier		Game	
	Game			
	The Loop		Climbing the Loops	
2490	14.30	<b>Ross Peak</b> —Alt. 3,000 feet.	11.25	416
2499	14.55	<b>Illecilliwaet</b> —Alt. 3,593 feet.	10.55	407
	Silver mines	<p>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. About <i>Illecilliwaet</i> station are many silver mines penetrating the crest of</p>	Game, lumber and silver mines	
		f Flag Station.		

Miles from Montreal	West-bound Train
2505	15
2515	15
2527	16

East-bound Train	Miles from Vanc'v r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v r
LEAVE			LEAVE	one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.	LEAVE	
The great glacier of the Selkirks		2505	15.20	<b>Albert Canyon</b> —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	10.30	401
				Can-yons of the Illicli-tliwaet	Gorge of the Illicli-tliwaet	
Game		2515	f15.50	<b>Twin Butte</b> —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As the western base of the Selkirks is approached, 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, the great gateway to the wonderfully rich mining camps of West Kootenay.	f10.00	301
				Train stops	Train stops	
Climbing the Loops		2527	16.40 P.M.	<b>Revelstoke</b> —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank, half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking the branch line to Arrowhead and steamer down Arrow Lake to Nakusp, near the foot of the upper lake, where rail communication is made with Sandon, beyond New Denver, in the very centre of the rich Slo-can silver mining regions; or to Robson, a run of 165 miles through lovely scenery. From Robson, the Columbia & Kootenay Branch runs to Nelson, where another steamboat can be taken for a visit to the numerous gold, silver and copper mines on the	9.25 A.M.	379
				Base of the Selkirks	Entering the Selkirks	
Game, Amber and Liver lines		11.25	416	Observation Car detached here	Observation Car	
		0.55	407	The Columbia	Slide-trip on the Columbia	
				Dining Car attached		
				Gold range		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		LEAVE			LEAVE
		<p>Kootenay Lake, or to enjoy the magnificent lake and mountain scenery which this locality affords. From Robson a steamer also runs to Trail, the landing place for the new gold fields about Rossland, a mining camp of phenomenal growth, and on to Northport on the Columbia, where rail connection is made for Spokane Falls, Washington. Revelstoke has an important trade with the Kootenay mining country, and Kootenay lake and valley are most readily and comfortably reached from here. On the lake portion of this new route is a first-class steamship service.</p> <p>The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbian range, and the most prominent one of them in view, towards the south-west, is Mt. Begbie imposing and glacier-studded. 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. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.</p>				
	Kootenay mining regions					
2536	f17.15	<b>Clanwilliam</b> —Alt. 1,996 ft.	f8.45	370		
2544	17.30	<b>Griffin Lake</b> —Alt. 1,900 ft.	8.20	302		
2555	f18.00	<b>Craigellachie</b> —Alt. 1,450 ft.	f7.45	351		
	In the Eagle Pass		The ascent of the Eagle Pass			
			Lovely Lakes			
	The last spike		Base of the gold range			
2571	18.53	<b>Sicamous Junc.</b> —Alt 1,300 ft.	7.02	335		
2590	19.53	<b>Salmon Arm</b>	6.07	316		
2597	f20.15	<b>Tappen Siding</b>	f5.45	309		
		<p>On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep</p>				



Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
2607	P.M. 7/20.45	<p>"through the forest over the top of the intervening ridge [<i>Notch Hill</i>]. We come out at some 600 feet elevation above this 'arin,' 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, hay stacks, and good farm houses 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."</p> <p><b>Notch Hill</b>—Alt. 1,708 ft.</p>	A.M. 7/5.20	200
2622	21.35	<b>Shuswap</b>	4.25	284
2638	7/22.10	<b>Ducks</b>	7/3.45	268
	Ranches of the Thompson Valley		Farms and cattle herds	
	Old-time settlements		Old-time settlements	
2655	23.15	<p><b>Kamloops</b>—Alt. 1,500 feet. Pop. 1,500. Divisional and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourish wherever irrigation is practicable.</p>	3.05	251
	The North Thompson		Forks of the Thompson	
	Industries of the region		The 'bunch grass' country	

/ Flag Station

|| Refreshment Station

Miles from Montreal	West bound Train
	LEAVE
2670	7/24
2680	24
2687	1
2702	2
2709	
2716	7/3
	C'r dist
2728	3
2734	7/4
2740	7/5





Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		LEAVE			
	The Nicola River	and the Thompson, in the purity of a trout brook, whirls down its winding torrent paths 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 brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds.	The Nicola River			
	Grotesque forms of rocks		Fantastic canyon scenery			
	Thompson canyon		Ascending the Thompson River		2777	
2750	5.12	<b>Lytton</b> —Alt. 675 ft.		21.44	156	
2757	5.40	<b>Cisco</b>		21.18	149	
2766	6.17	<b>Keefers</b>		20.42	140	
	Observation Car attached (May 1 to Oct. 15)	of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side,				
	The cantilever bridge		Observation Car detached			
			Upper valley and crossing of the Fraser		2803	
					2817	

/ Flag Station.

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East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
The Nicola River			The Cariboo road	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 dipnets, 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	Salmon and gold dust	
Fantastic canyon scenery			Indians and Chinamen.		Supper	
		2777	Breakfast	<b>North Bend</b> —Alt. 425 ft	20.00	129
Ascending the Thompson River		2792	f 8.15	<b>Spuzzum</b>	f 18.45	114
				place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near 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.	Entrance to the Fraser canyon	
			<b>FIFTH DAY</b>			
1.44	156		The great canyon		Cariboo wagon road	
21.18	149					
0.42	140					
Upper valley and crossing the Fraser		2803	8.47	<b>Yale</b> —Alt. 200 ft.	18.12	103
		2817	9.17	<b>Hope</b> —Alt. 200 ft.	17.42	89
			Hope Peak	Yale is the head of navigation and was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep cirque de sac in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the	Hope and Yale	

☐ Refreshment Station

☐ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. 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.	LEAVE	
	End of the canyons		Approaching the Cascade Mountains	2888
2824	f 9.37	<b>Ruby Creek</b>		2897 (12)
2835	9.57	<b>Agassiz</b>	Dining Car	ARI
	A. M.	the vicinity. At <i>Agassiz</i> , overlooked by Mt. Che-am, is a Government experimental farm where fruit and grain are grown in great variety. <i>Agassiz</i> is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near <i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1861, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomien</i> , Mount Baker comes into view on the left, fifty miles away—a beautiful isolated cone, rising 14,000 feet above the railway level.	f 17.22 17.00	82 71
	Harrison Springs		Harrison Springs	2883 2902
2844	10.17	<b>Harrison</b>		
2853	f 10.38	<b>Nicomien</b>	16.40 f 16.18	62 53
	Mount Baker			2900
2863	11.09	<b>Mission Junc.</b>	15.56	43
2872	f 11.30	<b>Wharnock</b>	15.26	34
2879	f 11.46	<b>Haney</b>	f 15.11	27
2881	11.52	<b>Hammond</b>	15.05	25
	Bran'h Line.	connection is made with Bellingham Bay & British Columbia Rd. for New Whatcom, Wash., which connects there with Great Northern Ry. for Seattle, thence via Northern Pacific Rd. to Tacoma, Portland, all Oregon and California points. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco. (See Condensed Time Table on	Mount Baker	
	Big Trees			

