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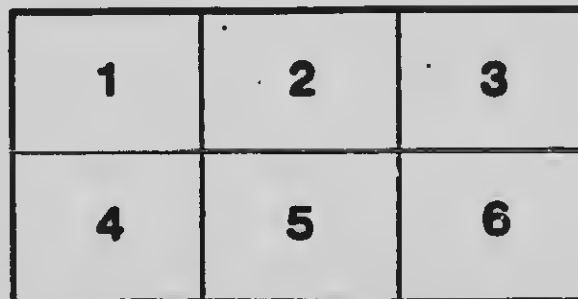
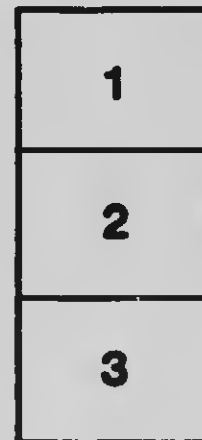
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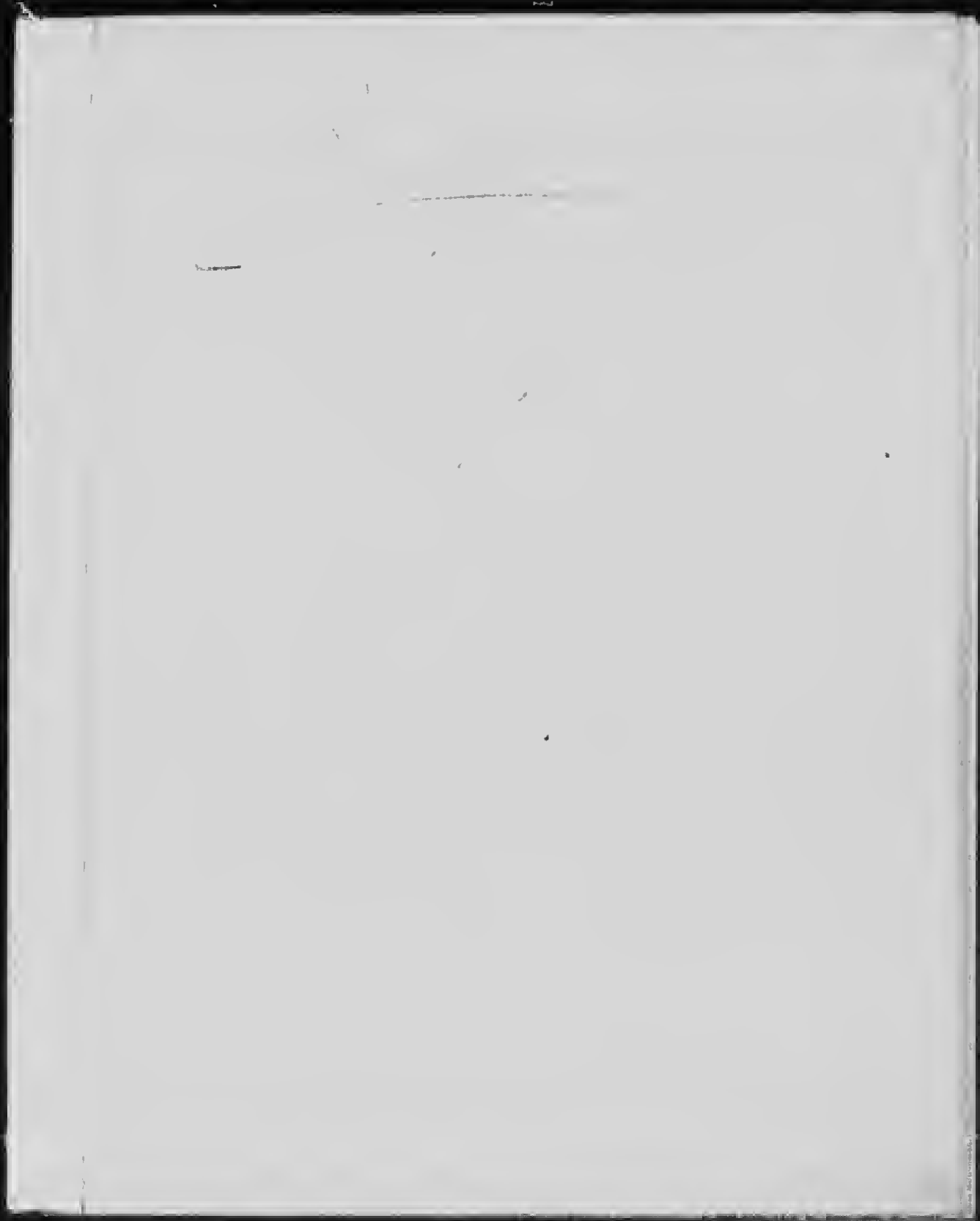
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Of the Visit made by  
Their Royal Highnesses

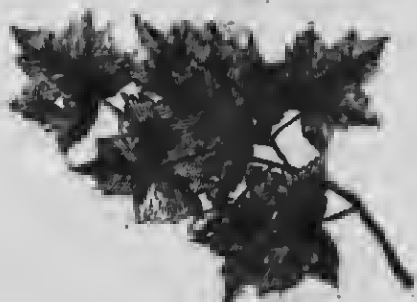
THE DUKE AND DUCHESS OF CORNWALL  
AND YORK

to

CANADA

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CANADIAN PACIFIC RAILWAY

SEPTEMBER AND OCTOBER . . 1901

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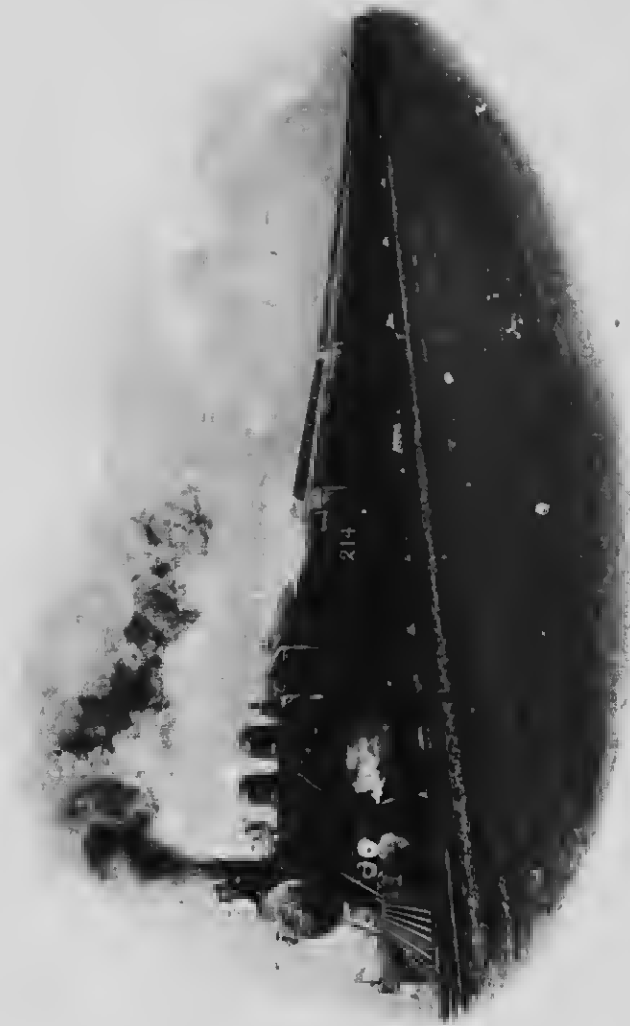
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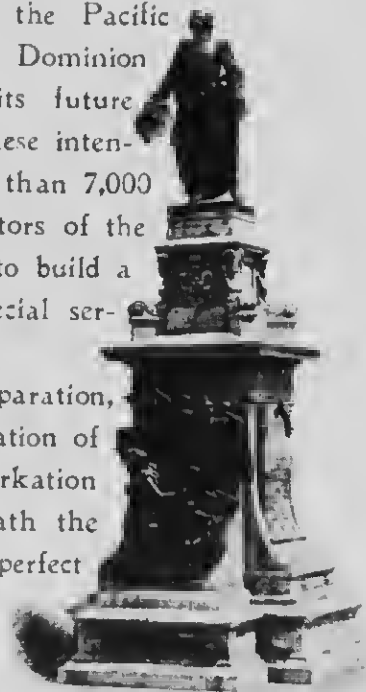
The Royal Train Canadian Pacific Railway

## The Royal Visit



WHEN the loyal Canadian people learned that they were to have the honour of entertaining their Royal Highnesses, the Duke and Duchess of Cornwall and York, they received a further intimation that a royal progress would be made from the Atlantic to the Pacific and back, so that all parts of this broad Dominion might have a chance of welcoming its future King and Queen, and, as to carry out these intentions, it would be necessary to travel more than 7,000 miles by railway, the President and Directors of the Canadian Pacific Railway decided at once to build a train which should be worthy of the special service in which it was to be used.

At length, after months of careful preparation, the Royal train is ready for the accommodation of the Duke and Duchess. As it awaits the debarkation of their Royal Highnesses, standing beneath the historic fortress of Quebec, it is a marvel of perfect



Chaplain's Monument  
Dufferin Terrace, Quebec



The Citadel, Quebec

workmanship, and an example of all that is best in construction and equipment. The mahogany coaches,



the plate glass windows, the ducal arms showing on either end of the Royal cars, and the powerful engine



of great weight and size, making a train altogether unique in this western hemisphere.

The private coaches of their Royal Highnesses are the three rear ones of the train the "Cornwall," intended for the use of the Duke and Duchess by day, is the last of the nine cars composing the Royal train. A sheltered observation platform, broad, commodious and carpeted with the softest rubber tiling, creates a favorable impression in the visitor. Here, from this sheltered nook, the Royal travellers will be able to enjoy the long vistas of noble scenery through which the train will pass. Entering a doorway whose panels are heavy plate glass, half hidden by festoons of pearl grey silk, the main reception room is reached—a delightful apartment in the style of Louis XV, with draperies of dark blue velvet. Perhaps the most striking





Reception Room, "Cornwall"

feature of this room is its light and airy appearance, owing to the fact that its walls are largely made up of plate glass windows. Passing onward, through a winding corridor, where the dainty little telephone instrument is

installed, the visitor finds himself at the door of the Duchess's boudoir, a charming room upholstered in pale blue, moire silk, and having pearl grey walls adorned with paintings <sup>after</sup> ~~by~~ *Watteau*, by Shattle.