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East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
AVE				pages 64 and 65.) 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 and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the rail way.		
Approach g the as- ade oun ains			Observation Car detach ed			
		2888	12.17	<b>New Westminster Junc.</b>	Divergence of branch line to the important town of NEW WESTMINSTER	14.45 18
		2897	(12.48)	<b>(New Westminster)</b>	(pop. 8,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	(14.10) (9)
			ARRIVE		Fraser River	
ning Car			New West- minster			
7.22	82					
7.00	71					
		2893	12.27	<b>Port Moody</b>	<i>Port Moody</i> , at the head of Burrard Inlet, was	14.30 13
		2902	12.46	<b>Hastings</b>	for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , formerly a watering place, the young city of Vancouver soon appears.	14.12 4
arrison riffs			Along Burrard Inlet		<b>FIRST DAY</b>	
4.40	62		Daily			
6.18	53					
		2900	13.00	<b>Vancouver</b>	—Pop. 20,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels,	14.00 P.M. 0
5.56	43		1.00 P.M.			
5.26	34				LEAVE	
5.11	27				Daily	
5.05	25				Vancouver: its site and commercial advantages	
ount ker			Five days and 6 hours from Mont- real			

! Refreshment Station.

ƒ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		<p>the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Australia via Honolulu, H.I., and Suva, Fijian Islands, and Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—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 Clyde built steamer connects with Victoria, daily, except Monday, when connection is made via New Westminster—a ferriage of five hours through a beautiful archipelago. Steamships for Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong depart about every three weeks, and for Honolulu and Sydney, Australia, via Fiji Island every month. At Hong Kong passengers make connection with steamers of the P. &amp; O. Co. for Colombo and other points on the Around the World route, and with steamers of the China Navigation Co. and the Eastern &amp; Australian Navigation Co., which ply between Hong Kong and Australia.</p>		
From Vancouver to Yokohama, 4,234; to Hong Kong, 5,836; to San Francisco, 830.	Commercial advantages		Commercial advantages	
	Resource's		Crossing the Gulf of Georgia	
2000	ARRIVE	<b>Victoria</b> —Pop. 20,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, the city has	A. M. 2.00	84
	Scenery and sport		LEAVE	

Miles from Montreal	West-bound Train
	LEAVE
	Beautiful surroundings
	Victoria is 3,250 miles, via C. P. R. from New York or Boston, and 5,700 from Liverpool via Montreal
	Steamship connections
	Local
	An extended Pacific Monday, or daily, except From Victoria to Ore., San

East-bound Train	Miles from Vanc'y'r	Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vanc'y'r
LEAVE			LEAVE	<p>many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, when connection is made via New Westminster, and with Puget Sound ports, daily, except Monday; and steamships depart about every five days for San Francisco, connecting there for southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian and Fijian Islands, and Australia stop at Victoria for passengers, and about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.</p>	LEAVE	
Commercial advantages		<p>Victoria is 3,250 miles, via C. P. R. from New York or Boston, and 5,700 from Liverpool via Montreal</p>	<p>Beautiful surroundings</p> <p>Steamship connections</p>		<p>A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 a. m. Passengers may occupy their state-rooms as early as they please</p>	
Crossing the Gulf of Georgia						

**Local Steamship Service on the Pacific Coast**

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria (excepting Monday, on which day Victoria is reached via New Westminster); to Nanaimo daily, except Sunday, on arrival of Pacific Express.

From Victoria, steamers depart daily, except Monday, for Puget Sound Ports; every five days for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound, make connections at Tacoma with trains for Portland Ore., San Francisco and Southern California.

# Lake Route

(SUMMER MONTHS ONLY)

**Montreal and Toronto: 338 Miles**

**Ontario & Quebec Division**

**Toronto and Owen Sound: 122 Miles**

**Ontario & Quebec Division**

**Owen Sound and Fort William: 555 Miles**

**Lake Steamship**

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE DAILY 9:00 p.m.	<b>Montreal</b>		ARRIVE DAILY 7:20 a.m.	2022
5	9.12	<b>Montreal Junction</b>	From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to New York, Boston and New England points via the St. Lawrence bridge diverges, 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 Western Jc. to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is	7.08	2017
	EASTERN STANDARD TIME	<b>Western Junc.</b>	seen at the left; and above the trees, further to the left a good view is had of the great steel		To Boston 335 miles
7		<b>Dorval</b>			2015
10		<b>Valois</b>			2012
13		<b>Beaconsfield</b>			2009
15					The St. Lawrence bridge
	The St. Lawrence bridge		bridge built by the Canadian Pacific Railway Company across the St. Lawrence. <i>Lachine</i> 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.		
20	9.32	<b>Ste. Anne's</b>	One of the five mouths of the	9.44	2002
24	9.40	<b>Vaudreuil</b>	Ottawa River is crossed by a fine steel bridge at <i>Ste.</i>	6.37	2808

‡ Additional train leaves Montreal for Toronto at 8.20 a.m. on week days arriving at Toronto at 7.00 p.m. Buffet Cars are run on all trains between Montreal and Toronto. † Refreshment Station.

Miles from Montreal  
We bound Train  
LEA  
Ottawa River  
35 f9  
40  
46  
54  
63  
68  
73  
79  
87 11  
93 /11  
101  
108 11  
119 /12  
MIL  
A  
12  
140 1

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
	LEAVE		LEAVE	
	Ottawa River	<i>Anne's</i> , at the head of the Island of Montreal) Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>St. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i> . Here a line branches off along the southern bank of the Ottawa River to Point Fortune.		
35	9.50	<b>St. Clet</b>	6.21	2887
40		<b>St. Polycarpe Junc</b>		2882
46		<b>Dalhousie Mills</b>		2876
54		<b>Green Valley</b>		2808
63		<b>Apple Hill</b>		2850
68		<b>Monklands</b>	Farms	2854
73		<b>Avonmore</b>		2849
79		<b>Finch</b>		2843
87	11.15	<b>Chesterville</b>	5.02	2835
93	11.24	<b>Winchester</b>	4.47	2829
101		<b>Mountain</b>		2821
108	11.47	<b>Kempville Junc.</b>	4.27	2814
119	12.05 MIDN'T	<b>Merrickville</b> way is crossed, and at <i>Kempville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.	4.00	2803
	A. M.	<b>Smith's Falls</b> —Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important manufacturing, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.	3.55 A. M.	2794
	12.30			
	12.50	<b>Perth</b> —Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.25	2782

Refreshment Station

Flag Station

es  
Miles  
Miles  
East-bound Train  
Miles from Vanc'vr  
ARRIVE DAILY  
7.20am  
7.08  
2022  
2017

To Boston 335 miles  
Change for Queb'c  
The St. Lawrence bridge

6.44 2002  
6.37 2898  
week days  
between Mon.



Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver	Miles from Montreal	Notes
148	LEAVE A.M.	<b>Bathurst</b>	LEAVE A.M.	2774	333	
155		<b>Maberly</b>		2767		
166	1.37	<b>Sharbot Lake Jc.</b>	2.41	2756		
175		<b>Mountain Grove</b>		2747	335	(7)
180	2.12	<b>Arden</b>	2.12	2742		
191		<b>Kaladar</b>		2731		
199		<b>Sheffield</b>		2723		
207	2.57	<b>Tweed</b>	1.22	2715		
216	3.12	<b>Ivanhoe</b>	1.02	2706		
225	3.28	<b>Central Ont. Jc.</b>	12.47	2697		
234		<b>Blairton</b>		2688	338	
		Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and				
238	3.55	<b>Havelock</b>	12.25	2684		
244		<b>Norwood</b>	12.05	2678		
252		<b>Indian River</b>	MIDN'T	2670		
		extensively worked iron mines. <i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.				
262	4.42	<b>Peterboro'</b> —Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.	11.35 P.M.	2660	343	(7)
		Rice Lake canoes and sport	Fishin'g resorts			
271		<b>Cavanville</b>		2651		
280		<b>Manvers</b>		2642		
283		<b>Pontypool</b>		2639		
292		<b>Burketon</b>		2630		
301	5.54	<b>Myrtle</b>	10.22	2621		
310		<b>Claremont</b>		2612		
318		<b>Locust Hill</b>		2604		
326		<b>Agincourt</b>		2596		
		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.				

Refer Addit ing at Mo

East bound Train	Miles from Vancouver	Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver
LEAVE A. M.	2774	333	LEAVE 6.45	<b>Leaside Junc.</b> —Express trains run through by way of Toronto Union Station to Toronto Junc., but a connecting train will run to N. Toronto.	9.25	2500
2.41	2767 2756		ARRIVE			
2.12	2747 2742 2731 2723	335	(7.00)	<b>North Toronto</b> —Station for the northern part of Toronto. Street cars connect with all parts of the city and cabs may be had at the station. Trains leave North Toronto for Leaside Junc. and Toronto Junc., so as to connect at these points with through Main Line Express trains which run by way of Toronto Union Station.	(9.15)	2588
1.22 1.02 12.47	2716 2706 2697 2688		ARRIVE DAILY 7.10 A. M.			P. M. 9.00
			Com- m'rcial importance	<b>Toronto</b> —Pop. 190,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario. 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. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. & N. W. Div. of the G. T. Ry. (see p. 63) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Line. This train stops at PARKDALE, two miles beyond Toronto, where the Company's workshops are located.	EASTERN TIME	
12.25	2684					
12.05	2678					
12.05 IDN'T	2670		Rail- way outlets			
11.35 P. M.	2600	343	(7.50) A. M.	<b>Toronto Junction</b> —Divergence of Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Ry., the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points, and at Windsor during the summer with C.P.R. steamers for Mackinac, Sault Ste. Marie and Fort William; the other connecting at Owen Sound with the C. P. Ry. Co.'s steamships for Sault Ste. Marie and Fort William.	(8.25) P. M.	2580

|| Refreshment Stations.

Additional train leaves Toronto for Montreal at 8.45 a.m. on week days, arriving at Montreal at 7.55 p.m.

2651  
2642  
2630  
2630  
2621  
2612  
2604  
2596

0.22

Miles from Montreal	Express Westbd	STATIONS—DESCRIPTIVE NOTES	Express Eastbd	Miles from Vancouver
338	LEAVE 8.00 A. M.  Mondays, Thursdays and Sat., days only	<b>Toronto</b> —Regular trains leave Toronto for Owen Sound at 8.00 a.m. and 5.30 p.m., and Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m. These trains run daily except Sundays and stop at all stations. During the season of navigation, the Steamship Express leaves Toronto on sailing days at 10.45 a.m., passing through Parkdale (10.55 a.m.), and Toronto Junction (11.03 a.m.), and thence by way of Streetsville Junction to Melville Junction. Returning, leave Owen Sound at 10.00 a.m. on boat days, arriving Toronto 2.15 p.m.	ARRIVE 8.40 P. M.  Saturdays, Tuesdays and Thursdays only	2585
384	10.07	<b>Melville Junction.</b>	6.31	2539
387	10.15 10.30	<b>Orangeville</b> —Pop. 4,000. A farming centre, as shown by the elevators at the station.	6.25 6.10	2536
391	10.40	<b>Orangeville Junction</b> —Branch line to TEESWATER.	6.01	2532
394		<b>Laurel</b>	5.52	2529
398	10.55	<b>Crombie</b>	5.45	2525
403	11.05	<b>Shelburne</b>	5.36	2520
406	11.11	<b>Melancthon</b>	5.29	2517
410	11.19	<b>Corbetton</b>  Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.	5.21	2513
414	11.26	<b>Dundalk</b> —The road is here 1,300 feet above Lake Ontario.	5.14	2509
424	11.48	<b>Flesherton</b> —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.	4.53	2499
	NOON			
431	12.01	<b>Markdale</b>	4.40	2492
436	12.12	<b>Berkeley</b>	4.29	2487
440	12.20	<b>Holland Centre</b>	4.20	2483
447	12.34	<b>Chatsworth</b>	4.05	2476
452	12.45	<b>Rockford</b>  exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.	3.55	2471
460	P. M. Ar 1.00 Lv 1.05 P. M.  Port of embarkation for the Upper Lakes	<b>Owen Sound</b> —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving west bound about 1.05 p.m. on Mondays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone	P. M. Lv 3.40 Ar 9.00 A. M. Trains leaves Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m.	2463

† Refreshment Stations.

/ Flag Station.

Additional trains every week day between Toronto and Owen Sound.

Miles from Montreal

735

1010

1015

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Express  
Last day  
ARRIVE  
8.40  
P.M.  
Saturdays, Tuesdays  
and Thursdays only  
6.31  
6.25  
6.10  
6.01  
5.52  
5.45  
5.36  
5.29  
5.21  
5.14  
4.53  
4.40  
4.29  
4.20  
4.05  
3.55  
3.40  
9.00  
P.M.  
Trains leaves Owen Sound for  
Toronto at 5.40 a.m. and 3.40 p.m.  
P.P.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
2585		and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Fort William, local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.		
735	A. M. Ar 8.00 Lv 9.00	<b>Sault Ste. Marie</b> —Tuesdays, Fridays and Sundays going West, and Fridays, Mondays and Wednesdays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic Ry. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to Algoma Park, the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc.	NOON Lv 12.00 Ar 11.30 A. M.	2188
2539	Arrive Wednesdays, Saturdays and Mondays		The C.P. steamer leaves Fort William Thursdays, Sundays and Tuesdays	
2536				
2532				
2529				
2525				
2520				
2517				
2513				
2509				
2499				
	EAST. TIME		EAST. TIME	
1010	7.00	<b>Port Arthur</b> —See page 21.	10.00	1913
1015	8.00	<b>Fort William</b> —Arrives Wednesdays, Saturdays and Mondays going West. Leaves Thursdays, Sundays and Tuesdays going East.	9.00	1908
	A. M.		A. M.	
	ARRIVE		LEAVE	

For Route west of Fort William see Transcontinental Rail Route, page 21. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to about 1st November, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

The Ontario Law prohibits the sale of liquor on all lake steamships sailing between Ontario ports.