Further forward is the dining room, whose panelled walls carry the armourial bearings of the King, the



Her Royal Highness's Boudoir. Cornwall

Duke and Duchess, and the arms of the Dominion of Canada. Here there are seats for eight at the table, and a magnificent candelabrum will illuminate it after dark by



Royal Dining Room, "Cornwall"

a flood of soft light. Just a glance, as we pass, at the perfect little kitchen, with its compact range and its shining





Kitchen, Cornwall

array of utensils a glance which fills the mind with admiration for the ingenuity of the man who could put so much into so small a space.

The night coach, "York," is reached through a vestibule whose diaphragms are curtained in soft, green plush. This car contains the royal bedrooms and bath-



The Royal Highness's Bedroom, York

rooms, together with sleeping compartments for the lady and gentleman in waiting, and servants' rooms. The



Her Royal Highness's Bathroom - York

prevailing tints of the Duchess' chamber are blue and pearl grey, and those of the Duke's grey and royal



Parlour, "Canada"



crimson. Nothing that is usually found in the perfectly appointed bedrooms of a palace has been omitted from these sleeping chambers. The Duchess' bedroom and almost the same description will apply to that of the Duke has a roomy, metal bedstead, heavily gilt, as inviting a touch as the mind can conceive. The delicate

lace of the pillow covers seems in perfect harmony of design with the soft, silken panel of the room. The private bathrooms are reached directly from the Royal bedrooms, the walls of each being similarly upholstered in a soft, waterproof material. Dressing tables, easy chairs and mirrors are not lacking.

The third coach is the "Canada," reached through a vestibule identical in every respect with that joining the "Cornwall" to the "York." This is a compartment car, panelled in white mahogany and upholstered in terra cotta



Shower Bath, "Canada"



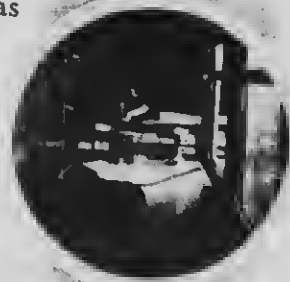
Dispensary, "South Africa"



and olive green plush. It has five luxurious staterooms, but the centre of the car is given up to a comfortable parlour extending across its entire width, wherein is a large writing table and sundry lounges and easy chairs. On entering the car a roomy lavatory and shower bath are noticed—quite the latest novelty, even in a Royal train. As two of the staterooms will be used by the ladies of the suite, a dressing room containing pier-glasses, wardrobes and other necessaries, has been provided in the “Canada.”

The “Sandringham” is the dining car of the Royal staff. It will seat thirty persons at table, and its kitchen and pantry arrangements are as perfect as they can be made.

The other cars of the train are of the standard patterns in use on the Canadian Pacific Railway. They are the sleepers “Australia,” “India” and “South Africa.” The “South Africa” has been fitted up with an office for the use of His Royal Highness’ secretaries, and facing it is a



Office, “South Africa.”

dispensing room for the use of the medical attendant of the Duke and Duchess. Two baggage cars complete the train, each containing berths and accommodation for attendants, together with baggage rooms and cold storage compartments.

All the coaches are lighted by electricity. Great opal

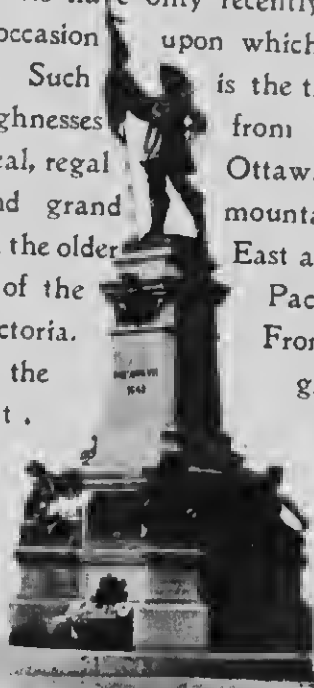


Lord Strathcona's Mansion - Home of the Duke and Duchess while in Montreal

globes are set in the ceiling of each car, from which a mellow, harmonious light penetrates to every nook and corner. But the greatest marvel of all is undoubtedly the telephone of a new pattern that has been installed in all



the cars. It is possible for four persons to speak at the same time without any one of them interfering with any other, and, moreover, each car is connected with all the rest, so that inter-telephonic communication exists between every coach from one end of the long train to the other. These instruments have only recently been perfected, this being the first occasion upon which they have been put to practical use. Such is the train which will carry their Royal Highnesses from ancient Quebec to queenly Montreal, regal Ottawa, and through those vast prairies and grand mountain ranges which intervene between the older East and the young, vigorous twin cities of the Pacific seaboard—Vancouver and Victoria. From Quebec the road will lie along the great valley of the Lower St. Lawrence. Ever and anon a glimpse of the river flowing in solemn majesty toward the Gulf will be had, but more often the eye will rest upon the neat and well-tilled fields of the French-Canadian *habitants*. Five and a half hours after leaving Quebec, Montreal—the Hochelaga of Jacques Cartier—is reached. A couple of days in this busy,



Maisonneuve Monument, Place D'Armes, Montreal



Library, Parliament Buildings, Ottawa

prosperous city and then the Royal train will pass through farming lands giving evidences of a solid prosperity, until at length the beautiful towers of the Parliament Buildings at Ottawa are seen to cut the western horizon.

Much might be said of this most charming place, where four days will be spent by their

Royal Highnesses, the guests of the Governor-General at Rideau

Hall. Here is the seat of the Vice-Regal court, and here come the wit and learning, and beauty of the Dominion while Parliament is in session. But the way is long; it is a far cry to Vancouver, and so Ottawa is left behind, and the Royal train glides smoothly onward toward the balmy Pacific. At Mattawa the main transcontinental line swings sharply to the west. Yonder low muddy point is almost hallowed ground to the student of Canadian history. Here Champlain La Verendrye, Simpson, Hearne, and many another gallant explorer halted on his way to the unknown West, for the old canoe route to the prairie followed the Mattawa and French rivers to Lake Huron.



Vice-Regal Residence - Home of the Duke and Duchess while in Ottawa

Sudbury, near which are some of the largest deposits of nickel ore in the world, is reached; then the Royal train enters a rugged, picturesque region, already giving great evidence of mineral wealth, not emerging therefrom until, at Heron Bay, the sunlit waters of Superior stretch southward far as the eye may reach.

For two hundred miles the track follows every bend and curve of the bold, northern coast of the Gitche Gumme, or Little Brother of the Sea, according to Indian legend. Here the mouths of the finest trout rivers of the continent are crossed. In the Nepigon, Steel and Jack Fish rivers the fly fisherman may enjoy such fishing as few waters can afford. At Fort William the train has already covered a



Jack Fish Bay, Lake Superior

third of its long run to the Coast. This old Hudson's Bay post was a very famous place in bygone days. It was almost the centre of the Pays D'en Haut, a land which attracted the young Canadian of the eighteenth century as irresistibly as the sea attracts the British youth of to-day. Another spur of a little over four hundred miles, and the Royal train crosses the broad Red River of the North, and comes to rest in the capital of Manitoba.

Winnipeg has had a stirring past, and, unless all signs are misleading, will have a prosperous future. The old post of the fur traders, Fort Garry, has grown into a city of 42,000 people, the headquarters of the wholesale trade of the Canadian Northwest, a territory of 630,000 square miles.

Beyond Winnipeg the scene changes; here we have no longer the rugged ranges of New Ontario, and, instead, stretching on either hand are the fertile wheat lands which have made Manitoba a household word throughout the Empire. The bountiful harvest has been gathered, and the Anglo-Saxon race is the richer by the sixty million bushels of wheat which it has yielded. From



City Hall and Monument, Winnipeg.

Winnipeg to the mountains the railway traverses a great tract of level plain, from which a kingdom could be carved. Beyond Regina, the old buffalo trails and wallows catch the eye monuments of a vanished species which will not be obliterated, should nought but the



Gathering Manitoba's Harvest

elements interfere, for many a long year to come. As the Royal train approaches the mountains, great bands of fat steers, and herds of horses are passed, for this is the

ranching country, the land of the foothills, where the stockman has inherited the marches once roved over by the bois brule' and the Blackfoot.

Beyond Calgary, at the Gap, the mountains, which have already been in sight for some hours, are reached. To



Ranch in Alberta

the southward are the beautiful peaks of the Three Sisters, wondrous masses of stratified rock, whose rugged outlines are faithfully reflected in the limpid Bow River.

The Royal train is now climbing steadily to the summit of the Bow River Pass, by which it will gain access to the Columbia Valley beyond the range. At Banff it is 4,500 feet above the level of the sea. This Spa and pleasure resort is within the Canadian National

Park, a reservation including portions of the valleys of the Bow, Spray and Cascade rivers, together with many mountain tarns and snowclad peaks, and at least one glacier. Much has been written of the beauties of Banff, but mere descriptions convey but a poor idea of the charms of the place. The ride up the Spray Valley and



Three Sisters, Canmore, Alta.

through the virgin forest to the Spray Canon at the foot of Goat Mountain; the Sun Dance Canon, a remarkable cleft in the mountain; and the crest of Tunnel Mountain, reached by a spiral drive, are some of the more noted points. Only those who have visited Banff realize why people return to it year after year even from far-away lands.