# Ontario Route

Miles from Toronto	R. N. b.
171	L.
183	
180	
220	
228	AR
	P.

## Toronto and North Bay : 228 Miles, G. T. Ry.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES	Express South-bound	Miles from Vancouver
	LEAVE		ARRIVE	
0	12.20pm	<b>Toronto</b> —Union Station. See page 59.	4.50	2770
30		<b>Aurora</b>	P.M.	2740
35		<b>Newmarket</b>		2735
38		<b>Holland Landing</b>		2732
63	2.35	<b>Allandale</b>	2.50	2707
	Week days only.	<i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 6.40 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i>	P.M.	
87		3.13	<b>Orillia</b>	1.55
112	4.15	<b>Gravenhurst</b>	12.55	2658
		<i>This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from</i>	NOON	
122	4.55	<b>Bracebridge</b>	12.17	2648
146	5.55 P.M.	<b>Huntsville</b>	11.25 A.M.	2624
	Hotels and summer sport		Among the Muskoka lakes	

! Refreshment Station.



# Transcontinental Route

## WESTBOUND CONDENSED TIME TABLE

STATIONS	PACIFIC EXPRESS								
	TIME	DAYS OF WEEK							
		Sun	Mo	Tu	We	Th	Fri	Sat	
NEW YORK, via Montreal.....Lv	6.25 pm	Sun	Mo	Tu	We	Th	Fri	Sat	
D. & H. Rd.....Lv									
NEW YORK, via Montreal.....Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat	
New York Central Rd.....Lv									
NEW YORK, via Toronto & N. Falls.Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat	
New York Central Rd.....Lv									
N. Y. L. E. & W. Rd.....Lv	6.15 pm	Sun	Mo	Tu	We	Th	Fri	Sat	
NEW YORK, via Prescott.....Lv									
New York Central Rd.....Lv	8.30 am	Sat	Mo	Tu	We	Th	Fri	Sat	
Boston, via Montreal.....Lv	8.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat	
Portland, Me., via Montreal.....Lv	8.55 pm	Sat	Mo	Tu	We	Th	Fri	Sat	
HALIFAX, N.S.....Lv	6.50 am	Sat	Mo	Tu	We	Th	Fri	Sat	
St. John, N.B.....Lv	4.00 pm	Sat	Mo	Tu	We	Th	Fri	Sat	
Quebec.....Lv	10.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat	
MONTREAL, Windsor St.....Lv	9.50 am	Mo	Tu	We	Th	Fri	Sat	Sun	
Prescott.....Lv	7.05 am	Mo	Tu	We	Th	Fri	Sat	Sun	
Brockville.....Lv	5.45 am	Mo	Tu	We	Th	Fri	Sat	Sun	
Ottawa.....Lv	1.50 pm	Mo	Tu	We	Th	Fri	Sat	Sun	
Carleton Junction.....Lv	2.55 pm	Mo	Tu	We	Th	Fri	Sat	Sun	
Pembroke.....Lv	5.25 pm	Mo	Tu	We	Th	Fri	Sat	Sun	
North Bay.....Ar	10.20 pm	Mo	Tu	We	Th	Fri	Sat	Sun	
Niagara Falls.....Lv	7.50 am	Mo	Tu	We	Th	Fri	Sat	Sun	
Toronto.....Lv	12.30 pm	Mo	Tu	We	Th	Fri	Sat	Sun	
North Bay.....Ar	9.35 pm	Mo	Tu	We	Th	Fri	Sat	Sun	
North Bay.....Lv	16.15 pm	Mo	Tu	We	Th	Fri	Sat	Sun	
Sudbury Junc.....Lv	12.45 am	Tu	We	Th	Fri	Sat	Sun	Sun	
Chapleau.....Lv	7.38 am	Tu	We	Th	Fri	Sat	Sun	Sun	
Neigon.....Lv	7.45 pm	Tu	We	Th	Fri	Sat	Sun	Sun	
PORT ARTHUR.....Lv	10.15 pm	Tu	We	Th	Fri	Sat	Sun	Sun	
FORT WILLIAM (East. Time).....Ar	10.30 pm	Tu	We	Th	Fri	Sat	Sun	Sun	
Toronto.....Lv	8.00 am	Sat	Mo	.....	.....	Th	.....	.....	
Owen Sound.....Sum	1.00 pm	Sat	Mo	.....	.....	Th	.....	.....	
Sault Ste Marie.....net	8.00 am	Ar	Mo	.....	.....	Th	.....	.....	
PORT ARTHUR.....only	7.00 am	Ar	Mo	.....	.....	Th	.....	.....	
FORT WILLIAM (East. Time).....Ar	8.00 am	Mo	We	.....	.....	Sat	.....	.....	
FORT WILLIAM (Cent. Time).....Ar	7.00 am	Mo	We	.....	.....	Sat	.....	.....	
FORT WILLIAM (Central Time).....Lv	22.00	Tu	We	Th	Fri	Sat	Sun	Sun	
WINNIPEG.....Ar	15.35	We	Th	Fri	Sat	Sun	Mo	.....	
Portage la Prairie.....Ar	17.10	We	Th	Fri	Sat	Sun	Mo	Tu	
Brandon (Mount. Time).....Ar	19.16	We	Th	Fri	Sat	Sun	Mo	Tu	
Qu'Appelle.....Ar	21.40	We	Th	Fri	Sat	Sun	Mo	Tu	
Regina.....Ar	6.10	Th	Fri	Sat	Sun	Mo	Tu	We	
St. Paul.....Lv	9.05 am	We	Th	Fri	Sat	Sun	Mo	Tu	
Soo Line.....Lv	9.35 am	We	Th	Fri	Sat	Sun	Mo	Tu	
Minneapolis.....Lv	9.35 am	Th	Fri	Sat	Sun	Mo	Tu	We	
Moose Jaw.....Lv	9.55	Th	Fri	Sat	Sun	Mo	Tu	We	
Medicine Hat.....Ar	19.30	Fri	Sat	Sun	Mo	Tu	We	Th	
Calgary.....Ar	2.17	Fri	Sat	Sun	Mo	Tu	We	Th	
BANFF HOT SPRINGS.....Ar	6.02	Fri	Sat	Sun	Mo	Tu	We	Th	
Held.....Ar	6.10	Fri	Sat	Sun	Mo	Tu	We	Th	
GLACIER (Pacific Time).....Ar	13.40	Fri	Sat	Sun	Mo	Tu	We	Th	
REVELSTOKE.....Ar	16.25	Fri	Sat	Sun	Mo	Tu	We	Th	
NORTH BEND.....Ar	7.00	Sat	Sun	Mo	Tu	We	Th	Fri	
MISSION JUNC.....Ar	10.59	Sat	Sun	Mo	Tu	We	Th	Fri	
Abbotsford.....Lv	11.29	Sat	Sun	Mo	Tu	We	Th	Fri	
HUNTINGDON JUNC.....Lv	11.43	Sat	Sun	Mo	Tu	We	Th	Fri	
Sumas City.....Lv	11.50	Sat	Sun	Mo	Tu	We	Th	Fri	
B. H. & B. C. Rd Lv	12.45	Sat	Sun	Mo	Tu	We	Th	Fri	
NEW WHATCOM.....Lv	12.45	Sat	Sun	Mo	Tu	We	Th	Fri	
B. H. & B. C. Rd Ar									
New Whatcom, G.N. Ry.....Lv	12.55 pm	Sat	Sun	Mo	Tu	We	Th	Fri	
Fairhaven.....Lv	1.22	Sat	Sun	Mo	Tu	We	Th	Fri	
Anacortes, Wash.....Ar	3.50	Sat	Sun	Mo	Tu	We	Th	Fri	
Everett.....Ar	4.02	Sat	Sun	Mo	Tu	We	Th	Fri	
Seattle, Wash.....Ar	5.30 pm	Sat	Sun	Mo	Tu	We	Th	Fri	
Tacoma, Wash. N. P. Rd.....Ar	11.05 pm	Sat	Sun	Mo	Tu	We	Th	Fri	
Tacoma, Wash. N. P. Rd.....Lv	11.10 pm	Sat	Sun	Mo	Tu	We	Th	Fri	
Portland, Ore.....Ar	7.00 am	Sun	Mo	Tu	We	Th	Fri	Sat	
Sacramento, Cal., So. Pac. Rd.....Ar	6.20	Tu	We	Th	Fri	Sat	Sun	Mo	
SAN FRANCISCO, Cal., So. Pac. Rd. Ar	10.45 am	Tu	We	Th	Fri	Sat	Sun	Mo	
MISSION JUNC.....Lv	11.09	Sat	Sun	Mo	Tu	We	Th	Fri	
Raw Westminister.....Ar	12.48	Sat	Sun	Mo	Tu	We	Th	Fri	
VANCOUVER.....Ar	15.00	Sat	Sun	Mo	Tu	We	Th	Fri	
Victoria, via Can. Pac. Nav. Co. Ar	19.18	Sat	Sun	Mo	Tu	We	Th	Fri	
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	8.00 pm	June 1, 6, 11, 16, 21, 26; July 1, 6, 11, 16, 21, 26, 31; August 5, 10, 15, 20, 25, 1896.							
San Francisco via Pacific Coast S. S. Line.....Ar	am	June 4, 9, 14, 19, 24, 29; July 4, 9, 14, 19, 24, 29; August 3, 8, 13, 18, 23, 29, 1896.							
Victoria, B.C. P. S. & A. S. S. Co. Lv	8.30	Sat	Sun	.....	.....	Th	We	Th	Fri
Port Townsend, Wash. P. S. & A. S. S. Co. Ar	11.30 pm	Sat	Sun	.....	.....	Th	We	Th	Fri
Seattle, Wash. P. S. & A. S. S. Co. Ar	3.00 am	Sun	Mo	.....	.....	We	Th	Fri	Sat
Tacoma, Wash. P. S. & A. S. S. Co. Ar	4.45 am	Sun	Mo	.....	.....	We	Th	Fri	Sat