But the summit of the pass has not even yet been reached. Laggan, at an altitude of 400 feet above Banff, is a station from which the Lakes in the Clouds Louise (named after Her Royal Highness the Princess Louise), Mirror and Agnes are most easily reached. These moun-



Banff Springs Hotel, Rocky Mountain Park

tain lakelets are truly in the clouds, and nestle at the feet of some of the most stupendous precipices of the Canadian Rockies. At Stephen, 5,296 feet above the sea, the continental divide is crossed, and henceforth each mountain stream adds its volume to the Pacific. Field is most



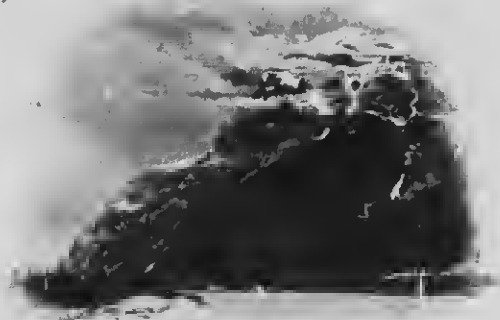


Lake Louise, Laggan, B.C.

romantically situated in the shadow of Mount Stephen, whose shoulders are clad in robes of ice, and which, until the more adventurous white man found his way into the range, was thought to be inaccessible to human foot, for even the most daring Indian hunter had never been able to reach its summit. A few miles further north, though invisible from the railway, are the mighty Takakkaw Falls,

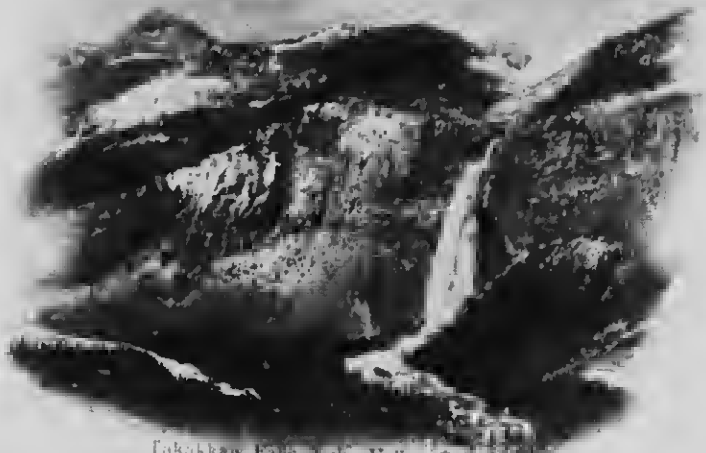
whose sheer drop of 1,300 feet far eclipses in volume the better known Yosemite. The roar of the falls is deafening and the valley below is filled with seething volumes of spray.

The Kicking Horse Canon is the first of those impressive gorges which have rendered the western mountain scenery so famous. After hours spent in this narrow pass it is a relief to enter the smiling, peaceful valley of the noble Columbia.



Mount Stephen, B.C. Rocky Mts.  
Altitude 10,900 feet

From Golden to the Beavermouth the Royal train passes through landscapes not surpassed in any land. On the right the Rockies, a rampart walling it in to the eastward as far as the eye can reach: on the left, the dark, forested slopes of the Selkirks, even as yet but partially



Takakkaw Falls, Telo Valley, B.C. 700 feet high

explored. At Beavermouth the train turns up the Valley of a mountain stream, so narrow that in places a single log serves as a bridge. Soon the panting of the powerful engine tells of its upward toil. As the train climbs towards the summit of Rogers' Pass the scenery

becomes sternly grand. Glimpses worthy of the brush of a master await the traveller at every bend, and all too soon, as it seems, the sudden change in motion betokens that the climb is over, and that the descent of the Illecillewaet Valley has begun. The train is now 4,300 feet above the sea. To the northward is the great, silent range of the Hermit, and facing it are the even higher peaks, Macdonald and Sir Donald. This latter mountain is a naked pyramid of rock, towering above the Glacier House, a very famous resort, and one much frequented by members of the Alpine Club, and by men in search of big game.

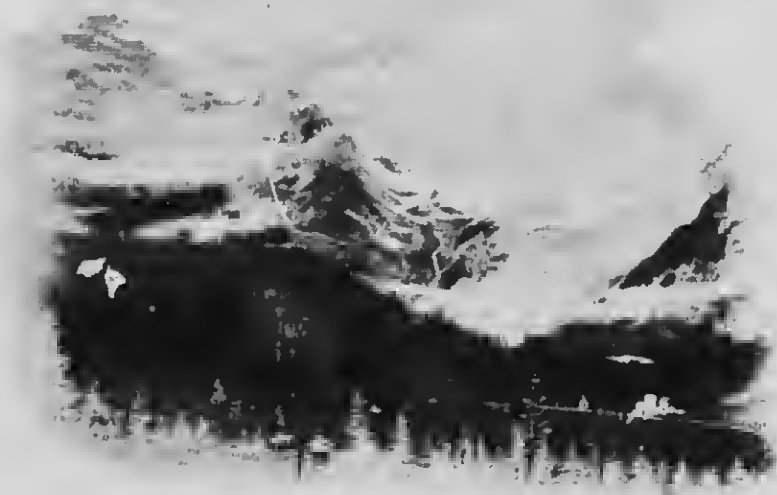
Beyond this station is The Loops, one of the greatest feats of engineering on the continent. This valley of the Illecillewaet is followed to the second crossing of the Columbia at Revelstoke; while the railway has taken a short cut across the Selkirk Range, the river has only flanked it by a sweep of several hundred miles

Within the valley of the Illecillewaet are many canons, the stream dashing impetuously hundreds of feet below the edge of the bordering cliffs. The finest of these is the Albert Canon, passing a point in which the Illecillewaet is compressed into a silver thread scarce a score of feet in width.



Kicking Horse Canon, B.C.

Here, at Revelstoke, the road forks. The Royal train will continue its westerly course over the main transcontinental line, but, did time permit, a delightful trip could be made by their Royal Highnesses down the Arrow Lakes, and through the rich, mining districts of the Kootenay. As compared with the two lofty ranges the train has already climbed, the low pass through which the line crosses the Gold Range is comparatively insignificant, its summit being but 2,525 feet above sea level; moreover,



Asulkan Glacier, Heart of the Rockies, B.C.



Cariboo Bridge a relic of the past

after passing through such a wealth of scenery, over the beauties of the great Shuswap Lake, and of the winding Thompson do not cause so much comment as they would have done a day or two previously. Sicamous is the gateway to the rich valley of the Okanagan, where all



Hermit Range - Bordering the Okanogan Valley, B.C.

things grow at the bidding of the farmer, from hops such as the Kentishman knows, to tobacco scarcely inferior in flavour to the Virginian leaf. This valley, together with its sisters of the South Thompson and the Fraser,



Hecillewaet Valley, B.C.

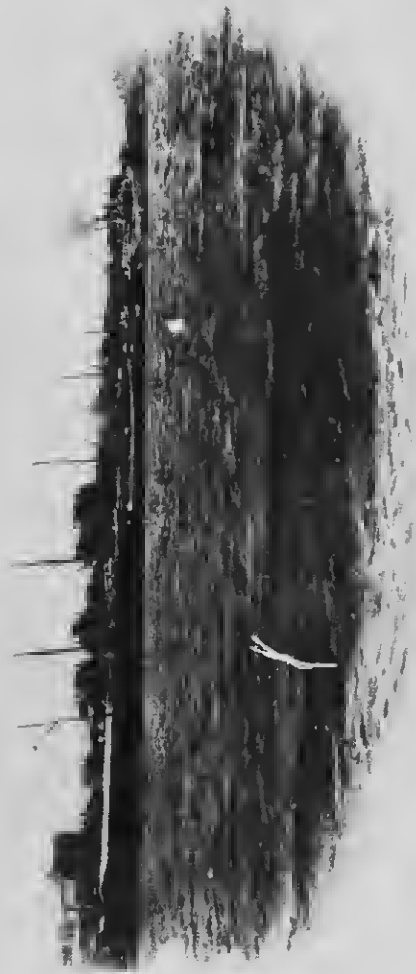
effectually disprove the assertion, sometimes made, that British Columbia is not a farming country.

But when the eerie canon of the Fraser is reached the most sluggish pulse must beat more quickly, as the mind takes in the solemn grandeur of that unrivalled gorge. Emerging from the shadows for a brief space the old Cariboo bridge is seen. This was once the only means of access and egress to the placer mines of the interior.

Forty years ago thousands of red-shirted miners followed that dizzy road along these cliffs, but when the Canadian Pacific Railway had been completed the trail had no more travellers, and was allowed to fall into disrepair.

And now the run of more than 3,000 miles will soon be ended. Already the soft, warm air



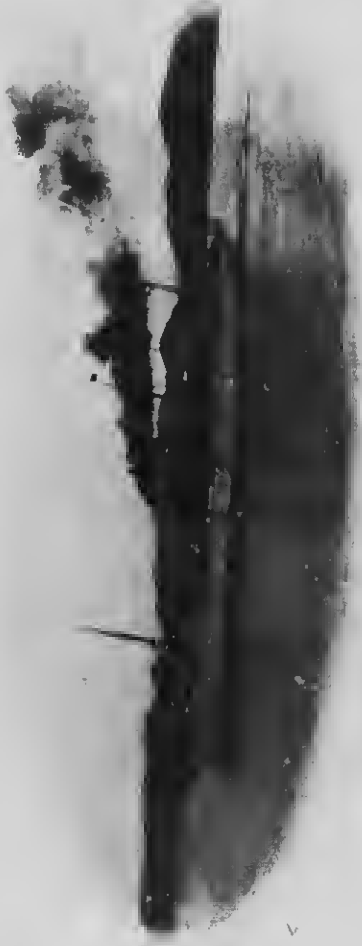


Vancouver, B.C. on Burrard Inlet



of the Pacific is making itself felt, and a few hours later the rose-embowered verandas of Vancouver are reached, and the Royal train halts, at length, within sight of the great white Empress Line steamship which will carry the Royal party to Victoria, the island capital, whose suburb is Esquimault, Britain's Northern Pacific squadron's headquarters. Cities grow with great rapidity in Canada, but the growth of Vancouver is considered to have been marvellously rapid even for the Dominion. Fifteen years ago the site was a mass of smouldering embers and blackened tree trunks: to-day Vancouver is a bright, homelike city which shares with its neighbour "Victoria" the trade of the North Pacific coast.