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. Sunday time is, w 1 10 p.m.  
 \* On Mondays connection for Victoria is via New Westminister.  
 \* Approximate time.  
 While water is low on Lake Superior, O. P. steamers may omit Port Arthur, calling only at Port William See page 63.

TACOMA, W.  
 Seattle, W.  
 PORT TOWNSEND, W.  
 Victoria, B.  
 San Francisco, Cal.  
 Pacific  
 Victoria, V.  
 Line.....  
 Victoria, B.  
 VANCOUVER  
 New Westminster  
 SAN FRANCISCO  
 Sacramento, Cal.  
 Portland, O.  
 Tacoma, W.  
 Seattle, W.  
 Everett, W.  
 Anacortes, W.  
 Fairhaven, W.  
 NEW WHATCOM  
 NEW WHATCOM  
 C. Rd.  
 SUMAS CITY  
 HUNTINGDON  
 Abbotsford, B.C.  
 MISSION JUNC  
 NORTH BEND  
 REVELSTOKE  
 GLACIER  
 Field (Mount. Time)  
 BANFF HOT SPRINGS  
 Calgary, Alta.  
 Medicine Hat, Alta.  
 Moose Jaw, S.D.  
 Minneapolis, Minn.  
 Regina, S.D.  
 Qu'Appelle, S.D.  
 Brandon (Mount. Time)  
 Portage la Prairie, Man.  
 WINNIPEG  
 FORT WILLIAM  
 FORT WILLIAM  
 PORT ARTHUR  
 Sault Ste. Marie, Ont.  
 Owen Sound, Ont.  
 Toronto, Ont.  
 FORT WILLIAM  
 PORT ARTHUR  
 Neigon, Ont.  
 Chapleau, Ont.  
 Sudbury Junc., Ont.  
 North Bay, Ont.  
 North Bay, Ont.  
 Niagara Falls, Ont.  
 Toronto, Ont.  
 Niagara Falls, Ont.  
 Fairhaven, B.C.  
 Pembroke, Ont.  
 Carleton Place, Ont.  
 Ottawa, Ont.  
 Brockville, Ont.  
 Prescott, Ont.  
 Montreal, Que.  
 Quebec, Que.  
 St. John, N.B.  
 HALIFAX  
 Portland, Me.  
 Boston, Mass.  
 NEW WESTMINSTER  
 New York, N.Y.  
 NEW YORK  
 New York, N.Y.  
 N.Y.  
 O. & N.Y.  
 NEW YORK  
 New York, N.Y.

Column starting point on the day journey is commenced.  
 \* On Mondays connection for Victoria is via New Westminister.  
 \* Approximate time.  
 While water is low on Lake Superior, O. P. steamers may omit Port Arthur, calling only at Port William See page 63.