The S.S. "Empress of India," which will convey their Royal Highnesses from Vancouver to Victoria, and back to the port of embarkation, is a handsome, speedy vessel of 6,000 tons measurement. This vessel, together with two sister ships, form the fleet of Royal Mail Steamships, plying between Vancouver, Yokohama and Hong Kong, owned by the Canadian Pacific Railway Company. Each one of these steamers is commanded by an officer of the Royal Naval Reserve. As the steamship ploughs through the sheltered waters of the Gulf of Georgia, the white sails of the fisher fleet will be noticed dotting the entrance to the Fraser, for this is the home of the salmon, and here they are caught in numbers such as the oldest netsman on Tweed



Canadian Pacific Railway Company's Steamship "Empress of India"



Parliament Buildings, Victoria, B.C.

and Shannon has never dreamed of. This waterway is traversed by ocean-going craft laden with lumber cut in the great Douglas fir forests of the Coast Range—for British Columbia is wondrously rich in natural resources, and does not rely for her prosperity merely upon her mines and her ranches, but seeks also to supply the world's demand for the choicest timber.

Here, at Victoria, the long run of 3,162 miles from Quebec ends. The Royal party has now reached the western shore of the Dominion, and the hour has come for the return journey to begin for already at far away



Government House—Home of the Duke and Duchess while in Toronto

Halifax, fleets flying the white ensign are assembled to escort the "Ophir's" precious freight across the Atlantic Ocean. The homeward run is made over the main transcontinental line to North Bay, 227 miles from Toronto. At this point the Royal train is transferred to the Grand Trunk line and conducted safely to Toronto, the Queen City by Lake



Niagara Falls

Ontario. There is much to be seen in this active, business provincial capital of more than 200,000 souls. In summer and in autumn there is no city in the world blessed with a more salubrious climate than Toronto, while rainy days are rare and the meteorological records show that but few cities on the continent are blessed with more sunshine. Moreover, Niagara is but a few miles distant around the head of

the placid waters of the lake, and in due time the train will halt for a breathing space on the verge of this mighty cataract, so close that the very spray of the tortured waters shall fall like a soft rain upon the Royal coaches.

From Toronto the train speeds along the northern shore of Lake Ontario; crosses the St. Lawrence, at Montreal, by a steel bridge, having a length of considerably over a



Suspension Bridge and Reversible Falls, St. John, N B.

mile and a quarter; passes through the fertile eastern townships, peopled by the descendants of men whose loyalty to the British Crown brought them here; and so to Point Levis, facing the grim, grey citadel which witnessed the debarkation of their Royal Highnesses. Henceforward the Royal train will have the right of way over the Inter-



Balmat, N.S., from the Harbour

colonial Railway, and will pass in succession the picturesque French-Canadian villages scattered along the southern shore of the Lower St. Lawrence; the foaming waters of the Metapedia, and three of the most famous salmon rivers of the

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e Inter-

Dominion - the Restigouche, Nipisiguit and Mirimichi cre  
arriving at St. John, the chief seaport of New Brunswick, a  
city interesting alike to the historian and the man of affairs.  
St. John is happily situated and has much to show the  
visitor, even those able to tarry but a short time. Imme-  
diately above the city are the reversible falls of the St.  
John, and facing the city, but on the opposite shore of the  
Bay of Fundy, stretch the blue mountains of the Annapolis  
Valley, sheltering the Land of Evangeline beyond their  
lofty crests.

The last stage of the ocean to ocean journey has now  
been reached, and the Royal train takes but a few hours  
to cover the 297 miles intervening between St. John and  
Halifax, the capital of Nova Scotia, and England's greatest  
naval base on the western shore of the Atlantic.

Halifax has always been an English port, and as such  
it was the scene of much war-time preparation at the period  
of the English and French struggle for the supremacy of  
Nova Scotia and the neighbouring provinces. At this early  
period in its history the hostility of the Indians was a re-  
tarding influence in the broadening out  
of the settlement. Dartmouth, just  
across the harbour and occupying a  
veritable amphitheatre of hills, ex-  
perienced many Indian attacks. By  
way of preparation to ward off the

esque  
shore  
the  
f the



Main Gate, Halifax Citadel.



attacks of these marauding invaders, Halifax built on its central hill a blockhouse, and this was the nucleus and starting point of the now world-famous citadel.

As H.M.S. "Ophir" steams out of the noble harbour the last sight that will greet the eye of her Royal passengers will be the Union Jack, floating above the highest bastion of the Citadel, waving a loyal farewell the flag to which every heart within the great Dominion will turn, as it breathes a prayer for a safe and speedy voyage to the gallant ship and all on board.





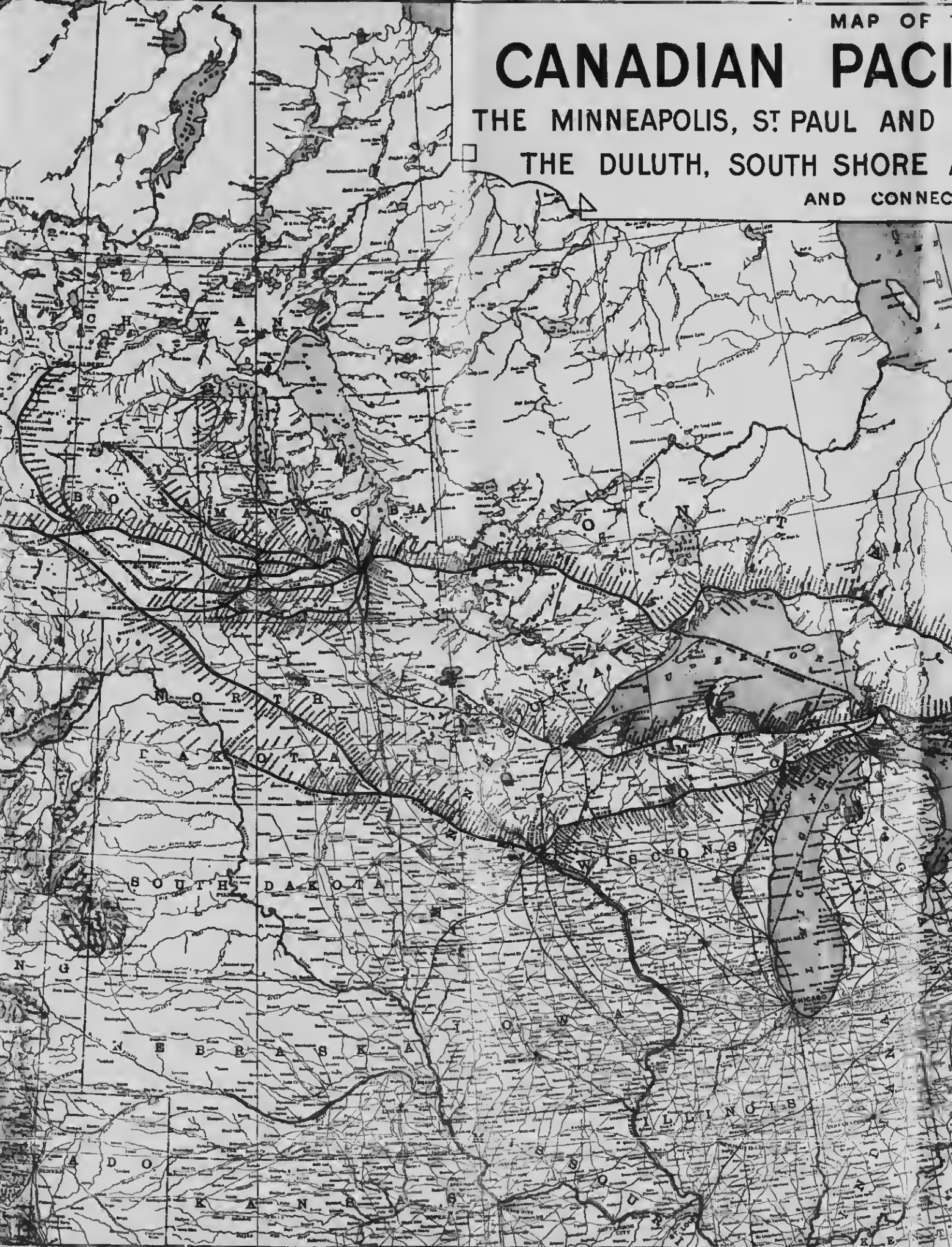
The Royal Train Canadian Pacific Railway



108° 107° 106° 105° 104° 103° 102° 101° 100° 99° 98° 97° 96° 95° 94° 93° 92° 91° 90° 89° 88° 87° 86° 85° 84° 83° 82° 81° 80° 79° 78° 77°

# MAP OF CANADIAN PACIFIC

THE MINNEAPOLIS, ST. PAUL AND  
THE DULUTH, SOUTH SHORE  
AND CONNEC



108° TIME 106° 104° 102° 100° 98° 96° 94° 92° 90° 88° 86° 84° 82° 80° 78° 76° 74° 72° 70° 68° 66° 64° 62° 60° 58° 56° 54° 52° 50° 48° 46° 44° 42° 40° 38° 36° 34° 32° 30° 28° 26° 24° 22° 20° 18° 16° 14° 12° 10° 8° 6° 4° 2° 0° 1° 3° 5° 7° 9° 11° 13° 15° 17° 19° 21° 23° 25° 27° 29° 31° 33° 35° 37° 39° 41° 43° 45° 47° 49° 51° 53° 55° 57° 59° 61° 63° 65° 67° 69° 71° 73° 75° 77° CENTRAL 80° TIME

OF THE  
**PACIFIC RAIL**  
ND SAULT STE MARIE  
RE AND ATLANTIC R  
NNECTIONS.

MAP OF THE

# CANADIAN PACIFIC

THE MINNEAPOLIS, ST. PAUL AND SAULT  
THE DULUTH, SOUTH SHORE AND  
AND CONNECTIONS.



CENTRAL 90° TIME

17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

# THE PACIFIC RAILWAY, SAULT STE MARIE RAILWAY, AND ATLANTIC RAILWAY. STATIONS.



SCALE OF STATUTE MILES  
Represented here by each inch (approx.)  
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18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

EASTERN TIME