# Sleeping and Parlor Car Service

FROM	TO	SLEEPING CAR		PARLOR CAR	
		Depart	Berth Rate	Depart	Seat Rate
⊙ Bangor	St. John	7:30 pm	2.00		
⊙ Bangor	Boston	11:30 "	2.00	1:40 pm	1.00
⊙ Boston	Vancouver (7:30 p.m.)	7:45 "	2.50		
⊙ Boston	Bangor	7:00 "	2.00	9:00 am	1.00
⊙ Boston	Montreal	9:00 pm	2.00	9:00 am	1.50
Boston	Chicago		5.50		
Boston	St. Paul	9:00 am	7.00		
Chicago (Dearborn St.)	Toronto	10:30 pm	3.00		
Chicago	Montreal (10:30 pm)		5.00		
Chicago	Boston and Portland	8:00 pm	5.50		
Detroit	Toronto		2.00		
Detroit	Montreal		3.50		
Detroit	Boston and Portland		4.50		
Halifax	Montreal, via St. John	6:50 am	4.00		
⊙ Montreal	New York	4:25 pm	2.00	8:10 am	2.00
⊙ Montreal	Boston	8:20 "	2.00	9:00 "	1.50
⊙ Montreal	Portland		2.70		1.50
⊙ Montreal	Halifax, via St. John	8:40 "	2.50		
⊙ Montreal	Vancouver	8:40 pm	4.00		
⊙ Montreal	Toronto	9:50 am	20.00		
⊙ Montreal	Chicago	9:00 pm	2.00	8:20 "	1.00
⊙ Montreal	Chicago	9:00 "	5.00		
⊙ Montreal	St. Paul	9:10 "	6.00		
⊙ Montreal	Duluth		6.00		
⊙ Montreal	Ottawa	9:10 "	1.50	8:30 am	50
⊙ Montreal	Quebec	10:30 "	1.50	8:10 am	75
⊙ Montreal	"			8:30 pm	75
⊙ Montreal	"			8:30 am	2.00
⊙ New York	Montreal	6:00 "			
New Whaleton	St. Paul	3:00 "	13.50		
⊙ North Bay	Toronto	8:20 "	2.10	5:05 am	1.00
⊙ Old Orchard	Montreal		2.00		1.50
Ottawa	Toronto	10:35 pm	2.00		
Ottawa	Montreal	4:25 am	1.50	6:05 pm	50
Portland	Toronto		1.50		1.50
⊙ Portland	Montreal		2.00		1.50
Quebec	"	10:30 pm	2.50	1:10 pm	75
Sault Ste. Marie	Duluth	5:45 "	1.50		
Sault Ste. Marie	St. Paul	4:30 "	2.10		
St. John	Montreal	4:00 "	2.50		
⊙ St. John	Boston	4:00 "	3.00		
⊙ St. Paul	Winnipeg	7:45 pm	3.00		
St. Paul	New Whaleton	9:05 am	13.50		
St. Paul	Montreal	6:45 pm	6.00		
St. Paul	Boston, via Montreal	8:45 "	7.00		
Toronto	Montreal	9:00 "	2.00	8:45 am	1.00
Toronto	Ottawa	9:00 pm	2.00		
Toronto	Chicago (a) * 4.00 pm.	7:30 am	3.00		
⊙ Toronto	North Bay	5:15 pm	2.00	12:30 pm	1.00
Toronto	Vancouver, via North Bay	12:30 "	18.50		
Toronto	Owen Sound				50
Vancouver	Montreal	8:00 "	20.00		
Vancouver	Winnipeg	2:00 "	12.00		
Vancouver	Vancouver	5:15 "	12.00		
Winnipeg	Vancouver	8:20 pm	3.00		
⊙ Winnipeg	St. Paul				

\* Daily. † Daily except Sun. ‡ Daily except Sat. § Sun. only. ¶ Daily, except Sat. and Sun. † Sat. only.  
 ‡ Daily, Vancouver to Winnipeg; Daily, except Friday, Winnipeg to Montreal. † Change to Transcontinental  
 sleeper at North Bay. ‡ Connects with Parlor Car for St. John. ‡ Sleeping or Parlor Car. ‡ Sleeping Cars  
 run from about 22nd June to about 24th October; Parlor Cars from about 25th June to about 24th October.  
 † From about June 21st to Sept. 25th. ⊙ Sleeping Car lines operated partly by C.P.R. and partly Sleeping  
 Car Companies.

**Proportional Rates between other Stations.**  
 Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate. In Drawing  
 Rooms between three and four times the berth rate.  
 Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to  
 holders of First Class transportation.

Two adults WHEN TRAVELLING TOGETHER and BOARDING CAR at SAME STATION, will be  
 allowed to occupy a berth on one berth ticket, four a section on one section ticket, and  
 six a drawing room on one drawing room ticket, if each presents a railway passage ticket.

Canadian Pacific Railway Agents stated below have car diagrams for locating passengers  
 other ticket agents will secure accommodation on application to them:

- Boston ..... W. BENSON, 107 Washington St.
- Halifax ..... C. S. PHILIPS, 126 Hollis St.
- Montreal ..... W. F. EGG, 129 St. James St.
- Ottawa ..... J. E. PARKER, 12 Sparks St.
- Portland, Me. .... G. H. THOMPSON, Maine Central R.R. Station.
- Quebec ..... G. H. DUNCAN, Opposite Post Office.
- Sault Ste. Marie, Mich. T. R. HARVEY, Steamship Wharf.
- St. John, N.B. .... W. H. C. Mc KAY, Clubb's Corner.
- Toronto ..... C. E. McPHERSON, A. G. P. A., 1 King St. East.
- Vancouver ..... JAMES S. LATER, Station Ticket Agent.
- Winnipeg ..... W. M. McLEOD, 471 Main St.

\* Telegrams for accommodation required same night should be addressed to station agents if sent after  
 6:00 p.m. All city offices are closed on Sundays and legal holidays, and close at 8:00 p.m. week days.

Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and  
 St. Paul, will be held at following stations several hours before the arrival of Sleeping  
 Cars, and accommodation will be secured by telegram or letter.

PACIFIC EXP. (Westbound)—North Bay, Port William, Winnipeg, Regina, Calgary, (from 1st  
 Nov. to 30th April), Banff (from 1st May to 31st Oct.), Glacier.

ATLANTIC EXP. (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st  
 Nov. to 30th April), Regina, Brandon, Winnipeg, Ft. William, North Bay.

ST. PAUL EXP.—Montreal, St. Marie, Mich. BOSTON EXP.—Montreal, St. Marie, Mich.

Telegrams or letters direct to above agents will receive prompt attention. When ordering,  
 be particular to state number of berths or sections, etc., required, the train, from and to  
 what points, date of starting, and route. Acknowledgment will be sent by mail unless  
 specially requested to telegraph.

Stop-over—Holders of through Sleeping Car Tickets, reading through both Winnipeg and  
 Mission June, in either direction, will be furnished on application to Sleeping Car Porter,  
 with check for stop over at Winnipeg, Banff Hot Springs, Lagan, Field, Glacier, Revel-  
 stoke or North Bend as desired.

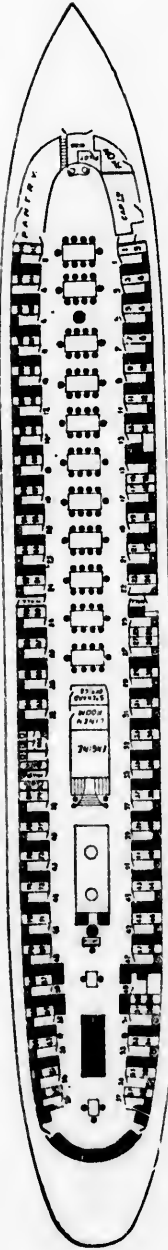
**J. A. SHEFFIELD, SUPT. SLEEPING, DINING AND PARLOR CARS AND HOTELS MONTREAL**

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# CANADIAN PACIFIC UPPER LAKE STEAMSHIPS (SUMMER ONLY) ALBERTA, ATHABASCA AND MANITOBA

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS TEN ADDITIONAL STATE ROOMS

For further particulars see pages 60 and 61 of this book.

*v.* Approximate Time, subject to change without notice.

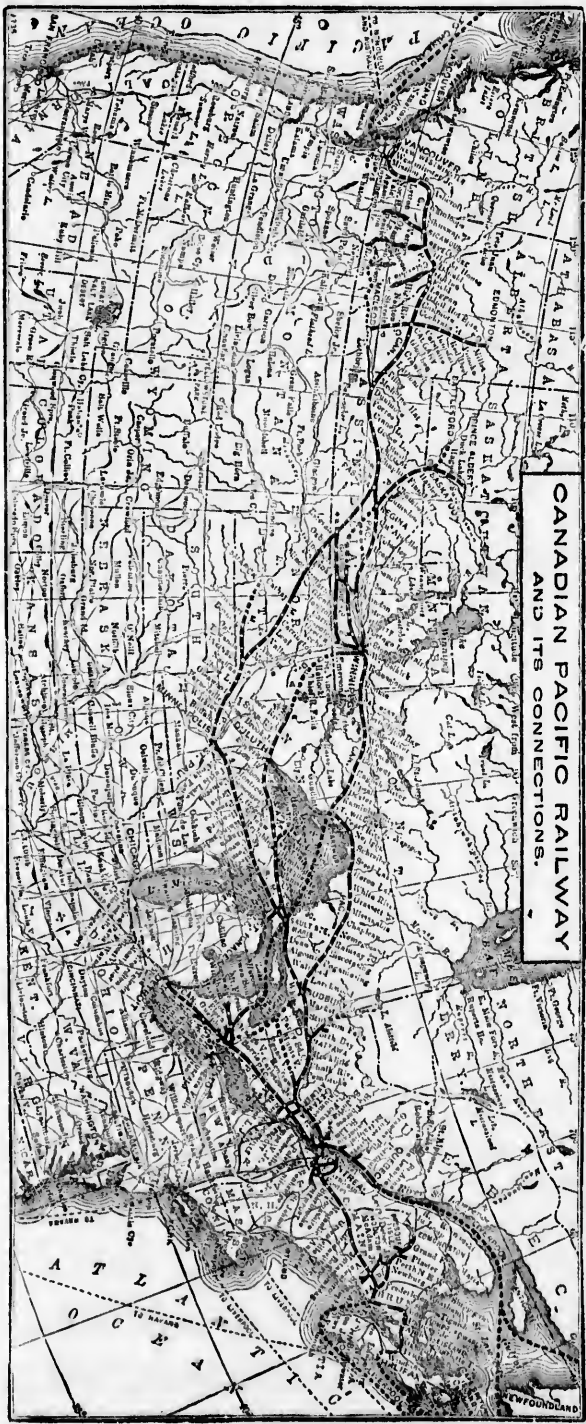
These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted up with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like ocean greyhounds than the usual lake steamship. The Manitoba is 300 feet, 2000 tons; the Alberta and Athabasca are 270 feet long, 2000 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First Class Round Trip and Tourists Tickets include meals and berths; Second Class, Colonist and Emigrant Tickets, deck passage only



the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

**First Class Round Trip and Tourists Tickets include meals and berths; Second Class, Colonist and Emigrant Tickets, deck passage only**





# CANADIAN PACIFIC RY. TELEGRAPHS

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

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

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

See that all cablegrams are marked **Via Commercial**, as this Cable Company connects with the Canadian Pacific Railway's system of telegraph on the American side and with all telegraph systems in Europe.

A tariff of charges for telegrams is posted at all Telegraph Offices, and senders of messages are requested to compare these with the charges made.

Head Office: **MONTREAL.**

**CHAS. R. HOSMER, Manager Telegraphs**

## DOMINION EXPRESS COMPANY

OPERATING ON ALL LINES OF THE

## CANADIAN PACIFIC RAILWAY

ALSO ON THE LINES OF THE

Intercolonial Railway  
Manitoba & Northwestern Railway  
Kingston & Pembroke Railway  
Erie & Huron Railway  
Bay of Quinte Railway & Navigation Co.  
Brockville, Westport & Sault Ste. Marie Railway  
Joggins Railway  
Elgin, Petiboniac & Havelock Railway  
Prince Edward Island Railway  
Bellingham Bay & British Columbia Railway  
The Allan Line Royal Mail Steamers and the Dominion Line M.L. Steamers (weekly to and from Europe)  
Canadian Pacific Royal Mail Steamship Line (to and from all Treaty Ports in China and Japan) and Canadian-Australian Line of Royal Mail Steamships to Australia, via Honolulu, H. I., and Suva, Fiji.

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

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

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

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

Grant Special Rates on produce, and on large consignments of merchandise.

Sell money orders payable in Canada, the United States and Europe.

Promptly adjust all claims for loss or damage.

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

Parcels for all parts of Canada and the United States, per Dominion Express Co. of Canada, shipped from any part in Great Britain, sent to care of Archer Haker, European Agent, at addresses shown on inside page back cover, will be forwarded promptly by mail steamers of the Allan and Dominion Lines at lowest rates.

S. T. STEWART, Superintendent	- - -	Montreal
J. A. BOSWELL,	- - -	Toronto
G. FORD,	- - -	Winnipeg
W. S. STOUT, General Manager,	- - -	Toronto

### ADVERTISING ON THE CANADIAN PACIFIC RAILWAY.

For terms for displaying advertisements on the premises of the **Canadian Pacific Railway** along its lines, apply to the **Acton Burrows Company, Head Office, 33 Melinda St., Toronto.** Branch Offices:—**Montreal; 392 Main St., Winnipeg, and 23 Cordova St., Vancouver, Canada.**

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# CANADIAN PACIFIC RAILWAY

## RAILWAY & FREE LANDS

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches. The lands along the Saskatchewan, Battle and Red Deer Rivers have long been known as the most fertile and attractive of the whole North-West. Opportunity is now given to purchase valuable farms in the vicinity of Edmonton, Red Deer and Battleford at low prices, on easy terms and without any conditions of settlement. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at the uniform price of \$3.00 per acre, and the purchaser may go into immediate possession on payment of one-tenth of the purchase money, and the balance in nine annual instalments.

The valuable lands allotted to the Canada North-West Land Co., Ltd., are for sale at the office of the Land Dept. Purchasers have the privilege of paying for these lands in the preferred shares of the Land Co., which are accepted at their par value.

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

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

### MANITOBA

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

### ASSINIBOIA

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

### ALBERTA

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

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

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

Land Explorers are offered reduced return rates, 1st Class to Winnipeg from points in Canada east of Sudbury. Holders of such tickets and also bona fide Land Explorers, coming from the United States, who can furnish satisfactory proof of the same to the undersigned, can purchase return tickets from Winnipeg to points west in the Provinces of Manitoba, Assinibota or Alberta, the value of which will be refunded original holder should he purchase within thirty days one quarter section (160 acres) of Canadian Pacific Railway farm lands. A similar rebate will be made to actual settlers on Canadian Government farm lands west of Winnipeg and east of Calgary, on production of proof of purchase or entry of same within the thirty days, and of the person so purchasing or making entry having settled upon the land.

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

For detailed prices, maps and full particulars apply to Archer Baker, European Agent, at addresses on inside page back cover, or to

**L. A. HAMILTON,**

**O. P. R. Land Commissioner, WINNIPEG, MAN.**

PROVINCIAL ARCHIVES OF B. C.

# CALENDAR

1896

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER								
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1897

JANUARY							FEBRUARY							MARCH							APRIL							
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## TIME

The 24-hour system is used at all C. P. Ry. Stations Fort William and west, and the hours from noon to midnight will be from 12 to 24 o'clock.

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

**EASTERN TIME.**—On C.P.Ry. East of Fort William and Detroit.

**CENTRAL TIME.**—Fort William to Brandon, including Manitoba branches.

**MOUNTAIN TIME.**—Brandon to Donald and branches.

**PACIFIC TIME.**—Donald to Vancouver and branches.

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

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# AGENCIES

- Adelaide, .....** Aus.. Geo. Wills & Co.
- Auckland .....** N.Z. { L. D. Nathan & Co.  
Thos. Cook & Son.
- Baltimore, .....** Md.. H. McMurtrie, Frt. & Pass. Agt., 308 East German St
- Bombay, .....** India.. Thos. Cook & Son, 13 Rampart Row.
- Boston, .....** Mass.. { H. J. Colvin, District Pass. Agt., 197 Washington St  
W. Benson, City Pass. Agt., 197 Washington St.
- Brisbane, .....** Qd.. Burns, Philip & Co., Ltd.
- Brookville, .....** Ont.. { G. E. McGlade, Ticket Agt., Cor. King St. and Court  
House Ave.
- Buffalo, .....** N.Y.. E. P. Allen, Frt. and Pass. Agent, 14 Exchange St.
- Calcutta, .....** India.. { Sidney Haywood, 30 Dalhousie Square.  
Thomas Cook & Son, 11 Old Court House Street.
- Chicago, .....** Ill.. { J. Francis Lee, General Agent, Passenger Dept., 232  
South Clark St.  
W. R. MacInnes, General Agent, Freight Dept., 234  
La Salle Street.
- Colombo, .....** Ceylon.. Thos. Cook & Son (E. B. Creasey)
- Detroit, .....** Mich.. { C. Sheehy, Dist. Pass. Agent, 11 Fort St. West.  
W. A. Kittermaster, District Freight Agent, 11  
Fort St. W.
- Duluth, .....** Minn.. T. H. Larke, 426 Spalding House Block.
- Glasgow, .....** Scotland.. A. Baker, European Traffic Agt., 67 St. Vincent St.
- Halifax, .....** N.S.. C. S. Philips, Ticket Agent, 126 Hollis St.
- Hamilton, .....** Ont.. W. J. Grant, 8 St. James St. South.
- Hong Kong, .....** D. E. Brown, General Agent, China, Japan, etc.
- Honolulu, .....** K. I.. T. H. Davies & Co.
- Kobe, .....** Japan.. Frazer & Co.
- Liverpool, .....** Eng.. A. Baker, European Traffic Agent, 7 James St.
- London, .....** Eng.. { " " " " " " " " "  
and 30 Cockspur St., S. W.
- London, .....** Ont.. T. R. Parker, Ticket Agent, 161 Dundas St.
- Malta, .....** Turnball, Jr., & Somerville, Correspondents.
- Melbourne, .....** Aus.. { Huddart, Parker & Co., Ltd.  
Thos. Cook & Son.
- Minneapolis, .....** Minn.. W. B. Chandler, Ticket Agent, Soo Line, 127 Third  
Street S., Guaranty Building.
- Montreal, .....** Que.. W. F. Egg, City Pass. Agt., 129 St. James St.
- New Whatcom, .....** Wash.. Jno. McNICOLL, Passenger Agent, 1473 Holly St.
- New York, .....** N.Y.. { E. V. Skinner, Gen. Eastern Agt., 353 Broadway.  
Land and Emigration Office, 1 Broadway  
Everett Frazer, China & Japan Frt. Agt., 63-65 Wall St.
- Niagara Falls, .....** N.Y.. { D. Isaacs, Prospect House.  
Belden & King.
- Ottawa, .....** Ont.. J. E. Parker, City Pass. Agt., 42 Sparks St.
- Paris, .....** France.. { Henu, Peron & Co. } 41 Boulevard Hausmann and  
Ticket Agents, } 95 Rue des Marais, St. Martin.  
International Sleeping Car Co., 3 Place de l'Opera.
- Philadelphia, .....** Pa.. H. McMurtrie, Frt. and Pass. Agt., corner 3rd and  
Chestnut Sts.
- Pittsburg, .....** Pa.. { F. W. Salisbury, Frt. and Pass. Agent, Room 505,  
Ferguson Building.
- Portland, .....** Me.. G. H. Thompson, Ticket Agent, Maine Central Rd.  
Union Depot.
- Portland, .....** Ore.. Allan Cameron, Passenger Agent, 146 Third St.
- Pt. Townsend, .....** Wash.. J. R. Mason, 106 Taylor St.
- Quebec, .....** Que.. Geo. Duncan, City Pass. Agt., Opp. Post Office.
- Sault Ste. Marie, .....** Mich.. T. R. Harvey, Steamship Wharf.
- Sherbrooke, .....** Que.. E. H. Crean, Ticket Agent, 6 Commercial St.
- St. John, .....** N.B.. { A. H. Notman, District Passenger Agent.  
W. H. C. Mackay, City Tkt. Agent, Chubb's Corner.
- St. Paul, .....** Minn.. H. E. Huntington, Ticket Agent, Soo Line, 308 Robert  
Street, Hotel Ryan.
- San Francisco, .....** Cal.. { M. M. Stern, Dist. Frt. & Pass. Agt. Chronicle Bldg  
Goodall, Perkins & Co., Agts. P. C. S. S. Co., 10 Market St.
- Seattle, .....** Wash.. E. W. MacGinnis, Yeeler Building, 609 Front St.
- Shanghai, .....** China.. Jardine, Matheson & Co.
- Sydney, .....** Aus.. Huddart, Parker & Co., Ltd., 63 Pitt St.
- Tacoma, .....** Wash.. W. R. Thompson, Frt. & Pass. Agt., 1023 Pacific Ave.
- Toronto, .....** Ont.. { C. E. McPherson, Asst. Gen. } 1 King Street East  
Passenger Agent,
- Vancouver, .....** B.C.. { G. McL. Brown, District Passenger Agent.  
James Solater, Ticket Agent.
- Victoria, .....** B.C.. G. L. Courtney, Frt. & Pass. Agt., Government St.
- Winnipeg, .....** Man.. W. M. McLeod, City Ticket Agt., 471 Main St.
- Yokohama, .....** Japan.. Wm. T. Payne, Gen. Traffic Agt. for Japan, 14 Bond

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5	6	7	8
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EMBR

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